



Public Rationale for Sidewalk
Implementation Deferral:

Manor Park Infrastructure Renewal Project

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Decision Summary

After extensive community consultation and careful analysis, I have made the decision to defer the implementation of sidewalks as part of the current integrated infrastructure renewal project in Manor Park which includes:

- Arundel Avenue, from Farnham Crescent to St-Laurent Boulevard;
- Braemar Street, from Ava Road to Arundel Avenue;
- Farnham Crescent, from Ava Road north to the dead end;
- Finter Street, from St-Laurent Boulevard to the dead end;
- Jeffrey Avenue, from St-Laurent Boulevard to Braemar Street; and
- Kilbarry Crescent, from Sandridge Road to Ava Road.

This deferral applies specifically to the sidewalk component while allowing the critical underground infrastructure work (sewers, watermain, roadways, and curbs) to proceed as scheduled. No trees will be lost, and the cost of implementing sidewalks as part of this \$18.9 million project, which was forecast at \$150,000 will be removed from the project scope.

Context and Policy Framework

The City of Ottawa's Transportation Master Plan, Complete Streets Policy and Integrated Renewal Policy typically require sidewalks to be automatically incorporated into integrated renewal projects. In the City of Ottawa, sidewalks are prioritized for new development, road reconstruction projects and areas where gaps exist in the pedestrian network. Design efforts reflect the existing streetscape and environmental features. The proposed design for the Manor Park construction includes sidewalks on one side of the street, which aims to balance pedestrian safety and accessibility while preserving existing trees and neighbourhood character.

This approach reflects the City's commitment to building safe, inclusive, accessible, and walkable communities while supporting "Vision Zero" principles and climate goals through active transportation. Vision Zero is a comprehensive road safety strategy that originated in Europe in the 1990s and has been adopted by cities worldwide, including Ottawa. The fundamental principle of Vision Zero is that no loss of life or serious injury on our transportation system is acceptable. This approach recognizes that while human error is inevitable, the transportation system can and should be designed to accommodate human fallibility and prevent fatal and serious injury crashes.

Vision Zero shifts the focus from individual responsibility to system-wide solutions, emphasizing that traffic deaths and serious injuries are preventable through proper infrastructure design, policy implementation, and enforcement. Key elements include designing streets that naturally encourage safe speeds, creating physical separation between different types of road users (such as sidewalks separating pedestrians from vehicle traffic), implementing data-driven safety improvements, and prioritizing the safety of the most vulnerable road users including pedestrians, cyclists, children, and seniors. The Vision Zero approach supports sidewalk installation as a critical safety infrastructure that provides protected space for pedestrians and reduces conflicts with vehicle traffic.

While I fully support these policies and their underlying objectives, the City's Integrated Renewal Policy does recognize that exceptional circumstances may justify the deferral of specific project components when comprehensive planning is required. It is important to note that the City does not typically defer infrastructure projects due to aesthetic concerns or potential property value impacts.

The City acknowledges that communities evolve over time along with their supporting infrastructure, and the City typically exercises its capacity within its right-of-way to enact necessary changes that support municipal policy objectives.

Deferrals under the Policy are reserved for exceptional circumstances where technical planning considerations require comprehensive analysis that cannot be completed within the project timeline, rather than community preferences regarding visual or economic impacts. In the recent past, controversial integrated renewal projects in Rideau-Rockcliffe Ward have been approved and proceeded because those projects have satisfied the City's policy objectives and there were no holistic transportation planning considerations that required comprehensive study prior to implementation.

Decision-Making Framework

To ensure transparency in this decision-making process, I want to be clear about the specific factors I considered when making the decision. The following comprehensive framework guided the analysis and ultimate determination:

Holistic Transportation Planning Considerations:

Manor Park is facing significant future transportation changes that will fundamentally alter how residents move through our neighbourhood. These include the future re-opening of Hemlock Road to Wateridge Village, which will introduce a major new traffic corridor, a potential full reconstruction of Beechwood Avenue that could transform our traditional main street into a central active transportation spine, intersection redesigns at Eastbourne, Braemar, and Ava that may include a traffic circle, and the impact of the new Secondary Plan that will guide future land use decisions in Manor Park. These evolving projects are expected to shift traffic and pedestrian patterns considerably, and I believe it is reasonable to consider deferral in order to fully understand and coordinate sidewalk design with these interconnected changes.

Community Consensus Assessment:

While not the sole determining factor, the feedback gathered through my office's neighbourhood-wide survey, previous letters, petitions, and public sessions informed whether there is sufficient support within the directly affected areas to justify deferral. This extensive consultation process, which has been underway for eight months, ensures that resident voices are heard and weighted appropriately in the decision-making process.

Infrastructure Safety Evaluation:

I assessed whether a deferral would compromise infrastructure safety. Some infrastructure elements—like curbs, sewers, and watermains—must proceed to ensure longevity and stormwater management.

It's crucial to clarify that curbs will be installed regardless, as they play an essential role in drainage, road protection, and infrastructure longevity.

Long-Term Implications Analysis:

Because standalone sidewalk projects are very rarely approved outside of integrated work, a deferral could mean sidewalks are not revisited for decades. I carefully weighed whether that long-term impact is appropriate for the affected streets, given current and future community needs. This consideration required balancing immediate community preferences with long-term neighbourhood development and accessibility requirements.

Policy Alignment and Justification:

Any deferral must demonstrate clear policy alignment and justification. Any decision must be clearly articulated and defensible within the City's overall policy framework. As noted, the only acceptable overall rationale for deferral are holistic transportation planning considerations required due to future development impacts on Manor Park.

The final determination was based on a weighted analysis of all these factors: the need for holistic transportation planning, community input, infrastructure and safety considerations, long-term implications, and policy alignment. This decision-making framework ensured that all relevant factors were considered while working toward a solution that serves Manor Park well, both now and into the future.

Rationale for Deferral

Exceptional Circumstances Identified:

In the case of this specific infrastructure renewal project in Manor Park, there are holistic transportation considerations that still require consideration. Manor Park will experience an unprecedented convergence of major transportation and land-use changes that will fundamentally alter pedestrian patterns and mobility needs throughout the community. A select number of these interconnected changes will require holistic transportation planning to inform isolated infrastructure decisions. This integrated renewal project represents one of these occasions.

Critical Need for Additional Traffic Studies Due to Manor Park Official Plan Amendment:

The Manor Park Official Plan Amendment (OPA) which lead to a new Secondary Plan in 2021 introduces significant additional complexity that will necessitate comprehensive and community-wide traffic analysis before some select sidewalk implementation decisions can be made. [As outlined in my position paper on the Manor Park OPA published in July 2021](#), the scale and scope of proposed intensification creates substantial traffic and transportation impacts that must be thoroughly studied and understood.

The Manor Park Secondary Plan proposes dramatic increases in density across 35 acres, including high-rise buildings up to 30 stories and significant apartment development that would fundamentally alter traffic patterns throughout the entire community. This level of intensification will eventually generate

substantial additional vehicle traffic, pedestrian activity, and cycling demand that will interact with the proposed infrastructure renewal areas in complex ways. This shift in development will precipitate additional traffic study requirements.

Specific Traffic Study Requirements Identified:

1. **Comprehensive Vehicle Traffic Analysis and Projections:** My 2021 position paper specifically called for a vehicle traffic analysis for Manor Park. Such analysis is essential to understand how increased traffic volumes from intensification will affect the streets included in the infrastructure renewal project.
2. **Ground-Level Pedestrian and Cycling Assessment:** A detailed ground level/streetscape analysis of projected pedestrian and cycle traffic in the context of future demand is required to properly plan sidewalk placement, width, and design that will serve both current and dramatically increased future pedestrian volumes.
3. **Cumulative Impact Assessment:** The combination of the Secondary Plan's future proposed developments, ongoing Wateridge Village construction and planned interconnection to Manor Park, and other planned transportation changes creates cumulative traffic impacts that cannot be assessed in isolation. These interconnected effects require comprehensive study to ensure infrastructure investments are properly coordinated.
4. **Adjacent Neighbourhood Impact Studies:** This specific infrastructure renewal project will be located on a series of streets that will be impacted by their adjacency to future intensive development proposed under the Secondary Plan. These adjacent areas require specialized traffic and pedestrian studies to understand how increased density, traffic volumes, and pedestrian flows from the new development will affect interior residential streets and infrastructure needs, including appropriate sidewalk design and placement.

Master Planning Imperative:

The implementation of the Manor Park Secondary Plan represents a master planning exercise that will effectively determine how development in Manor Park over the next 20 to 50 years will occur. Within this long-term planning context, implementing sidewalks in certain instances without understanding the full scope of future traffic patterns risks creating infrastructure that may be inadequate, inappropriately located, or require costly future modifications to accommodate the community's transformed transportation needs.

City's Failure to Implement Recommended Holistic Transportation Planning:

During the wake of approval of the Manor Park OPA in 2021, both my office and the Manor Park Community Association specifically recommended that the City of Ottawa undertake comprehensive, holistic transportation planning for the community to address the complex interactions between intensification, existing infrastructure, and planned transportation changes. Despite these clear recommendations, the City staff has not undertaken this essential holistic transportation planning exercise. Such exercises are not naturally accommodated in the Transportation Master Plan.

This failure to implement the recommended comprehensive transportation analysis has created the current exceptional circumstances. The City now finds itself in the position of making infrastructure decisions, including select sidewalk implementation, without the foundational transportation studies that were identified as necessary for this specific area of Manor Park when the OPA was approved. The absence of this holistic planning framework for Manor Park means that any infrastructure investments, including sidewalks in this instance, risk being implemented in isolation without proper consideration of their integration with the community's transformed transportation landscape.

The deferral of this sidewalk implementation project is therefore a direct consequence of the City's failure to complete the recommended holistic transportation planning that should have been undertaken following OPA approval for this community. This situation necessitates postponing this specific sidewalk decision until the comprehensive transportation analysis can be completed to ensure responsible stewardship of public infrastructure investments and analysis of following key transportation changes affecting the surrounding area:

1. **Hemlock Road Connection to Wateridge Village** - Once this interconnection is opened this major new traffic corridor will significantly alter pedestrian routes and traffic volumes throughout Manor Park.
2. **Beechwood Avenue Reconstruction** - This once-in-a-generation project currently in preliminary design phase could transform the traditional mainstreet into a central active transportation spine.
3. **Potential Intersection Modifications** - Proposed changes at the Braemar, Ava, and Eastbourne intersection, potentially including a traffic circle, will fundamentally alter pedestrian navigation patterns.
4. **Manor Park Public School Area Improvements** - Pedestrian enhancements around the school as part of the updated Transportation Master Plan.
5. **Secondary Plan Implementation** - The Manor Park North and South Secondary Plan will guide long-term infrastructure and land-use decisions, shifting where pedestrian activity is concentrated

Planning Approach:

The collective impact of these transportation and land-use changes requires comprehensive evaluation that considers:

- Future pedestrian demand patterns
- Optimal sidewalk placement and design
- Integration with other active transportation infrastructure
- Traffic flow analysis
- Ground-level streetscape planning

Comprehensive analysis should have been considered before sidewalk implementation for this specific project.

Community Input Consideration

My decision also reflects extensive community engagement over eight months, including:

- Two public information sessions
- Community surveys from my office and the City, along with ongoing resident feedback
- Submitted surveys and petitions from affected residents
- Additional consultation sessions requested to ensure comprehensive input

It is important to note that typical decisions concerning integrated renewal projects often entail only a single public information session, followed by approvals and then construction notices being issued. Based upon concerns expressed by both affected residents and the community association, my office extended the consultation process which started effectively at the beginning of 2025 and worked with residents, the community association and City staff to determine options and alternatives under the existing Policy.

My office also conducted a community survey. Based on the community survey data from 338 total respondents, there is overwhelming opposition to sidewalk installation in the proposed area. When asked about supporting sidewalks as part of the current Integrated Renewal Project, only 71 respondents (21%) expressed support, while 267 respondents (79%) opposed the installation. This substantial opposition indicates that more than three-quarters of the community members who participated in the survey do not want sidewalks included in the current infrastructure renewal project. More specific detail concerning the survey responses of residents directly affected by proposed sidewalk implementation is contained in the attached “As We Heard It Report” annex to this decision.

The community consultation process also has highlighted the importance of accessibility considerations for those with mobility challenges. My office heard specifically from residents that note that the current infrastructure forces wheelchair users into dangerous situations and that winters make the lack of sidewalks particularly challenging for people with mobility issues, sharply limiting their ability to safely navigate the neighbourhood. Beyond wheelchair users, my office heard that sidewalks benefit parents with strollers, children walking to school and seniors. In contrast, my office also heard from residents with mobility challenges that preferred no sidewalks due to the technical requirements of specific mobility equipment and because of difficulty navigating sidewalks due to sensory processing challenges.

Moving Forward

Immediate Actions:

- Critical underground infrastructure renewal (sewers, watermain, roadways, and curbs) will proceed as scheduled.
- Curbs will be installed as required for proper drainage, road protection, and infrastructure longevity.

Future Planning:

- Comprehensive transportation analysis must be conducted considering to ensure coordinated planning given the multiple changes affecting Manor Park's transportation landscape.
- Sidewalk implementation should be revisited as part of this holistic planning process.
- Community input will continue to be sought as future transportation plans develop.

Conclusion

This deferral represents a strategic approach to infrastructure planning that prioritizes long-term community benefit over immediate implementation. By taking time to properly analyze the collective impact of multiple transportation changes, we can ensure that this specific sidewalk installation serves Manor Park optimally and integrates seamlessly with the community's evolving transportation network.

The decision supports responsible stewardship of public resources while maintaining our commitment to creating safe, accessible, and walkable communities through comprehensive, coordinated planning. This decision is limited to this specific infrastructure project and does not impact other proposed projects.

Councillor Rawlson King
September 2025

Appendix I: “As We Heard It: Manor Park Sidewalks”

1. Executive Summary

Councillor Rawlson King’s office conducted a community survey on proposed sidewalks as part of the integrated road renewal project in Manor Park. The goal was to understand resident support or opposition to the sidewalk implementation and assess openness to future sidewalk inclusion. In parallel, two resident-led surveys were also submitted and are summarized in this report. Councillor King has since issued a deferral statement based on the public input.

2. Project Background

The City of Ottawa's integrated road renewal project for Manor Park includes the potential construction of sidewalks in several areas. Recognizing the importance of community input, Councillor King’s office distributed a formal survey to affected residents. A total of 338 valid responses were received and analyzed.

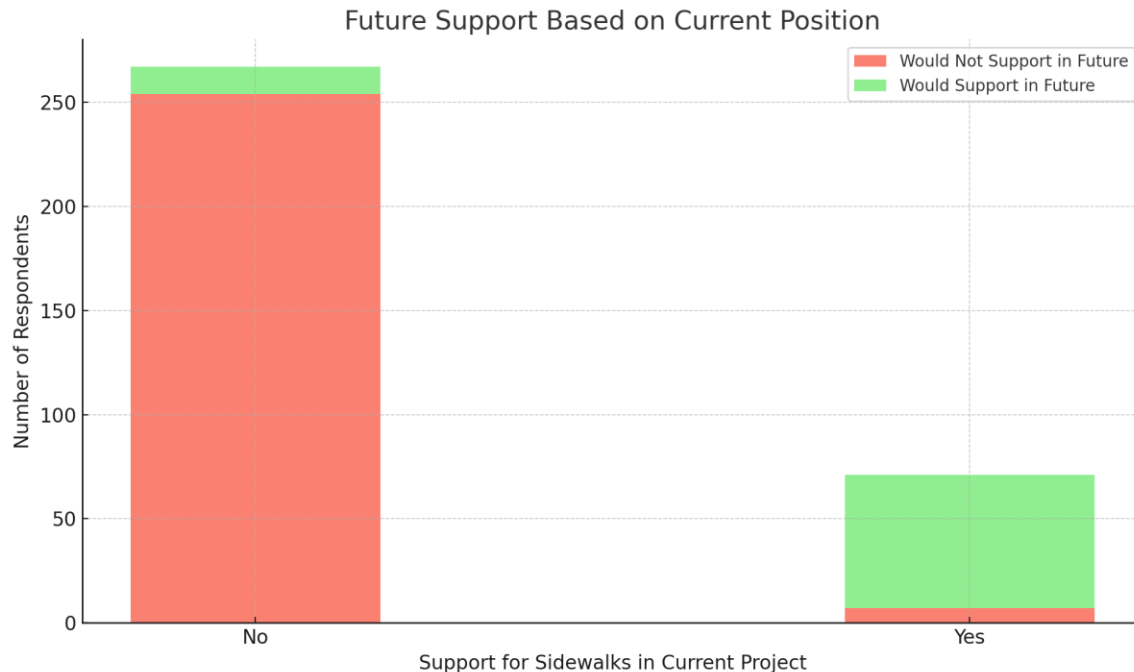
3. Engagement Process

The survey collected quantitative and qualitative data from Manor Park residents. The outreach included digital distribution and physical notices. Data was cleaned to exclude out-of-boundary respondents. A total of 338 in-scope responses form the basis for this analysis. Two additional community-led surveys (discussed in Section 5) were also submitted.

4. What We Heard: Survey Results

The primary survey conducted by Councillor King’s office asked residents whether they support the installation of sidewalks as part of the current road renewal project. It also asked, regardless of current opinion, whether they would support sidewalks in future projects.

The following chart illustrates the breakdown of responses:



Among 267 residents who opposed sidewalks in the current plan, only 13 expressed openness to sidewalks in the future. Conversely, among 71 residents who currently support sidewalks, 64 also support them in future developments. This indicates a significant divide in public opinion, with opposition remaining strong even under future considerations.

The survey responses were analyzed by street to better understand localized support or opposition to the sidewalk proposals. Kilbarry had the highest number of responses with 50 submissions, all opposed to sidewalk construction. This was followed by Arundel with 34 responses, of which 31 were opposed and only 3 expressed support. Similarly, Farnham (20), Eastbourne (17), and Braemar (16) all showed zero support, with unanimous or near-unanimous opposition. These findings suggest that opposition to sidewalk installation was most concentrated and mobilized in areas directly affected by proposed sidewalk plans, particularly on Kilbarry and Arundel. The high participation and strong sentiment from these streets significantly influenced the overall consultation outcome.

While much of the sidewalk opposition was concentrated among directly affected streets like Kilbarry, Arundel, Farnham, Eastbourne, and Braemar, the survey also received input from surrounding streets considered outside the immediate scope of the sidewalk implementation. In these out-of-scope areas, responses showed more variation: 34 per cent of residents supported sidewalk additions, compared to just 2 per cent support from in-scope streets. This suggests that while core project zones were overwhelmingly opposed, a broader portion of Manor Park demonstrated greater openness to sidewalks, especially when their properties weren’t directly impacted. These contrasting results highlight the need to consider geographic context and proximity when evaluating public support.

To ensure an inclusive and accessible consultation, Councillor King’s office led a comprehensive 8-month engagement process. This included flyering every home in Manor Park and conducting on-the-ground outreach where my office spoke directly with residents in Manor Park. In addition to in-person dialogue, my office managed a high volume of community correspondence via email and phone to address

questions and gather feedback. Two in-person consultation sessions were hosted to further invite detailed community discussion. The consultation process prioritized accessibility, transparency, and broad participation, resulting in over 330 valid survey responses—one of the highest engagement rates for a local infrastructure consultation in the Ward.

5. Resident-Run Surveys

Two separate surveys were conducted by residents in Manor Park. These were independently submitted to Councillor King's office. Key observations include:

- A resident-led petition highlighted deep concern over sidewalk aesthetics, green space loss, and unique character of the neighbourhood.
- Respondents also cited safety, maintenance burden, and skepticism over pedestrian demand.
- One survey reported more than 100 households opposing sidewalks on Kilbarry Crescent alone.
- Others suggested that safety could be achieved through alternative measures like traffic calming rather than sidewalks.

6. What We Heard Directly from Residents

Below is a representative sample of correspondence received from residents:

"I have had many close calls over the years and situations where walking with my kids has been challenging due to the lack of sidewalks in various parts of the neighborhood. I've had cars get impatient when there isn't room to walk along the edge of the road due to snow, I've had cars dangerously close pass me and my kids, and I've felt rushed to move out of the way of cars when I'm just trying to get somewhere on foot. I also feel nervous about my kids exploring as they get older due to the lack of sidewalks - they are small and I worry cars won't see them, especially when they have to walk around parked cars which takes them out into the road."

"They just make sense and I really believe we should be following the advice of city professionals, the city plan, and take this budget opportunity currently available to work towards covering more of this neighborhood with safe pedestrian options."

"Not having sidewalks on side streets means that pedestrians are required to walk in the street with cars, which makes the streets less safe. It also means that Para Transpo buses can't pick people up at their doors if there is no sidewalk or other raised place to deploy the ramp. These may seem like small things, but if you are watching young kids or trying to get around with a wheelchair or mobility device, they are not at all small."

"I strongly support the addition of new sidewalks and traffic calming in manor park as proposed by the city. Sidewalks in residential areas are an essential part of making the city safe and walkable for all."

"A comprehensive design plan for this zone should be made first, with traffic calming measures, improved signage, particularly at entrance points and more obvious crosswalks. The current status of the road as a common shared space should be kept as is. The most glaring deficiency in the current proposal by the city is that it does nothing to improve the safety of pedestrian traffic in the vicinity of Manor Park Public School, where sidewalks around the entire school grounds, and improved traffic flow at the current five-way intersection are the major issues which need to be resolved. The present plans appear to many residents to be a band-aid solution to a problem which doesn't exist here. I would be much

happier with a comprehensive city plan, taking into account the actual traffic flows in the neighbourhood, rather than the current proposals, which fail to direct scarce resources to tackle the immediate, and obvious problems."

"Anything we can do to improve safety for our children who attend the school and also in the streets in the area should be the number one priority."

"I am an avid walker and although I feel safe walking around Manor Park, I believe that with the proposed new development in Manor Park East and an increase in our population, that sidewalks are a good idea."

"Beyond the environmental and aesthetic objections that many people have already expressed to you and other City officials, not one of the reasons offered by the City in support of constructing sidewalks make sense. Sidewalks will not make the neighbourhood safer or more accessible (there haven't been any noteworthy accidents in 30 years, after all, and safe roads are at least as accessible as sidewalks, probably more.) ... I realise that the City may have a "policy" to build sidewalks when other major construction is being done, but "policy" is not a good reason in-and-of itself. Policies are written by well-meaning bureaucrats; they can also be unwritten, amended or waived in situations in which the policy does not make sense."

"I deeply appreciate the special, welcoming atmosphere in Manor Park. When I visit, I feel an immediate sense of comfort and community; residents greet each other warmly and there is a unique family-oriented feeling that is rare in other Ottawa neighbourhoods. The open streetscapes, with their generous green edges and absence of sidewalks, make it possible for people of all ages and abilities to share space and enjoy the area together. This distinct character is a big part of why I love coming here to walk with my daughter—it simply feels safer and more inclusive for me. ... For elderly residents and visitors like myself, I sincerely hope that the community's tradition of sidewalk-free streets will be preserved. Introducing new sidewalks would take away much of what makes Manor Park inviting and accessible to those who value wide, even surfaces for walking. I urge you to consider the needs of seniors and others with mobility difficulties, and to maintain the special environment that has made Manor Park a true haven for families like ours."

"Manor Park is already a safe, accessible and connected community. The streets are sufficiently wide for pedestrians to comfortably during all seasons. Additionally, connecting pathways stretch though the neighbourhood providing an alternative route for walkers and bikers. It is common to see group activities taking place on our streets, whether it be adult walking or running groups, parents walking or biking on the streets with their children, or dog walkers. Many of these activities would be hindered if restricted to sidewalks. By comparison, the sidewalks on Hemlock, Beechwood and Birch are narrow and during winter snowfalls, often poorly cared for and dangerous to walk on."

"While there is little traffic on Manor Park's streets, with the expectation of the area surrounding Manor Park Public School, if the City goal is to improve safety, other alternatives should be implemented before sidewalks, such as traffic bumps."