

CITY OF OTTAWA
ROAD MODIFICATION
APPROVAL UNDER DELEGATED AUTHORITY

RMA-2025-TPD-027

DATE: May 27, 2026

RECOMMENDATIONS

- Staff recommend road works associated with the proposed development at 335 Roosevelt Avenue to extend Roosevelt Avenue to form a cul-de-sac, construct a new snow storage area, and modify the existing nearby multi-use path and sidewalk.

LOCATION

- 335 Roosevelt Avenue, Ward 15, see Attachment 1.

BACKGROUND

- The proposed development includes a park and the two high rise buildings providing a total of 312 units.
- Proposed roadworks to be completed in 2028/2029
- There are other ongoing City projects in the vicinity of the subject site. These projects include
 - Light Rail Transit (LRT) Phase 2, which is scheduled for completion of construction in 2027;
 - Berkley Avenue, Dominion Avenue and Tay Street Integrated Renewal, which is scheduled for construction in 2027/2028.
- Infrastructure Services Department (ISD) will descope a portion of the MUP from the LRT and will design/construct the MUP, lighting, and landscaping to the recommended alignment.
- One access for the development is proposed along Roosevelt.
- Phase 2 shall immediately follow Phase 1, anticipated to be in late 2028

COMPLIANCE WITH THE ROAD SAFETY ACTION PLAN

The recommendations summarized in this report will help achieve the following objectives from the City's 2020-2024 Road Safety Action Plan:

Improving road safety for vulnerable users (pedestrians, cyclists, and motorcyclists) by implementing:

- Pedestrian safety enhancements: Implement low-cost measures to address pedestrian safety issues at one location.

COMPLIANCE WITH THE TRANSPORTATION MASTER PLAN

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

- Policy 2-2: Promote healthy communities through transportation planning

- Policy 2-3: Design streets for all people including equity-deserving groups
- Policy 5-1: Adhere to best practices for network development
- Policy 5-2: Prioritize modes of travel that are space-efficient
- Policy 5-3: Encourage sustainable transportation through community planning and design
- Policy 6-2: Improve and expand the pedestrian network
- Policy 6-3: Address gaps in existing neighbourhood through retrofits
- Policy 6-7: Improve the quality, security, and vibrancy of the pedestrian network
- Policy 7-1: Provide safe, comfortable, direct, and connected cycling facilities and routes
- Policy 7-2: Improve and expand the cycling network

MODIFICATION OUTCOMES - BENEFITS AND IMPACTS

Potential Benefits

- New active transportation connection to Roosevelt Avenue, providing delineation between vehicular and active transportation user facilities.
- Additional City snow storage area.

Potential Impacts

- Reduction of on-street parking on Roosevelt Avenue.

EXISTING ROAD CONDITIONS

- Roosevelt Avenue is a local roadway that generally runs on a north-south alignment from Cole Avenue, terminating at the OC Transpo East-West Transitway. It has a two lane semi-urban cross section (curb/sidewalk on east side). Roosevelt Avenue has a posted speed limit of 40km/hr and is not designated as a truck route. One-hour street parking from 7:00 AM to 7:00 PM is permitted on the east side of the road, beginning approximately 75m north of the Richmond Road intersection. Parking is prohibited on the west side of the roadway.
- The development is approximately 170m from the future Dominion LRT Station.

PROPOSED ROAD MODIFICATIONS

- It must be emphasized that the following road modifications (see Attachment 2) are conceptual and intended only to illustrate the proposed function. The approval of any detailed design of the road modifications stemming from this report will be subject to the City's detailed design review process.
- The detailed design review process will include requirements for roadside safety provisions, center medians, utility relocations, street lighting, drainage and other needs as deemed appropriate by the City.
- Any required easements or property requirements identified to implement the project as a result of the approved design review process will be the responsibility

of the applicant to secure at their cost, to the satisfaction of the City of Ottawa.
(*Development work only*)

Proposed Road Modifications:

- The extension of Roosevelt Avenue at its north end to form a cul-de-sac;
- The snow is to be removed from the site;
Realignment of the planned east-west Multi-Use Pathway (MUP) running along the transitway;
- The realignment and extension of the east sidewalk and cyclist transition on Roosevelt Avenue to connect to the east-west MUP running along the transitway.
- Relocation of existing Utility Pole and Guy Wire in the southwest corner of the proposed cul-de-sac.
- Are the new cycling facilities to be winter maintained: Yes No

FINANCIAL COMMENTS

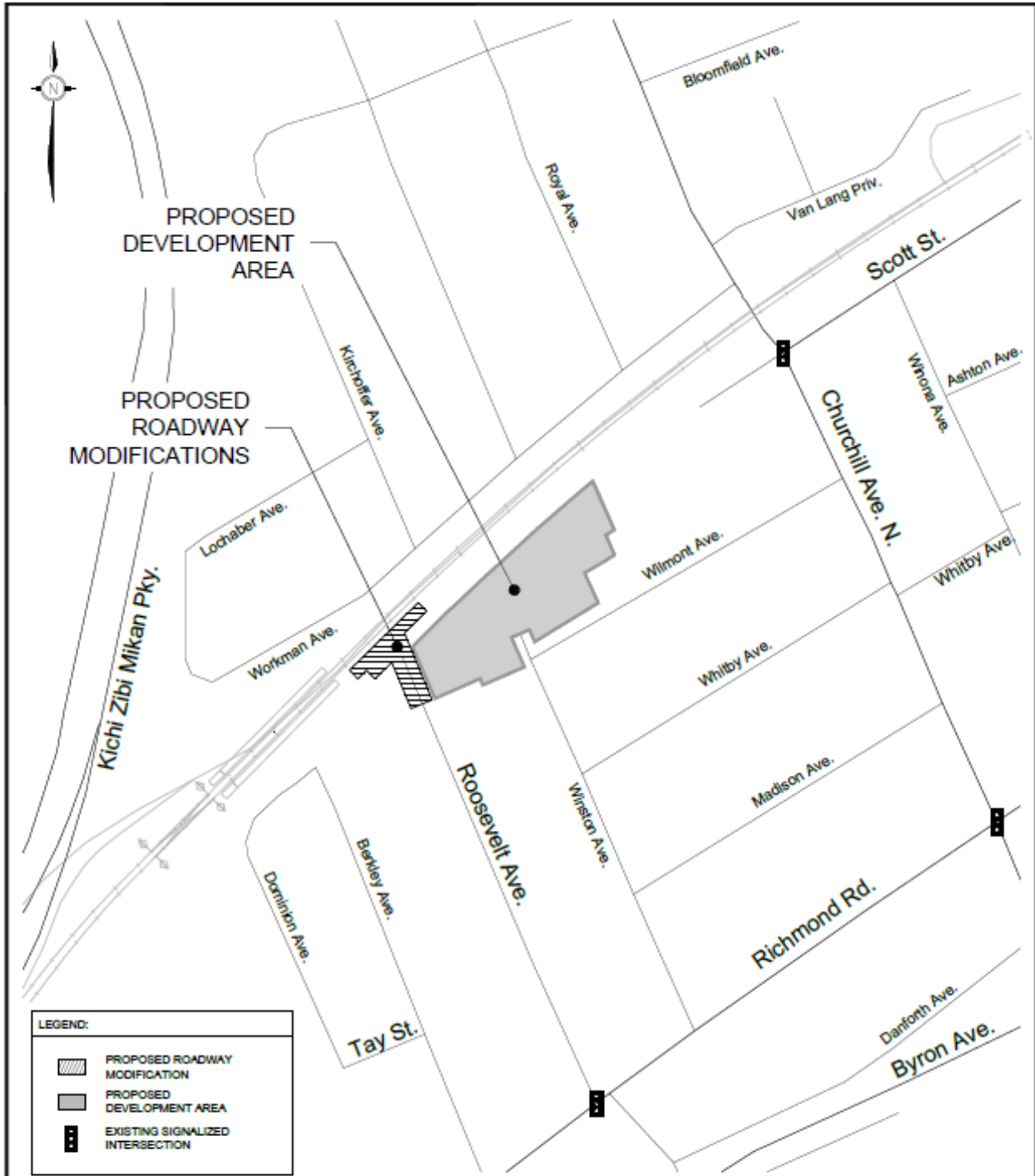
- The total estimated cost for the work is \$156,000.00.
- Due to the minor nature of measures being recommended in the report, the impact to the operational costs for maintaining the street are expected to be minimal.
- The project is fully funded by the developer.

CONSULTATIONS




- Preliminary approval received from Program Manager of Transportation Engineering Services on 31 March 2026.
- Posted on the City of Ottawa website for public consultation from April 20, 2026 to May 4, 2026.
- Concurrence received from Ward Councillor via email on 29 April 2026.
- Final approval given on 27 May 2026 by the Program Manager of Transportation Engineering Services, under the delegated authority of the Director of Transportation Planning.

ATTACHMENTS

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



LEGEND:

-  PROPOSED ROADWAY MODIFICATION
-  PROPOSED DEVELOPMENT AREA
-  EXISTING SIGNALIZED INTERSECTION



PLANNING DEVELOPMENT &
BUILDING SERVICES
DEPARTMENT

KEYPLAN
ROOSEVELT AVENUE
TERMINUS

Transportation Engineering Services

Approved By:

Drawing No.:

Completed By:

NOVATECH

RMA-2025
-TPD-027A

Scale:

N.T.S.

Date:

SEPTEMBER
2025

