

Questions & Answers - Normandy Crescent and Valmarie Avenue integrated renewal (January 2026)

Contract No. CP000960

	Comments / Questions	Response
1	<p>How was the east side of Valmarie Avenue selected for the location of the sidewalk? The front lawns on the west side of Valmarie Avenue are much larger. Coming off Normandy Crescent, pedestrians will need to cross Valmarie Avenue to get back on the sidewalk.</p> <p>We are supportive of the proposal and like the traffic calming measures.</p>	<p>The sidewalk is proposed on the east side of Valmarie Avenue to preserve on-street parking spots by positioning it opposite of fire hydrants (required on the side closest to the watermain) and to limit impacts to mature trees along the corridor.</p>
2	<p>A hydrant has been placed along my property frontage, I would like the designer to consider modifications to placement so that it is less intrusive what should I do?</p>	<p>Current hydrant locations were selected based on spacing requirements for fire safety. Hydrants will be reassessed during the detailed design and efforts will be made to place hydrants in low impact locations where feasible. Where property owners would like to obtain rationale for hydrant placement or seek consideration for modifications to hydrant placement, they should reach out to the City's project manager.</p>
3	<p>I am a resident on Valmarie Avenue between Normandy Crescent and Meadowlands Drive, will sidewalks be constructed on my section of roadway with this capital project?</p>	<p>The limits of design and construction on Valmarie Avenue are from Falaise Road to Normandy Crescent where we are doing the underground sewer and watermain work. We have integrated the above ground renewal in these areas to meet current City planning standards which seek to add at least one sidewalk and traffic calming features. The scope of this project does not include any work on Valmarie Avenue between Normandy Crescent and Meadowlands Drive.</p>
4	<p>Traffic calming proposed on Valmarie Avenue appears disproportionate to the quiet, low-volume street conditions. We request the release of all current and historic traffic data used to support the design (speed surveys, traffic counts, collision data).</p>	<p>Under the direction of the City's Strategic Road Safety Action Plan (RSAP), all new or reconstructed local residential streets are to be designed for 30km/h operating speeds through the implementation of traffic calming measures. The proposed traffic calming measures are being implemented to meet the RSAP direction.</p> <p>Your observation is noted, the City will reconsider the traffic calming measures which may involve collection of new speed data, which can be made available if needed.</p>
5	<p>Proposed sidewalks/curb extensions would be underutilized and impose burdens on residents and taxpayers (maintenance costs, reduced frontage, altered streetscape). A reduction in driveway length will encourage vehicle encroachment of sidewalks. It is unclear why the sidewalk has been placed on the east side.</p>	<p>Proposed sidewalks and curbing are fully within the City's right of way. The planning direction and design of this project has considered the community use of the space and impacts to the fronting property, while also accounting for applicable private approach and zoning bylaws.</p>
6	<p>The integrated renewal of Arnhem Street and Apeldoorn Avenue did not implement aggressive traffic calming, and it is unclear why Valmarie Avenue is being subjected to a drastic approach when within the same neighbourhood.</p> <p>Only half of Valmarie Avenue is being renewed which undermines the rationale.</p>	<p>The integrated renewal of Arnhem Street and Apeldoorn Avenue is a separate project so we cannot comment on the traffic calming measures pertaining to that project.</p> <p>For information on the Apeldoorn / Arnhem project and proposed construction please visit: Integrated renewal of Arnhem Street and Apeldoorn Avenue City of Ottawa</p> <p>Under the direction of the City's Strategic Road Safety Action Plan (RSAP), all new or reconstructed local residential streets are to be designed for 30km/h operating speeds through the implementation of traffic calming measures. The proposed traffic calming measures are being implemented to meet the RSAP direction.</p>
7	<p>Proposed alternative design: Eliminate proposed sidewalk and bulb-outs to maintain the existing street width/frontage, adopt evidence-based traffic calming (speed limit signs and pavement markings), and focus renewal funds on core infrastructure needs.</p>	<p>The proposed alternative design would not be following council approved planning and design objectives, nor would it provide for pedestrian accessibility needs within the larger community.</p>

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8	It would be helpful to add additional traffic calming just west of St. Rita's to slow cars driving towards Fisher Avenue on Inverness Avenue. Another speed hump or more pronounced curb extension at Normandy Crescent and Inverness Avenue would be good.	The project team will review the potential for additional traffic calming measures and geometry changes west of St. Rita's during the detailed design phase.
9	Can the City reprogram the pedestrian signal, so it changes within 15s after being pressed. Younger children and youth are not patient, and delays lead them to jaywalk. I would rather see a signalized intersection included.	<p>“The pedestrian signal approximately 72 m south of Normandy (north section) at Fisher is currently being reviewed to explore potential signal timing adjustments to reduce waiting times where feasible. Pedestrian signal response times depend on a few factors, including pedestrian arrival time and the minimum clearance time required to safely clear the intersection. The review will seek to minimize wait times particularly during peak periods while maintaining acceptable traffic flow to avoid introducing other unsafe conditions.” City of Ottawa Traffic Operations</p> <p>The implementation of a fully signalized intersection at the Normandy (north), and Fisher intersection is currently not within the scope of the design and construction assignment. Measures are being undertaken however as part of the design to reduce any impediments to potential future signalization.</p>
10	Once the project is complete, Normandy Crescent will have 2 speed limits. The rebuilt end will be 30km/h; the rest of Normandy Crescent will still be 40km/h. This makes it unlikely that the 30km/h will be obeyed by those leaving a traffic jam on Prince of Wales Drive trying to cut through to Fisher Avenue.	<p>Traffic calming measures proposed on Normandy Crescent have been designed to physically enforce 30km/h operating speeds regardless of the speed limit on other portions of the street. A reduced speed is necessary to navigate these physical measures because of their vertical or horizontal nature.</p> <p>The project team has relayed your comments to Traffic Safety / Traffic Operations to see whether speed limit reductions on the section of Normandy Crescent between Valmarie Avenue and Prince of Wales Drive are supported and whether they should be implemented with this project.</p>
11	Could the City provide evidence or supporting data that justifies the proposed traffic calming measure on Valmarie Avenue?	Under the direction of the City's Strategic Road Safety Action Plan (RSAP), all new or reconstructed local residential streets are to be designed for 30km/h operating speeds through the implementation of traffic calming measures. The proposed traffic calming measures are being implemented to meet the RSAP direction. Requested data may or may not be available for this section of roadway.
12	Will the proposed improvements result in an increase in property taxes for impacted residents?	No, there is no direct impact on property taxes from capital construction projects. To learn about how your property taxes are calculated, visit ottawa.ca .
13	Several properties within the project limits have tenants. We are concerned that prolonged construction could drive tenants to seek housing elsewhere. Could you outline measures to minimize the duration of street renovation and disruption?	Construction is inherently disruptive as the road gets excavated multiple times to install the various utilities and road works. There is a tradeoff between minimizing the duration of the construction, while still providing safe access to the community / properties, potable water, sewerage etc. The contract specifications, and construction milestones will seek to balance the speed of construction with the disruption to the community.
14	For the proposed sidewalk, which side of Valmarie Avenue will parking be permitted? We have heard from neighbours that parking may be restricted to one side—please confirm.	On Valmarie Avenue, parking will only be permitted on the east side of the street adjacent to the sidewalk and prohibited at and across from all curb extensions.

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15	<p>How will residents with sump pumps be impacted?</p> <p>a) If discharge lines need to be disconnected and reconnected during construction, who will bear the cost?</p> <p>b) If flooding or sewer backups occur as a result of construction, who will be responsible for damages to private property?</p> <p>c) Will sump pump discharge be redirected, and if so, where will the water be routed (storm sewer vs. surface discharge)?</p> <p>d) Will sump pump systems be affected by changes to sewer or storm drain infrastructure?</p> <p>e) Will the City conduct tests throughout the construction period to ensure sump pumps remain connected and functioning properly, and will residents be notified promptly if issues are detected?</p> <p>f) If sump pump failures are identified during construction, what contingency measures will be in place to protect residents from flooding or water damage?</p>	<p>Sewer connections shall be done in accordance with the City of Ottawa's Sewer Connection By-law (No. 2003-513). Existing permitted connections shall be reconnected to the new system during construction.</p> <p>General Contractors will be required to carry appropriate liability insurance with the construction contract and will be responsible for any damages should it be determined that they were at fault.</p> <p>Existing storm and sanitary sewers have been CCTV'd to identify existing connections. Further field investigations to identify sump pump discharges to grade in the vicinity of the ditch line are expected just prior to construction. It is envisioned that discussions with the property owner will be undertaken to stake the discharge location in the field for visibility and pick-up by survey.</p> <p>Given the intermittent nature of sump pump discharges, definitive confirmation of function by the City or the Contractor may be difficult without entry onto private property. It is envisioned that when there are construction activities that have the potential to impact the sump pump discharge, communications between field staff and property owners will be initiated to confirm function.</p> <p>Additional information will be provided prior to construction once a General Contractor is retained that will speak to coordination with the contractor and the inspection field staff where work is expected to impact water and sewer services.</p>
16	<p>Will this project integrate stormwater management and flood prevention similar to the City's Rain Ready Project. On the website, we are identified as a secondary zone for this initiative. This is an opportunity to make sustainable choices while upgrading infrastructure.</p>	<p>The redesign of Normandy Crescent and Valmarie Avenue currently includes a proposed storm sewer system replacing the current front yard systems. The addition of a new sewer alongside improvement to the road grading and new curbs shall help reduce the flow of excess surface water from the roadway onto private properties and reduce the risks of flooding.</p>
17	<p>Can the design of the new bump-outs be adjusted to prevent excess snow from being pushed onto driveways during plowing? I am concerned that the narrowed road will cause snow to pile up directly at my property. How will snow clearing be managed to avoid increased buildup?</p>	<p>Traffic calming elements have been designed to a standard curvature in the City of Ottawa that allows plows to adequately remove snow. The City's Road Operations groups responsible for winter maintenance will be aware of the construction of new road features and are familiar with snow removal of this nature.</p>
18	<p>My semi-detached house as well as some houses near me have below-grade driveways. My question relates to the depth of the new storm drain as well as the integration with the draining of those below-grade driveways. I just want to ensure everything possible is being done about drainage protection.</p>	<p>The current design proposes lowering the new storm sewer by approximately 1.8m and shifting the alignment into the roadway. During the detailed design, a review of below grade driveways will be conducted, and where necessary, mitigation methods such as driveway humps, asphalt mounding, or localized gutters will be implemented to reduce surface runoff from the City right-of way towards private property. Additionally, once an understanding of how the driveway storm catch basins are connected to the local sewers is obtained, further discussion with affected property owners is expected.</p>

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19	<p>I work from home and see about 5 people walking down Valmarie Avenue on a daily basis. The cost of a sidewalk is not justified for the amount of people who walk down Valmarie Avenue.</p> <p>Having walked down Normandy Crescent and Falaise Road to walk my dog, I absolutely see the need of sidewalks and speed reducing measures.</p> <p>Please keep the cost of the project to an absolute minimum. Sidewalks are non-essential on Valmarie Avenue and thus a waste of tax payer's dollars. No matter how narrows the street, people will still speed past you to get somewhere in time, focus on stop signs instead.</p>	<p>Under the direction of the City's Strategic Road Safety Action Plan (RSAP), all new or reconstructed local residential streets are to be designed for 30km/h operating speeds through the implementation of traffic calming measures. The inclusion of a sidewalk in design and construction is mandated in the City's Transportation Master Plan. When existing local roadways in the Urban Area are reconstructed, "sidewalks will be pursued where possible, subject to practical considerations such as the existing context, available space in the right-of-way, impacts to the stormwater system and trees, network connectivity and financial affordability."</p>
20	<p>The community centre is one street over from Valmarie Avenue on Apeldoorn Avenue, yet there is no sidewalk on Apeldoorn between Meadowlands Drive and Falaise Road. Why would the pedestrian treatments be greater for Valmarie Avenue when the pedestrian demand is likely to be higher on Apeldoorn Avenue?</p>	<p>The ongoing Arnhem Avenue and Apeldoorn Street project had design challenges related to road grading, drainage, and tie-ins to adjacent properties that prevented the implementation of sidewalks. Traffic calming speed humps, raised intersection, and raised crosswalk features are still proposed to be installed on Apeldoorn Avenue although measures have been pared back. For more information please visit: ottawa.ca/ApeldoornAvenue.</p> <p>The design intent is to install a sidewalk on Valmarie Avenue, but a technical review of the grading during the detailed design phase will confirm whether grading constraints can be adequately overcome to support sidewalk implementation.</p>
21	<p>We have three vehicles, a trailer, and a boat in my driveway. With the addition of a sidewalk, two of my vehicles will be overlapping the sidewalk. Will I get a ticket now for having vehicles overhang the sidewalk? Where will I have to park my RV? I am being deprived of using my own driveway for something that is not being well thought out.</p>	<p>The proposed sidewalks are slated to be constructed within the public ROW to improve pedestrian and accessibility in the community. Driveways or private approaches must lead to parking areas that conform to the Zoning By-law (No. 2008-250). The proposed sidewalks will not impact permissible parking that conforms to the by-law.</p>
22	<p>Will I get a property tax reduction for not being able to fully utilize the driveway space I have been paying for the last 21 years of living here? Will I get a permit to park on the street full time because of it?</p>	<p>Property taxes are not impacted with the work, as there is no change to permissible parking on private property as laid out in applicable zoning and private approach by-laws.</p> <p>On street parking regulations in permissible areas will not change and will have the same daily restrictions as currently signed. On street parking permits are regulated by Bylaw Services and are restricted to certain zones within the city. More information can be found at ottawa.ca.</p> <p>During construction, temporary parking passes will be issued to residents through the project if access to private parking is impeded.</p>
23	<p>Traffic calming measures are not needed on the segment of Valmarie Avenue between Normandy Crescent and Falaise Road. We have low vehicular traffic and low pedestrian use. There is no need for a sidewalk which will take away driveway space for residents. Neighbours have RVs and we have a boat that will now have to be stored.</p> <p>That said, there should be a sidewalk on Normandy Crescent, starting from Fisher Avenue all the way to Prince of Wales Drive. This segment has speeding commuters Monday-Friday from 3 to 6 pm and pedestrians are endangered. Cars bypass traffic on Prince of Wales Drive and speed up Normandy Crescent to reach Fisher Avenue. Focus on that area.</p>	<p>Under the direction of the City's Strategic Road Safety Action Plan (RSAP), all new or reconstructed local residential streets are to be designed for 30km/h operating speeds through the implementation of traffic calming measures. The inclusion of a sidewalk in design and construction is mandated in the City's Transportation Master Plan. When existing local roadways in the Urban Area are reconstructed, "sidewalks will be pursued where possible, subject to practical considerations such as the existing context, available space in the right-of-way, impacts to the stormwater system and trees, network connectivity and financial affordability."</p> <p>The proposed sidewalks are slated to be constructed wholly within the public ROW to improve pedestrian and accessibility in the community. Driveways or private approaches must lead to</p>

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		<p>parking areas that conform to the Zoning By-law (I No. 2008-250). The proposed sidewalks will not impact permissible parking that conforms to the by-law.</p> <p>Normandy Crescent, from Valmarie Avenue to Prince of Wales is beyond the scope of this project for sidewalk implementation.</p>