

PLANNING, DEVELOPMENT AND BUILDING SERVICES

**ROAD MODIFICATIONS APPROVAL (RMA)
REPORTS UNDER DELEGATED AUTHORITY**

INTERNAL ROUTING CHECKLIST

UNIT: Transportation Engineering Services	FILE NUMBER: RMA-2025-TPD-042
RECOMMENDATIONS: Proposed sidewalk and road modifications to accommodate driver and bus laybys on Triangle Street and Honeylocust Avenue as part of a new OSCB Elementary School development at 620 Triangle Street.	
LOCATION: Triangle Street and Honeylocust Avenue	

Revised Steps for the RMA			
	Office	Approval	
		Initials	Date
1.	Report Author	Adam Howell (RCI)	Sept 22, 2025
2.	Transportation Engineer		
3.	Program Manager – Transportation Engineering Services		
Councilor Concurrence			
	Ward/Name	Concurrence	
		Verified By	Date
1.	Ward 6 – Glen Gower		
Final Review and Approval			
	Office	Approval	
		Initials	Date
1.	Program Manager – Transportation Engineering Services		

CITY OF OTTAWA
ROAD MODIFICATION
APPROVAL UNDER DELEGATED AUTHORITY

DATE: September 22, 2025

RMA-2025-TPD-042

RECOMMENDATIONS

- Road works on Triangle Street and Honeylocust Avenue to accommodate laybys for parent pickup and drop-off and school buses for a proposed Ottawa Catholic School Board (OCSB) Elementary School at 620 Triangle Street.

LOCATION

- Ward 6, see attached key plan.
- Triangle Street at Honeylocust Avenue

BACKGROUND

- The proposed modifications are being completed as part of the proposed site plan for a new elementary school at 620 Triangle Street.
- This RMA is being submitted as in support of the site plan control application for the proposed school.

COMPLIANCE WITH THE STRATEGIC ROAD SAFETY ACTION PLAN

The recommendations summarized in this report will help achieve the following initiatives from the City's 2025 Road Safety Action Plan:

- Implementation of Pedestrian safety enhancements

MODIFICATION OUTCOMES - BENEFITS AND IMPACTS

The recommendations summarized in this report will help achieve the following objectives from the City's current Transportation Master Plan:

- Theme 5: Use Transportation to Support the City We Want to Build
- Theme 6: Maximize Walkability
- Theme 9: Provide Safe, Multimodal Streets

Potential Benefits

The proposed modifications will provide layby spaces on Triangle Street to accommodate school buses and on Honeylocust Avenue to accommodate student pickup and drop-off, separating stopped vehicles from the through traffic lanes on both streets and reducing delays and potential rear end collision risk from vehicles stopping on-street. Curb bump-outs at the ends of the layby areas will define the full width of the laybys and provide a measure of traffic calming.

Potential Impacts

Proposed works are located within the City Right-of-Way. Proposed laybys will result in additional road width for street sweeping and snow clearing. Layby operation will result in additional vehicle maneuvers on-street entering and exiting the layby area.

EXISTING ROAD CONDITIONS

- Triangle Street is classified as a Local roadway that nominally travels north-south from Cranesbill Road in the north to Lift Lane in the south and lies fully within the Fernbank community development area. The road is also within a 40km/h speed limited area. Triangle Street is configured with one lane in each direction with no painted centreline. A sidewalk is present on the east side of the roadway along its full length. There are no cycling facilities or identified parking restrictions along the corridor. Within the study area, Triangle Street is bound by low-density residential development.
- Honeylocust Avenue is classified as a Local roadway that nominally travels east-west from Ponderosa Street in the east to Backbend Terrace in the west. The roadway is within a 40km/h speed limited area. Honeylocust Avenue has one lane in each direction with no painted centreline. A sidewalk is present on the north side of the roadway along its entire length. No cycling facilities or parking restrictions were identified along the corridor, and the roadway follows an urban cross-section. The road is bound by low-density residential development along the south side and undeveloped property on the north side.
- Triangle Street at Honeylocust Avenue, is a four-leg stop-controlled intersection. Stop control is provided for the north and south approaches of Triangle Street while Honeylocust Avenue is free flow for traffic. All approaches consist of one shared left/through/right lane. Sidewalks are present on the north side of Honeylocust Avenue and on the east side of Triangle Street. Pedestrian crossings on both Triangle Street approaches are assumed to be protected, however, no painted crosswalks were identified. The sidewalk along the east side of Triangle Street is equipped with a curb depression and Tactile Walking Surface Indicators (TWSI) indicating a potential north-south pedestrian crossing.
- There are no existing transit routes along Triangle Street or Honeylocust Avenue the nearest transit service is route 67 along Terry Fox Drive, Abbott Street, and Rouncey Road, and Route 60 along Abbott Street.

PROPOSED ROAD MODIFICATIONS

- The subdivision containing the proposed development is relatively new and thus there are no additional road improvements planned on the local streets.
- The proposed extension of Robert Grant Avenue between Abbott Street and Hazeldean Road is currently under construction and is anticipated to open in Fall 2025; this new arterial connection will provide a connection to the subdivision at Cranesbill Road.

Proposed road modifications:

Triangle Street

- The existing road will be widened to accommodate layby along the east side of the road on the west side of the proposed school site. The layby will be approximately 148 in length and be signed for school buses only. The paved width of Triangle Street in the layby section will be 10.5m.
- A 2.4m sidewalk will be installed along the edge of the school site adjacent to the layby area.
- Curb bump-outs will be installed at each end of the proposed layby to define the full width of the layby relative to the adjacent traffic lanes. Triangle Street will be reduced to a width of 7.5m adjacent to the bump-outs.
- The access to the school parking area will be located approximately 25m north of the north end of the proposed bus layby.

Honeylocust Avenue

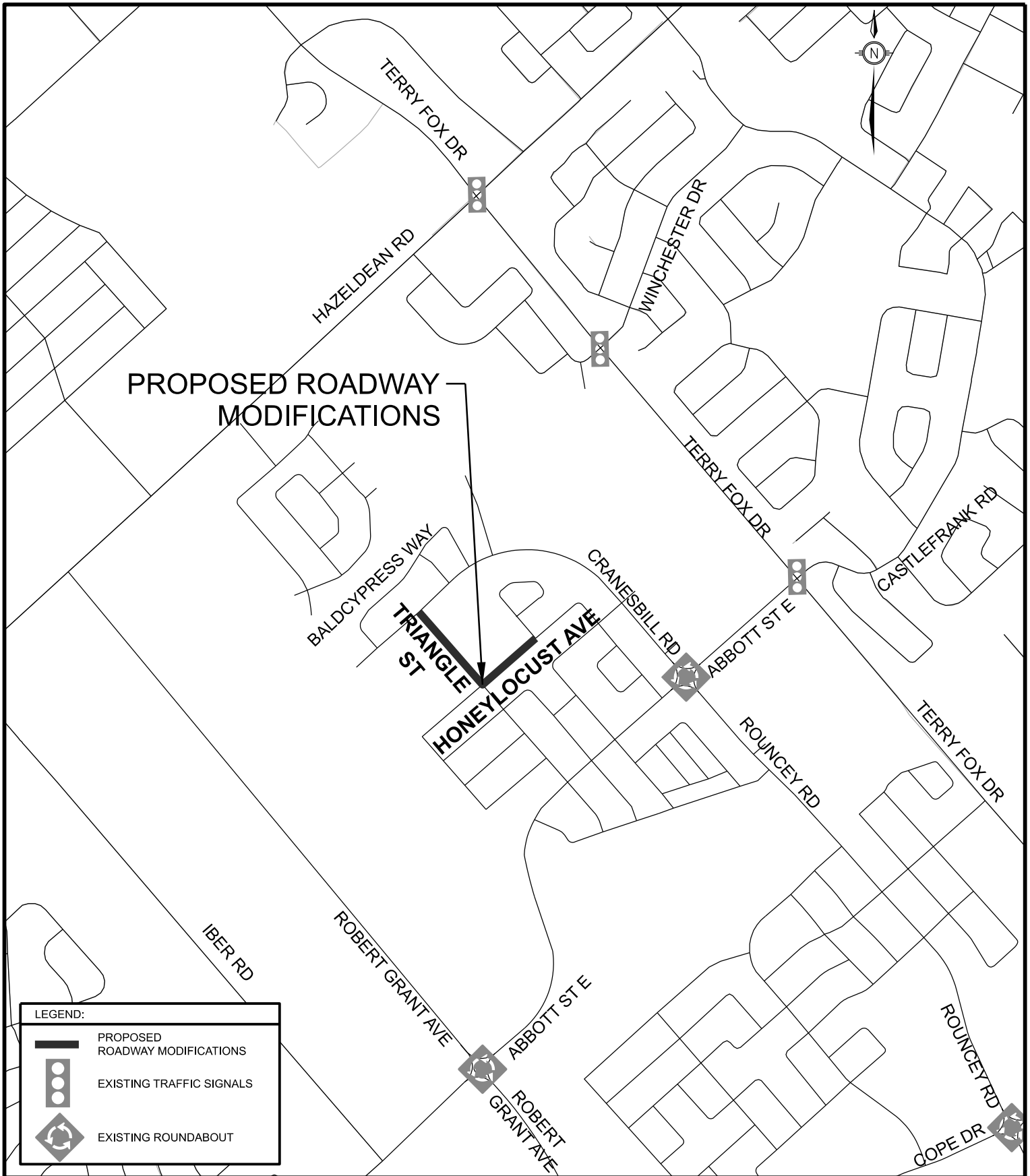
- The existing road will be widened to accommodate a layby along the north side of the road adjacent to the proposed school. The layby will be approximately 115m in length and accommodate general school pickup and drop-off. The paved width of Honeylocust Avenue in the layby section will be 10.0m.
- A 2.0m sidewalk will be installed along the edge of the school site adjacent to the layby area.
- Curb bump-outs will be installed at each end of the proposed layby to define the full width of the layby relative to the adjacent traffic lanes. Honeylocust Avenue will be reduced to a width of 7.5m adjacent to the bump-outs.

FINANCIAL COMMENTS

- Financial commitments for the proposed road modifications as noted above be undertaken by the developer (OCSB).

ATTACHMENTS

- Attachment 1 – Key Plan
- Attachment 2 – Proposed Road Modifications



 TRANSPORTATION SERVICES DEPT	<u>KEYPLAN</u> TRIANGLE ST & HONEYLOCUST AVENUE	Transportation Engineering Services Branch	
		Approved By: #####	Drawing No.: RMA-2025-TPD-042
		Completed By: RCI - SW	
		Scale: N.T.S.	

