

1. Road Modifications for the Manor Park Integrated Road, Water and Sewer Project (Arundel Avenue, Kilbarry Crescent, Braemar Street, Finter Street, Farnham Crescent and Jeffrey Avenue)

Modifications de la chaussée dans le cadre du projet de réfection intégrée de la chaussée et des réseaux d'aqueduc et d'égouts de Manor Park (avenue Arundel, croissant Kilbarry, rue Braemar, rue Finter, croissant Farnham et avenue Jeffrey)

Committee recommendation(s) as amended

That Council:

- 1. Approve the road modifications described in Document 1, as part of the Manor Park Integrated Road, Sewer, and Water Project; and**
- 2. Direct staff to develop a scoped work plan and resource estimate for a neighbourhood-level transportation assessment for the Manor Park community, encompassing traffic projections, pedestrian and cycling demand, cumulative impacts of all planned transportation changes, and a prioritized pedestrian infrastructure investment plan; and**
 - a. Direct staff to advise Committee whether this study can be resourced within existing budgets or requires a dedicated funding allocation; and**
 - b. Direct staff to report back to the Public Works and Infrastructure Committee no later than Q4 2026, with recommendations to inform future transportation and pedestrian infrastructure planning decisions within Manor Park.**

Recommandation(s) du Comité telles que modifiées

Que le Conseil :

1. approuve les modifications de la chaussée décrites dans le document 1, dans le cadre du projet de réfection intégrée de la chaussée et des réseaux d'aqueduc et d'égouts de Manor Park; et
2. demander au personnel de préparer un plan de travail préliminaire et une estimation des ressources pour une évaluation des transports au niveau du quartier pour la communauté de Manor Park, ce qui englobe les projections de trafic, la demande des piétons et des cyclistes, les répercussions cumulatives de tous les changements devant être apportés aux transports et un plan d'investissement prioritaire dans l'infrastructure piétonne;
 - a. demander au personnel d'indiquer au Comité si cette étude peut puiser ses ressources à même les budgets existants ou s'il lui faut un financement exclusif;
 - b. demander au personnel de faire rapport au Comité de l'infrastructure et des travaux publics au plus tard au quatrième trimestre de 2026, avec des recommandations pour éclairer les futures décisions concernant la planification des infrastructures pour le transport et les piétons dans Manor Park.

Documentation/Documentation

1. Extract of the draft Minutes, Public Works and Infrastructure Committee, March 30, 2026

Extrait de l'ébauche du procès-verbal, Comité des travaux publics et de l'infrastructure, le 30 mars 2026

2. Revised Director's Report, Transportation Planning, Planning, Development, and Building Services Department, dated March 19, 2026 (ACS2026-PDB-TP-0013)

**Public Works and Infrastructure
Committee
Report 25
April 8, 2026**

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**Comité de l'infrastructure et des
travaux publics
Rapport 25
Le 8 avril 2026**

Rapport révisé de la directrice, Planification des transports, Direction générale des services de la planification, de l'aménagement et du bâtiment, daté le 19 mars 2026 (ACS2026-PDB-TP-0013)

**Public Works and Infrastructure
Committee
Report 25
April 8, 2026**

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**Comité de l'infrastructure et des
travaux publics
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**Extract of Draft Minutes 25
Public Works and Infrastructure
Committee
March 30, 2026**

**Extrait de l'ébauche
du procès-verbal 25
Comité de l'infrastructure et des
travaux publics
Le 30 mars 2026**

Road Modifications for the Manor Park Integrated Road, Water and Sewer Project
(Arundel Avenue, Kilbarry Crescent, Braemar Street, Finter Street, Farnham Crescent
and Jeffrey Avenue)

File No.: ACS2026-PDB-TP-0013 - Rideau-Rockcliffe (13)

Jennifer Armstrong, Director, Transportation Planning, Planning, Development & Building Department, and Carina Duclos, Director, Infrastructure Services, Infrastructure & Water Services Department answered questions from the Committee regarding the report.

Subsequently, the following residents spoke before the Committee and provided comments on the item:

1. Ellis Westwood
2. Rob Attrell
3. Christina Keys
4. John Gomes
5. Eugenie Waters (For Our Kids Ottawa-Gatineau)
6. Kyle Humphrey
7. Andrea Stewart
8. Ayse Comeau (Sutton Group Ottawa Realty, Brokerage)
9. Henry Lu
10. Sandra Reggler
11. Peter Burpee
12. David McInnes

13. Natalie Belovic
14. Richard van der Jagt
15. Victoria Harris
16. Julie Zhang
17. Brianna McKelvie
18. Patrick Bickerton

Additionally, written correspondence was received by and filed with the Office of the City Clerk and distributed to Committee Members:

- Email from Deborah Waters, dated March 23, 2026;
- Email from Sara Washburn, dated March 24, 2026;
- Email from Ottawa Transit Riders, dated March 25, 2026;
- Email from Natalie Ethier, dated March 25, 2026;
- Email from Lilia Semjonov, dated March 26, 2026;
- Email from Louise Jones, dated March 26, 2026;
- Email from Greater Avalon Community Association, dated March 26, 2026;
- Email from Lisa Sheehy, dated March 26, 2026;
- Email from Véronique French Merkley, dated March 27, 2026;
- Email from Paul-Erik Veel, dated March 27, 2026;
- Email from Richard Van Der Jagt, dated March 27, 2026;

Lastly, motions were introduced and voted on by the Committee.

Report Recommendation(s)

That the Public Works and Infrastructure Committee recommend that Council approve the road modifications described in Document 1, as part of the Manor Park Integrated Road, Sewer, and Water Project.

Carried as amended

Moved by Vice-Chair C. Kitts (on behalf of R. King)

Motion No. PWIC 2026-25-01

WHEREAS this report has direct implications on Ward 13 - Rideau-Rockcliffe, as referenced in the Ward Councillor Comment section of the staff report; and

WHEREAS the Ward Councillor Comment section was inadvertently omitted from the report before it was circulated; and

WHEREAS the Background section of the report incorrectly referenced a survey as coming from the Councillor's office rather than from the City.

THEREFORE BE IT RESOLVED that the staff report be revised to add the text under the Ward Councillor Comment Section; and

BE IT FURTHER RESOLVED that the staff report be revised as follows:

“The results of a ~~Councillor~~ City survey indicated 52 per cent of respondents oppose the sidewalks, 40 per cent are in support, and eight per cent did not express an opinion.” A Councillor-led survey showed higher opposition to the sidewalks, particularly on the affected streets.

Carried

Moved by Councillor L. Dudas (on behalf of R. King)

Motion No. PWIC 2026-25-02

WHEREAS the City's Transportation Master Plan, Complete Streets Policy, and Vision Zero framework support safe, accessible, and connected pedestrian networks, while allowing for context-sensitive application; and

WHEREAS integrated infrastructure renewal projects present an important opportunity to improve pedestrian infrastructure, but sidewalk installation on individual streets does not always produce meaningful connectivity in the short-term when evaluated in isolation; and

WHEREAS effective transportation planning to address pedestrian missing links requires sidewalks to be assessed in relation to nearby intersections, crossings, schools, transit routes, and existing or planned pedestrian infrastructure; and

WHEREAS the Manor Park neighbourhood is experiencing evolving transportation pressures including the future reopening of Hemlock Road connecting to Wateridge Village, redevelopment along St. Laurent Boulevard, and continued growth within Manor Park Estates; and

WHEREAS Manor Park Public School has a longstanding need for safer pedestrian access, with existing conditions including a painted walking path, constrained sidewalks, and congestion during school drop-off and pick-up periods; and

WHEREAS the City's Transportation Master Plan identifies pedestrian improvements in the vicinity of Eastbourne Avenue and Manor Park Public School, but these improvements are currently unfunded and scheduled beyond the existing five-year capital horizon; and

WHEREAS the current Manor Park integrated renewal project has allocated \$180,000 for sidewalk construction streets that would not significantly improve pedestrian connectivity at this time; and

WHEREAS redirecting resources and construction to priority pedestrian connections could improve safety for school children and accelerate delivery of meaningful network improvements;

WHEREAS the review of sidewalk placement within the Manor Park integrated renewal project highlighted that the proposed sidewalk segments do not directly improve pedestrian connectivity at this time, and prompted consideration of how pedestrian infrastructure investments could better address key neighbourhood connections

THEREFORE BE IT RESOLVED that staff be directed to review opportunities to reallocate funding from within the current project, where feasible, or identify additional funding sources, to accelerate pedestrian connectivity improvements serving Manor Park Public School; and

BE IT FURTHER RESOLVED that staff prioritize improvements that strengthen connections between the school, surrounding neighbourhood streets, and transit routes, including but not limited to Eastbourne Avenue, Thornwood Road adjacent to Manor Park Public School, and the Braemar–Eastbourne area; and

BE IT FURTHER RESOLVED that staff identify potential funding sources within the current project, where feasible, or from other available sources, to advance

these pedestrian connectivity improvements sooner than currently planned, and provide this information to the Ward Councillor, with a summary circulated to Committee members; and

BE IT FURTHER RESOLVED that staff also outline any design or timing adjustments required to accelerate these pedestrian safety improvements, with a view to advancing implementation as early as feasible.

For (5): T. Tierney, L. Dudas, W. Lo, M. Luloff, and Councillor Isabelle Skalski

Against (7): C. Kitts, J. Bradley, S. Desroches, S. Devine, G. Gower, L. Johnson, and A. Troster

Lost (5 to 7)

Moved by Vice-Chair C. Kitts (on behalf of R. King)

Motion No. PWIC 2026-25-03

WHEREAS the Manor Park Official Plan Amendment, approved in 2021, and the resulting Secondary Plan could introduce a scale of intensification that will significantly alter traffic and pedestrian patterns throughout the community; and

WHEREAS the reopening of Hemlock Road to Wateridge Village, the potential reconstruction of Beechwood Avenue, proposed intersection modifications at Eastbourne, Braemar, and Ava, and the build-out of the Manor Park Secondary Plan represent a convergence of transportation changes that require coordinated analysis before further infrastructure decisions are made; and

WHEREAS both the Ward Councillor and the Manor Park Community Association recommended at the time of OPA approval in 2021 that the City undertake comprehensive transportation planning for the community, and that recommendation has not been acted upon; and **WHEREAS** the internal streets of Manor Park function primarily as low-volume, local access roads with limited connectivity between major corridors, and therefore do not experience the same level of through-traffic pressures; and

WHEREAS current and anticipated traffic increases are concentrated along key arterial and collector corridors, including Hemlock Road, St. Laurent Boulevard, Sandridge Road and Birch Avenue, where higher traffic volumes and speeds

create greater need for targeted, pedestrian-focused design and permanent traffic calming measures; and

WHEREAS City planning frameworks, including the Transportation Master Plan, do not provide a neighbourhood-specific, cumulative assessment of transportation impacts within Manor Park; and

THEREFORE BE IT RESOLVED that staff be directed to develop a scoped work plan and resource estimate for a neighbourhood-level transportation assessment for the Manor Park community, encompassing traffic projections, pedestrian and cycling demand, cumulative impacts of all planned transportation changes, and a prioritized pedestrian infrastructure investment plan; and

BE IT FURTHER RESOLVED that staff advise Committee whether this study can be resourced within existing budgets or requires a dedicated funding allocation; and

BE IT FURTHER RESOLVED that staff report back to the Public Works and Infrastructure Committee no later than Q4 2026, with recommendations to inform future transportation and pedestrian infrastructure planning decisions within Manor Park.

For (11): T. Tierney, C. Kitts, J. Bradley, S. Desroches, L. Dudas, G. Gower, L. Johnson, W. Lo, M. Luloff, Councillor Isabelle Skalski, and A. Troster

Against (1): S. Devine

Carried (11 to 1)

Moved by Vice-Chair C. Kitts (on behalf of R. King)

Motion No. PWIC 2026-25-04

WHEREAS the Manor Park integrated infrastructure renewal project for Braemar Street, Finter Street and Kilbarry Road is under construction, with contract timelines requiring final sidewalk decisions to be confirmed by mid-April to proceed with construction scheduling; and

WHEREAS feedback received through the project review process raised concerns regarding the functional value and placement of sidewalks within the broader pedestrian network; and

WHEREAS sidewalks should be prioritized based on their ability to meaningfully improve connectivity to key destinations such as Manor Park Public School, transit corridors, and major intersections; and

WHEREAS the Manor Park Official Plan Amendment (2021), together with the reopening of Hemlock Road to Wateridge Village, the potential reconstruction of Beechwood Avenue, proposed intersection modifications, and ongoing neighbourhood growth, represent a convergence of transportation changes that will significantly alter traffic and pedestrian patterns and require a coordinated, network-based and holistic approach to pedestrian connectivity planning; and

WHEREAS previous recommendations to undertake comprehensive transportation planning for the Manor Park community have not yet been implemented; and

WHEREAS this direction is site-specific and does not alter the City's Complete Streets Policy, Transportation Master Plan, or broader objectives to expand pedestrian infrastructure across Ottawa; and

WHEREAS delaying direction on sidewalk placement could impact the construction timeline as the contractor must finalize plans and coordinate construction activities to meet contract obligations;

THEREFORE BE IT RESOLVED that, as part of the Roadway Modification Approval (RMA), staff be directed to defer the construction of all proposed sidewalks within the Manor Park integrated infrastructure renewal project, to be reconsidered through a coordinated, network-based and holistic approach to pedestrian connectivity planning, including in conjunction with future infrastructure works such as intersection improvements and traffic calming measures; and

BE IT FURTHER RESOLVED that the project proceed with roadway and curb construction consistent with this direction to maintain the planned construction schedule; and

BE IT FURTHER RESOLVED that this direction is site-specific and shall not be interpreted as a precedent for sidewalk deferral or removal in other neighbourhoods or projects; and

BE IT FURTHER RESOLVED that staff consider prioritizing any available funding associated with deferred sidewalk works toward future pedestrian connectivity improvements within the ward, in alignment with identified network priorities; and

BE IT FURTHER RESOLVED that sidewalks on these streets may be reconsidered following completion of a broader assessment of pedestrian connectivity needs within Manor Park, including connections to Manor Park Public School, transit routes, and surrounding streets.

For (5): T. Tierney, L. Dudas, W. Lo, M. Luloff, and Councillor Isabelle Skalski

Against (7): C. Kitts, J. Bradley, S. Desroches, S. Devine, G. Gower, L. Johnson, and A. Troster

Lost (5 to 7)