

Subject: Stittsville Main Street Public Realm Plan

File Number: ACS2022-PIE-RHU-0023

Report to Planning Committee on 23 June 2022

and Council 6 July 2022

Submitted on June 9, 2022 by Court Curry Manager, Right of Way, Heritage and Urban Design Services, Planning, Real Estate and Economic Development Department

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Ward: Stittsville (6)

Objet : Plan du domaine public de la rue Stittsville Main

Dossier : ACS2022-PIE-RHU-0023

Rapport au Comité de l'urbanisme

le 23 juin 2022

et au Conseil le 6 juillet 2022

Soumis le 9 juin 2022 par Court Curry Services des emprises, du patrimoine, et du design urbain / Services de la planification, de l'immobilier et du développement économique

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Quartier : Stittsville (6)

REPORT RECOMMENDATIONS

That Planning Committee recommend that Council:

- 1. Approve the Stittsville Main Street Public Realm Plan as attached in Document 1.**
- 2. Delegate authority to the General Manager of Planning, Real Estate and Economic Development to make minor amendments to the Stittsville Main Street Public Realm Plan from time to time, to improve precision, clarity and usefulness of the plan and its graphics.**

RECOMMANDATIONS DU RAPPORT

Que le Comité de l'urbanisme recommande au Conseil :

- 1. d'approuver le Plan du domaine public de la rue Stittsville Main joint en tant que document 1; et**
- 2. de déléguer au directeur général de la Planification, de l'Immobilier et du Développement économique le pouvoir d'apporter des changements mineurs au Plan du domaine public de la rue Stittsville Main au besoin, afin de faire du plan et des schémas qu'il contient des documents plus précis, clairs et utiles.**

EXECUTIVE SUMMARY

The Stittsville Main Street Public Realm Plan provides a vision for a unified public realm environment along the corridor between Hazeldean Road and Bobcat Way. The aim of the study is to provide a detailed plan that will be used to guide and procure upgrades within the Stittsville Main Street Design Priority Area and to coordinate the future replacement of all elements in the public realm. It will serve to rebalance the spatial needs of the right of way and enhance walking, cycling, and transit facilities.

The Plan builds on the direction of the Stittsville Main Street Community Design Plan and Secondary Plan, which provided a vision for the public realm of the street and preliminary direction on its design.

The proposed plan introduces new streetscape elements to improve conditions along the corridor both in terms of enhancing existing active transportation infrastructure and in terms of its beautification in support of placemaking.

Active transportation conditions have been improved through protected and potentially raised intersection treatments, segregated cycling facilities, and widened sidewalks along the corridor. These improvements aim to improve the safety and increase the comfort level of the most vulnerable users on the street and encourage active transportation choices.

Enhanced streetscaping elements, such as street tree plantings, seating, pedestrian-scale lighting, waste and recycling containers, thematic lighting installations and landscaping will all contribute towards developing a look and feel for the streetscape that will build on its charm and create an engaging and welcoming environment at the heart of the Stittsville community.

Key recommendations of the plan include a broad range of improvements to existing infrastructure, spaces, and furniture including complete street cross sectional elements, such as wide, accessible sidewalks, cycle tracks, and bus stops with space for shelters; enhanced north and south gateway landscaping and signage; street tree planting and greening; street beautification and furnishings; active transportation and protected intersection enhancements; priority bus stops; Poole Creek and TransCanada trail crossing enhancements; decorative lighting displays; and new pedestrian street lights.

Staff Recommendation

Public Realm and Urban Design Staff recommend adoption of the Stittsville Main Street Public Realm Plan. Once adopted, it will provide a frame of reference for implementing public realm improvements which will be accomplished through private sector development, strategic City initiatives and City initiated capital works.

The Plan is supported strongly by the direction and policies of the current and new Official Plan as well as the policy and urban design guidance of the Stittsville Main Street Community Design Plan and Secondary Plan.

Public Consultation

Extensive community consultation was completed as part of the Stittsville Main Street Community Design Plan and Secondary Plan process in 2015. Further to this, the Ward Councillor's on-going Stittsville Mainstreet revitalization discussion series and "Revitalizing Stittsville Main Street" discussion paper were undertaken in 2020. These two initiatives touched heavily on topics that were directly salient to the development of a public realm plan. Both sources served as an invaluable base information and public input to help to guide the recommendations of the Plan.

Following the commencement of the project, a series of introductory sessions were held with community organizations including the Stittsville Main Street Steering Committee and the Stittsville Village Association. The goals of the meetings were to give an overview of the study, the role it plays in the revitalization of the street, and to solicit suggestions and feedback on preliminary findings and recommendations.

A Public Working Group, composed of members of the Stittsville Main Street Steering Committee and other community stakeholders was also established to help guide the development of the plan. Community members involved represented various groups including business owners, residents, representatives from educational and religious institutions, active transportation advocates, and representatives from retirement homes. Key City staff were also invited as needed. The Public Working Group was convened at three major milestones throughout the plan's development to provide input.

A virtual engagement event was held to present the study's recommendations to the general public and to solicit further feedback. The event had approximately 150 registrants. An overview of the background of the study and the policy context was presented along with the details of the draft of the public realm plan and the proposed implementation strategies.

Throughout the process, information on the project was made available on the Engage Ottawa webpage. Once a draft plan was available, it was uploaded to the website and a two-week window was given for interested parties to provide further feedback.

RÉSUMÉ

Le Plan du domaine public de la rue Stittsville Main propose un environnement public unifié le long du couloir liant le chemin Hazeldean et la voie Bobcat. Cette étude vise à produire un plan détaillé qui servira de ligne directrice pour améliorer le secteur prioritaire de conception de la rue Stittsville Main et pour coordonner le remplacement de l'ensemble des composantes de l'espace public. Elle permettra de rééquilibrer les différents espaces dans l'emprise routière et d'améliorer les installations piétonnières, cyclistes et de transport en commun.

Le Plan est fondé sur l'orientation privilégiée dans le Plan de conception communautaire et le Plan secondaire de la rue Stittsville Main, lesquels proposent une vision de l'espace public de cette rue ainsi que des orientations préliminaires pour sa conception.

Par ailleurs, il suggère de nouvelles composantes urbaines qui amélioreront l'environnement le long du couloir en optimisant les infrastructures de transport actif et en embellissant les espaces aménagés.

L'amélioration des conditions de transport actif passe par l'aménagement d'intersections protégées et potentiellement surélevées, d'installations de cyclisme séparées et de trottoirs élargis le long du couloir. Il s'agit de rendre l'environnement plus sécuritaire et confortable pour les usagers les plus vulnérables et d'encourager le transport actif.

La modernisation du paysage de rue par des éléments comme des arbres, des bancs, de l'éclairage pour les piétons, des conteneurs de recyclage et de déchets, de l'équipement d'éclairage thématique et des aménagements paysagers contribuera au charme de cette rue, qui deviendra un espace attrayant et accueillant au cœur de la communauté de Stittsville.

Dans l'ensemble, le Plan recommande diverses améliorations en ce qui concerne les infrastructures, les espaces et le mobilier existants, proposant notamment des éléments transversaux qui feront de ce couloir une rue complète : de larges trottoirs accessibles, des pistes cyclables et des arrêts d'autobus avec abris; des aménagements paysagers et une signalisation améliorés aux entrées nord et sud; des arbres et d'autres éléments verts; des composantes décoratives et du mobilier; de meilleures options de transport actif et des intersections protégées modernisées; des arrêts d'autobus prioritaires; des passages améliorés au ruisseau Poole et au Sentier Transcanadien; de l'éclairage décoratif; et de nouveaux feux pour piétons.

Recommandation du personnel

Le personnel de la Direction du domaine public et du design urbain recommande l'adoption du Plan du domaine public de la rue Stittsville Main. Une fois adopté, il s'agira d'un cadre de référence pour améliorer l'espace public, un projet qui fera l'objet d'une collaboration entre le secteur privé et la Ville, dans le cadre de ses initiatives stratégiques et de ses projets d'immobilisations.

Le Plan cadre parfaitement avec l'orientation et les politiques du nouveau Plan officiel et de celui en vigueur, de même qu'avec la politique et les lignes directrices de design urbain du Plan de conception communautaire et du Plan secondaire de la rue Stittsville Main.

Consultation publique

De vastes consultations communautaires ont été menées en 2015 à propos du Plan de conception communautaire et du Plan secondaire de la rue Stittsville Main. Ajoutons à cela la série de discussions (toujours en cours) du conseiller de quartier sur la revitalisation de la rue Stittsville Main lancée en 2020 ainsi que le document de travail intitulé « Revitalisation de la rue Stittsville Main » publié la même année, qui traitent en long et en large de sujets directement liés à l'élaboration d'un plan de domaine public. Ces deux ressources contiennent de précieux renseignements de base et ont permis d'obtenir l'avis du public, un apport inestimable lorsqu'est venu le temps de formuler les recommandations.

Une fois le projet lancé, une série de séances d'introduction ont été organisées pour les organismes communautaires, notamment le Comité directeur de la rue Stittsville Main et la Stittsville Village Association. Ces séances visaient à fournir un aperçu de l'étude et de son rôle dans la revitalisation de la rue, et de recueillir des suggestions et des commentaires sur les constats et les recommandations préliminaires.

Un groupe de travail composé de membres du Comité directeur de la rue Stittsville Main et d'autres acteurs de la communauté a également été constitué afin de guider l'élaboration du Plan. Y étaient représentés divers groupes, dont les propriétaires d'entreprises, les résidents, les établissements scolaires et religieux, les défenseurs du transport actif et les maisons de retraite. Certains membres du personnel de la Ville ont également été invités au besoin. Ce groupe de travail public s'est réuni à trois moments clés de la conception du Plan afin de donner son opinion.

Par ailleurs, un évènement virtuel a été organisé pour présenter au grand public les recommandations issues de l'étude et pour recueillir d'autres commentaires. Environ 150 personnes s'y sont inscrites. Y ont été présentés le contexte de l'étude et les politiques associées ainsi que la teneur du Plan préliminaire et les stratégies de mise en œuvre proposées.

Tout au long du processus, l'information au sujet du projet a été publiée sur le site Participons Ottawa. Le plan préliminaire, une fois prêt, y a également été versé; les intéressés disposaient alors de deux semaines pour fournir d'autres commentaires.

BACKGROUND

The development of a Public Realm Plan for Stittsville Main Street was initiated in April 2021, following a series of consultation events and a discussion paper produced

by the Ward 6 Councillor's office in 2020. Through this initiative, entitled "Revitalizing Stittsville Main Street", public input on how best to renew the street was collected through events such as an online survey, in-person workshops, community pop-ups, and meetings with community groups, local businesses, and City staff. Through this process, a strong and clear desire from the community to improve active transportation infrastructure on the street was identified, including improvements to sidewalks, cycling facilities, and bus stops, enhancing pedestrian safety measures, and managing the flow of traffic and vehicular speeds. Likewise, the need for additional beautification efforts along the mainstreet, particularly in the historic Village Core was identified. This would include improvements such installing ornate pedestrian-scale lampposts, hanging baskets and planters, street furniture, and creating a more consistent aesthetic along the street.

Much of the desire for these improvements and the renewal of the street can be attributed to the amount of time that has passed since the last major investment in the public realm, which occurred in 1991. Since then, many aspects of the infrastructure, such as the pedestrian streetlights, sidewalks, street furniture and intersections have either aged and fallen into a state of disrepair, are inconsistent due to ad-hoc replacement, or reflect outdated design standards that are no longer aligned with contemporary "complete street" practices. Cycling and pedestrian facilities are currently considered inadequate on the length of the street.

In 2015, Council approved the Stittsville Main Street Community Design Plan (CDP) and Secondary Plan, which are primarily planning tools used to guide the redevelopment of private property, but which also provide guidance for enhancements in the public realm. The CDP envisions the street to evolve as a pedestrian and transit-friendly environment, encouraging good quality design and public and private investment. The plan recommends many enhancements to the public realm to achieve this, including street furniture improvements, cycling facilities, community gateway markers, pedestrian pathway enhancements, as well as recommendations for revised street cross-sections. However, while useful in establishing a vision and objectives for the eventual renewal of Stittsville Main Street, CDPs do not contain the level of detail or analysis needed to coordinate the various components of the public realm.

In order to establish a cohesive plan for the revitalization of the public realm of Stittsville Main Street and to coordinate the many desired enhancements, it was determined that a Public Realm Plan was needed. This would be a detailed plan that would be used to guide and procure upgrades within the Stittsville Main Street Design Priority Area and to coordinate the future replacement of all elements in the public realm.

To undertake this work, the Planning, Real Estate and Economic Development Department retained a consultant design team, led by Parsons, with additional landscape design support from Studio Red. The objective of the consultant team was to prepare a public realm plan for Stittsville Main Street that will help inform the street's revitalization. This would include a supporting transportation study and geometric street design that identifies the opportunities for both long-term and incremental reconstruction activities in the right of way aimed at increasing space for accessibility, cycling and pedestrian use, streetscaping, street furniture and greening. An overall high-level design and construction "Class C" cost estimate for the project was also completed in accordance with city standards.

Study Area Location

The project area includes publicly owned land in the right of way along the length of Stittsville Main Street, extending from Hazeldean Road in the north to Bobcat Way in the south. The area is approximately 2.5 km in length. The study area has been aligned with that of the Stittsville Main Street Community Design Plan (CDP) and Secondary Plan and is also aligned with the Design Priority Area designation.

DISCUSSION

Existing Context

Stittsville Main Street, which passes through the historic Village of Stittsville has been an important transportation corridor and commercial hub to the community since the 19th century, when it was a small railway village. It has historically served as a main access route from the surrounding countryside and is considered the "centre and soul" of the community. Having developed over a long period of time, the urban fabric, built form, function and character of the street varies greatly from one end to the other and displays a blend of traditional and arterial mainstreet characteristics. At times the public realm is set within a tightly knit urban fabric, with buildings that are small-scale, with narrow frontages and set close to the street. In other places, the right of way is lined by larger lots and buildings, varied setbacks, and lower street-level densities, giving the impression of an automobile-oriented environment.

The street itself is a north-south arterial roadway with a two-lane cross section and auxiliary turn lanes at major intersections. The posted speed limit within the study area is 50 km/h and on-street parking is permitted on segments of the street. There is an estimated supply of 40 to 50 on-street parking spaces along Stittsville Main Street

where parking bays are provided, as well as a municipal parking lot available to the public in the village core.

Curbside sidewalks are provided on both sides along Stittsville Main as well as on most intersecting streets, through the continuity of sidewalks is frequently interrupted by numerous private approaches. There are crosswalks at the signalized intersections and north/south crossings unsignalized intersection within the Study Area. In terms of cycling infrastructure, paved shoulders are provided on Carp Road and Fernbank Road and bike lanes are provided on Hazeldean Road. There are no formal cycling facilities on Stittsville Main Street and Beverly Street and as such, cyclists operate in mixed traffic.

As a part of this study, a Multi-Modal Level of Service (MMLoS) analysis for the existing conditions was undertaken. It was determined that, with its current design, the level of service for pedestrians and cyclists within the corridor is considered poor, with municipal targets rarely being met. In comparison, the target auto level of service is met at all study area intersections based on existing geometry and traffic volumes. Similarly, truck level of service is met at all intersections except at the Hazeldean/Stittsville Main intersection.

In terms of the components of the public realm, much of the elements in the right of way have exceeded their lifecycle and are overdue for replacement, which has had a profound impact on the beautification of the street. The pedestrian streetlights in the Village Centre Precinct are a prime example of this. Once perhaps the most consistent and character defining element in the village core, the poles and fixtures have fallen into a state of disrepair, many no longer functional or missing parts. Due to suppliers discontinuing this particular model of light, repair and replacement of broken fixtures is difficult and requires them to be replaced with different models, exacerbating the lack of continuity. Likewise, any cohesiveness to the suite of other street furniture, such as benches, bus pads, waste receptacles has been eroded over time through occasional replacement throughout the years.

Purpose and Use of the Plan

The purpose of developing a public realm plan for Stittsville Main Street is the delivery of a detailed Plan to guide the renewal of the of way along the length of the street between Hazeldean Road and Bobcat Way. The Public Realm Plan is needed to guide the design and placement of streetscape and transportation elements as part of capital investments and will inform development applications that require and/or propose modifications within the right of way.

The plan will establish an implementable design solution that coordinates all elements in the public realm. It will serve as the basis for incremental improvements as part of public realm initiatives and enhancements, adjacent development applications impacting the public realm, or subsequent City of Ottawa *functional, preliminary and detailed design* assignments. The plan establishes the corridor's recommended geometric lane arrangement, parking supply, sidewalk widths, cycling facilities, enhanced bus stop locations, and streetscape opportunity zones/strips including spaces that can accommodate a potential suite of street furniture.

A class C cost estimate has also been undertaken as a part of this study (see Document 3). In this context, this public realm plan study can be viewed as an important first step in identifying and scoping incremental improvements and/or a potential future municipal capital project.

Objectives of the Plan

1. Support the City's Official Plan, Community Design Plan (CDP) and Secondary Plan vision for the corridor
2. Leverage the street's role as Stittsville's Mainstreet and village core
3. Rebalance space in the public right of way to achieve contemporary objectives
4. Pursue complete street, transit priority and active transportation goals
5. Showcase public realm improvements and street beautification
6. Inspire future investment and high-quality design
7. Inform subsequent street functional designs and Site-Plan Control decisions affecting the street frontage
8. Harness incremental and long-term delivery and funding opportunities

Summary of Proposed Plan

The proposed Stittsville Main Street Public Realm Plan introduces new streetscape elements to improve conditions along the corridor both in terms of enhancing existing active transportation infrastructure and in terms of the beautification in support of placemaking along the street.

Active transportation conditions have been improved through protected and potentially raised intersection treatments, segregated cycling facilities, and widened sidewalks

along the corridor. These improvements aim to improve the safety and increase the comfort level of the most vulnerable users on the street and encourage active transportation choices.

Enhanced streetscaping elements, such as street tree plantings, seating, pedestrian-scale lighting, waste and recycling containers, thematic lighting installations and landscaping will all contribute towards developing a look and feel for the streetscape that will build on its charm and create an engaging and welcoming environment at the heart of the Stittsville community.

Key features of this Plan are summarized below, starting from the north end of the corridor and working south. The full details of the Public Realm Plan are attached as Document 1: Demonstration Plan.

North Gateway (Kavanagh Green)

Several landscaping and public realm enhancements are proposed for the ‘north gateway’ at Hazeldean Road and Stittsville Main Street, as designated by the 2015 Secondary Plan. The updated Plan proposes to embellish the frontage of the existing Kavanagh Green parkette through focused landscaping and public realm investment. This will include an update to the existing “Town of Stittsville” sign, and a form of public art to be determined at a later stage. Other key features include:

- Vertical, non-streetlighting light fixtures lining both sides of Main Street between Hazeldean and Amberlakes, used to embellish the road segment. These light fixtures will also frame the pedestrian entranceway to the renewed Kavanagh Green parkette.
- A separated 2m cycle track provided on both sides of the road, beginning at Hazeldean, and separated from a widened 2m sidewalk by a half-height curb delineator. The cycle track will connect Main Street to the future Hazeldean LRT station via Hazeldean Road. An option exists in the future to consider protected intersection features at the Hazeldean intersection; however, this was out of scope for this Study.

Carp Road Intersection

The Carp Road intersection will be updated with a full protected intersection design. An option exists to implement a channelized eastbound right-turn; however, this will come with additional property acquisition costs; a decision between these options will be left to the future detailed design stage. Other key elements include:

- Continuation of the bundled cycle-track and sidewalks on both sides of the road.
- Vertical, non-streetlighting light fixtures – consistent with those provided at the north gateway – framing the west leg of the intersection, to provide visual consistency for travelers entering the corridor.
- Potential landscape enhancement zones framing the west leg of the intersection.
- Some opportunities to evaluate the potential for consolidating private approaches to the large parking lots on this segment.

Hobin to Beverly

Because of the nature of this corridor segment as a school zone (see: Holy Spirit Elementary School), additional traffic calming measures are envisioned, including:

- Enhanced school zone signage, such as for example radar speed signs to provide drivers with speed feedback.
- An intermittent landscaped median, constructed of a coloured, stamped concrete or similar decorative paving material and topped with planters containing a mix of low-maintenance shrubs.
- Consideration should be given to removing the parking bays on the east side of the street and directing school drop-off to side streets; this decision will be left to future detailed design, following additional consultation with school representatives.

Poole Creek Crossing

As a designated urban natural greenspace, special attention was given to enhancing the natural heritage of the Poole Creek Crossing. As well, the Plan seeks to enhance the connections between Main Street and the surrounding trail network which intersects the street at this location. This location represents a significant placemaking opportunity on the Main Street corridor. Some key features include:

- Accentuated Poole Creek crossing with new extended viewing areas and black decorative guardrails.
- Informational natural heritage displays placed at the viewing areas.
- Bi-directional cycling facilities on both sides of Main Street linking the trail connections on the south side of Poole Creek to the crossing at Beverly.

- A new multi-use-path along the north side of Warner Colpitts connecting to the Johnny Leroux Arena.
- Additional on-street parking bay on the south side of Warner-Colpitts; future consideration should be given to designating this as a school drop-off zone, in accordance with community feedback.
- A low-maintenance naturalized area on the south side of Warner-Colpitts, separating the on-street parking-bay from the parking-lot at 1408 Main Street.
- Additional landscaping and tree-planting around the trail connections.

Abbott St. (TransCanada Trail Crossing)

An important element of the Plan is to reinforce the TransCanada Trail (TCT) crossing at the Abbott St. intersection, to ensure continuity of the east-west active transportation route created by the TCT. The geometry of this crossing creates some challenges, specifically the narrow-protected ROW, the positioning of existing buildings tight to the ROW limits, and the ~25 metre offset of the TCT from the south side of Abbott Street. Through consultation with City traffic staff, it was determined that providing a dedicated crossing in line with the existing TCT alignment is infeasible; the crossing would be too close to the Abbott St. intersection. Instead, the Plan recommends directing trail users to cross using enhanced facilities on the south leg of the intersection, which will include a bi-directional cyclist cross-ride and a short bi-directional cycle track segment on the south-west corner linking the crossing to Trail-Head Park.

Other features of the Plan for this intersection include public realm investments into Village Square Park on the south-east corner, such as vertical, non-streetlighting light fixtures outlining the park and framing the entrance of the TCT.

South Gateway (Carleton Cathcart)

The southern corridor gateway at the Civic Complex at Carleton Cathcart Street, as identified in the SMSSP, should be targeted for public realm and landscaping investments consistent with those proposed for the north gateway at Hazeldean Road. Key features of the plan at this location include:

- Greening zones framing the east leg of the Carleton Cathcart intersection.

- “Gateway” landscaping enhancements lining the front edge of the Stittsville Library property, including vertical non-streetlighting light fixtures arranged across the landscaping zones.
- A placemaking element such as some form of unique outdoor landscaped feature or public art at the south-east corner of the Carleton Cathcart intersection, to solidify its “gateway” designation.

The opportunity may exist in the future for additional community investments into the decommissioned fire-hall at 1631 Main Street, however specific recommendations in this regard were outside the scope of this study.

General Recommendations

In addition to the location-specific measures outlined above, the Plan also includes the following general elements which should be applied to the length of the corridor:

- 2 metre sidewalks on both sides of Main Street.
- 2 metre cycle-tracks on both sides of Main Street.
- Full, protected intersection designs – including cyclist cross-rides on all legs – at each signalized intersection in the Study Area.
- Concrete bus pads and full-length bus platforms at all OC Transpo bus stops, following the relevant design requirements for bus stop and cycling facility interaction zones.
- Potential raised intersections at the Beverly, Wintergreen and Abbott, to be evaluated through future detailed design.
- Consolidation of private approaches, as identified on the Demonstration Plan.

Implementation of the draft geometric design for the active transportation facilities would result in the removal of at least 102 existing, mature trees. Space was identified in the final Plan for approximately 179 replacement trees; placement of trees to be added to the corridor will be confirmed through future functional design, and in collaboration with staff from the City’s Forestry department.

The Plan maintains parking bay space for approximately 41 on-street parking spaces. It is recommended that the inner boulevard at these parking bays be paved with a hard surface such as detailed concrete, as grass is unlikely to survive where people are

frequently accessing their vehicles. The location of curb-cuts to improve the accessibility of these parking bays will be confirmed through future functional design.

Implementation

The proposed Public Realm Plan is not currently funded. The current state of the underground infrastructure beneath Stittsville Main Street does not warrant an integrated road, water and sewer reconstruction project in the near future (an estimated 30-50 year timeline). Ideally, this would be the easiest way to implement the Public Realm Plan all at once. Given the unlikelihood of this happening in the near future, the plan has been designed to support an incremental approach to its implementation. Having an approved plan in place will serve an important role in the process of securing funding sources, such as capital funding, grants, and implementation through other City programs related to street furnishings, greening, or transportation and safety.

Likewise, it will serve to expedite the delivery of future enhancements, as the preliminary work of coordinating all components of the public realm has already been analyzed.

The following are specific Public Realm Investments that can achieve the objectives of the plan over time, as funding becomes available:

1. Pedestrian Street Light Upgrades
2. North and South Gateway Landscaping & Signage Enhancements
3. Street Tree Plantings and Greening Initiatives
4. Street Beautification and Furnishings Upgrades
5. Active Transportation Improvements and Protected Intersections
6. Priority Bus Stops
7. Poole Creek Trail and Crossing Enhancements
8. Abbott Street and TransCanada Trail Crossing Improvements
9. Decorative Lighting Display Installations

An overall design and construction Class C WBS cost estimate for the project was completed in accordance with City standards. A full breakdown of the cost estimate is included in Document 3: Final Reporting Memorandum.

Public Consultation

Prior to the beginning of the Public Realm Study, extensive community consultation was completed as part of the Stittsville Main Street Community Design Plan and Secondary Plan process in 2015. Further to this, the Ward Councillor's on-going Stittsville Mainstreet revitalization discussion series and "Revitalizing Stittsville Main Street" discussion paper. These sources provided invaluable information to help to guide the recommendations of the Plan.

Following the commencement of the project, two project overview sessions were held with the Stittsville Main Street Steering Committee (May 2021) and the Stittsville Village Association (November 2021). The goals of the meetings were to inform the stakeholder groups on the progress of the study, provide background on the role of a public realm plan was needed and the existing policy context, and to solicit suggestions and feedback on preliminary findings and recommendations.

A Public Working Group, composed of members of the Stittsville Main Street Steering Committee and other community stakeholders was also established to help guide the development of the plan. The group consisted of members of the Stittsville Main Street Steering Committee, other members of the public representing special interest and stakeholder groups, a key City Staff who were invited as needed. Community members involved represented various groups including business owners, residents, representatives from educational and religious institutions, active transportation advocates, and representatives from retirements homes. The Public Working Group was convened at three major milestones throughout the plan's development to provide input.

Once a draft of the plan was developed, a virtual engagement event was conducted to present the study's recommendations to the general public and to solicit further feedback. The event was promoted through the Councillor's Office and through the City's Engagement Calendar and was very well attended with over 150 registrants. City Staff and the project consultant (Parsons) presented an overview of the background of the study, the policy context, presented the details of the draft of the public realm plan, and shared the proposed implementation strategies. As a demonstration of what role the Public Realm Plan will play in the renewal of the street, an example of installation of new pedestrian street lights in the Village Core was presented, as this will likely be the first component of the plan to be implemented. Extensive feedback was received at this meeting (see Document 2).

Throughout the process, information on the project was made available on the Engage Ottawa webpage. The project page provided background on the study, why a public realm plan is needed and information on the scope and timeline of the project. A project email address (SMSPRP@ottawa.ca) was also created for the general public to provide suggestions, comments and ask questions. Once a draft plan was available, it was uploaded to the website and a two-week window was given for interested parties to provide further feedback.

Regular updates were provided to the Ward Councillor's office throughout the study process.

Official Plan Designation(s)

Current Official Plan

The Stittsville Main Street corridor is identified as a Traditional Mainstreet on Schedule B of the current Official Plan and an Arterial Road on Schedule E. It is also designated as an Isolated Measures Transit Priority Corridor on Schedule D.

The objective of the Mainstreet designation according to Sections 3.6.3 of the Official Plan is to encourage more dense and mixed-use development that supports, and is supported by, increased walking, cycling and transit use. Mainstreets are diverse in character and change and renewal is to take into account the character of the street and adjacent areas.

The Transportation Masterplan (2013) identifies the stretch of Stittsville Main Street between Hazeldean and Wintergreen as an existing Paved Shoulder Spine route and the street is identified and as a "Suggested Cycling Route", and as a "Spine Route" in the Ultimate Cycling Network.

The objectives of the Official Plan recognizes that achieving good urban design is critical in making places such as mainstreets enjoyable places to live, work and socialize. The majority of the street, with the exception of the southernmost stretch between Carleton Cathcart and Bobcat Way, is identified as a Design Priority Area. In design priority areas, all public projects, private developments, and community partnerships within and adjacent to the public realm will be reviewed for their contribution to an enhanced pedestrian environment and their response to the distinct character and unique opportunities of the area

New Official Plan

Stittsville Main Street is identified as a Mainstreet Corridor on Schedule B5 in the Suburban (west) Transect of the new Official Plan. The properties lining the street all fall within the evolving neighbourhood overlay. As a Mainstreet Corridor in the Suburban transect, the new Official Plan sets the expectation to enhance mobility options and street connectivity by supporting or pursuing the creation of pedestrian shortcuts that minimize walking distance to street transit stops or rapid transit stations, as a way to introduce a finer grid of active mobility options to set the stage for longer-term intensification. The Evolving Overlay applies to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. Policy directs built form and site design to support an evolution towards more urban built form patterns and applicable transportation mode share goals.

The length of the street is designated as “Arterial – Existing” on Schedule C4. Arterials function as major public and infrastructure corridors in the urban communities and villages they traverse. They not only accommodate private and commercial vehicles and public transit buses, but also serve other modes of travel including such as people walking and cycling as well as provide corridors for public infrastructure and utilities. Their design varies depending on context and intended users. The roadway and its boulevard are therefore designed to meet the needs of these users through the provision, where appropriate, of such features as sidewalks, cycling facilities, and bus stops and shelters. In parts of the urban area and villages additional roadside features include street furniture, pedestrian-scale lighting, and trees and other landscaping. All arterials in the urban area are designated cycling routes that are intended, over time, to be upgraded with appropriate cycling facilities, making the provision of enhanced active transportation facilities a priority.

Also on Schedule C4, the street is identified as a “Rural Truck Route” appropriate for “Full Loads”. Official Plan Policy 4.1.6.6 states that the objectives of goods movement include reducing the impacts of large delivery vehicles on streets and intersections through design standards, and where truck routes are located on urban streets, to prioritize the comfort of the most vulnerable street users.

As an Arterial Road and a Corridor in the Outer Urban and Suburban transect, Stittsville Main Street is designated to generally function as both an “access” and “flow” street, as identified in Table 4 – Road Classification and Function. Given this designation, the street must exhibit high vehicular friction, slow speeds and to prioritize sustainable

modes of transportation, but also plays a structural role in the overall street grid, where the movement of people is an important part of its function.

The majority of the street, with the exception of the southernmost stretch between Carleton Cathcart and Bobcat, is identified as a Tier 3 Local (Major) Mainstreet Corridor Design Priority Area on Schedule C7-A (DPA). Design Priority Areas are identified in order to promote design excellence with respect to capital projects in the public realm, and through the development review process. In Design Priority Areas, the widening of rights of way shall be used to prioritize public realm improvements, including widened sidewalks, cycling facilities, bicycle parking, street trees and street furniture, with consideration to accommodate utilities, where the entire length necessary for the roadway improvement is not acquired.

Schedule C16 – Road Classification and Rights of Way Protection establishes a right of way protection along the street as follows: 37.5m between Hazeldean and Carp; 30.0m between Carp and Wintergreen; and 23m between Wintergreen and Bobcat.

The length of Stittsville Mainstreet between Hazeldean and Fernbank has been designated as a “Transit Priority Corridor” in the Ultimate Rapid Transit Network (Schedule C2). These are corridors where frequent street transit is provided and are equipped with a set of coordinated transit priority measures that give transit vehicles preferential treatment over other vehicles. Intersecting Abbott Street is designated a “Protected Transportation Corridor”.

In terms of Urban and Rural Greenspaces, Poole Creek corridor is identified as an “Urban Natural Feature” and the Trans-Canada Trail corridor is designated as “Open Space” on Schedule C12.

Other Applicable Policies and Guidelines

Stittsville Main Street Community Design Plan and Secondary Plan

The study area of the Public Realm Plan is approximately aligned with the study area of the Stittsville Main Street Secondary Plan, and the Community Design Plan (CDP). Both plans provide policy and guidelines that have implications for this plan.

The CDP and Secondary Plan identify four districts: Crossing Bridge District; Poole Creek Precinct; Village Centre Precinct; Southern Gateway Precinct.

The CDP and Secondary Plan designate the properties fronting onto Stittsville Main Street primarily “Traditional Mainstreet” along the entire corridor, with the exception of a

few properties designated “Low-rise Residential” and the Poole Creek corridor, which is designated “Open Space”.

The Secondary plan offers the following relevant direction in terms of transportation:

1. The City shall upgrade the pedestrian, cycling and transit facilities available on Stittsville Main Street at the time of road reconstruction.
2. The City shall pursue opportunities to secure public pedestrian linkages to Stittsville Main Street from the surrounding residential neighbourhoods as identified in the Stittsville Main Street CDP at the time of site development where a connection is possible to the abutting neighbourhood.
3. Additional on-street parking is encouraged and should be provided by the City at the time of road reconstruction.
4. Where the right of way of Stittsville Main Street does not meet the minimum width requirements as identified in the Official Plan, the city may require the dedication of a road widening at the time of development or redevelopment of land fronting Stittsville Main Street within the secondary plan area.
5. A new Stittsville Main Street gateway shall be provided to define the northern end of the corridor at the time of road reconstruction or if capital funds are made available in advance.
6. In order to further enhance the Civic Complex’s role as an anchor for this precinct an outdoor landscaped feature, public art and/or public plaza shall be provided to function as a southern gateway to Main Street on the publicly owned southeast corner of the intersection of Carleton-Cathcart Street and Stittsville Main Street at the time of road reconstruction or if capital funds are made available in advance.
7. As part of any future reconstruction of Stittsville Main Street the City should ensure that the bridge crossing over Poole Creek is designed to enhance views of the creek and provide enhanced pedestrian access to the adjacent trail network.

Planning Rationale

The proposed Stittsville Main Street Public Realm Plan strongly supports the objectives of both the current and new Official Plans and well as the are-specific policy documents, including the Stittsville Main Street Community Design Plan and Secondary Plan. It will ensure that future capital investments will enhance the street to support the City’s

objectives towards building healthy 15-minute, and the objectives of Mainstreets, Corridors, and evolving neighbourhoods.

The new and old official plans provide a policy direction for Stittsville Mainstreet to be an area of redevelopment and growth and a multimodal transportation environment. The improvements proposed to the street in terms of enhancements to active transportation infrastructure and intersection design is strongly supported by Official Plan policies relating to Mainstreets and Evolving Neighbourhoods. The proposed plan has placed an emphasis on supporting an evolution of the street towards a more pedestrian- and cycling-friendly corridor.

The right of way protection identified in the New Official Plan is particularly important to the implementation of the plan, as it will be critical to secure a widening of the public realm, which will be needed to implement public realm enhancements.

General enhancements to the quality of components of the public realm such as sidewalks, street furniture, street trees, pedestrian lights, gateway elements, etc. will achieve design excellence required of its designation as a Design Priority Area.

The Stittsville Main Street Community Design Plan and Secondary Plan also set a policy and guideline framework that envisioned the street to evolve in a manner that is very much in keeping with the proposed plan. The proposed enhancements to active transportation infrastructure including protected intersections, cycling facilities, and improved sidewalks proposed as a part of this plan are particularly aligned with these policies and guidelines. The only exception in which the plan defers from the CDP is in terms of encouraging additional on-street parking at the time of road reconstruction. Based on the transportation analysis and public input, existing parking facilities are underutilized. Further to this, in areas where the public right of way is most limited, the recommendation is made to prioritize other elements such as cycling and pedestrian facilities and landscaping. In spite of this, the amount of available parking spaces will remain approximately the same as what is currently available following full implementation.

By proposing traffic calming measures, enhanced active transportation infrastructure, and protected intersections, while minimizing alterations to curb locations or the number of vehicular travel lanes, the proposed Public Realm Plan balances the often-opposing priorities that are required of a road designated to accommodate both “access” and “flow”. New pedestrian and cycling infrastructure, street trees, narrower turning radii, fewer private approaches, and other streetscaping elements will improve vehicular friction, slow speeds and to prioritize sustainable modes of transportation, but will not be

impeditive to the street's role in the overall network nor to its required function as a street needed to move people.

Similarly, as a need currently remains for the street to function as a truck route and play a role in the movement of goods, this necessary function has been taken into consideration, but also has been designed to minimize the impacts of large delivery vehicles on streets and intersections and to prioritize the comfort of the most vulnerable street users.

Provincial Policy Statement

The proposed plan is consistent with the 2020 Provincial Policy Statement.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

CONSULTATION

Prior to the beginning of the Public Realm Study, extensive community consultation was completed as part of the Stittsville Main Street Community Design Plan and Secondary Plan process in 2015. Many public meetings were also held in the community and written comments were also provided online as a part of the project. While the plan focused on a wide range of topics that are outside the scope of a public realm study, some feedback relevant to the renewal of the public realm was provided, which helped to inform the content of this plan.

Common themes identified at a visioning workshop included feedback pertinent to the development of a public realm plan including for the street to be:

- Be pedestrian and cyclist-friendly by improving streets, sidewalks and network connections;
- Provide improved signage and street furniture, including benches;
- Upgrade and maintain sidewalks and local public transit stops;
- Preserve and enhance natural features and parks; and
- Be a destination that people are able to walk to.

A “vision statement” for the project emerged as follows: “Create a community destination with a commercial and residential main street that preserves heritage and village character and is pedestrian and cyclist-friendly.”

Also prior to the commencement of the project, the Ward Councillor’s office undertook extensive consultation with the goal of fostering a discussion on the topic of revitalizing Stittsville Mainstreet. In January 2020, a discussion paper titled “Revitalizing Stittsville Main Street” was produced, which was to be considered “a ‘first stab’ at identifying current challenges and listing some of the good ideas generated”, with the goal of stimulating a discussion and helping the street to grow into an exciting and vibrant mainstreet.

Following this, the Ward Councillor’s office continued its engagement, with the goal of engaging the community, generating ideas, and identifying stakeholders and volunteers to participate in future planning and advocacy. A variety of engagement events aimed at gathering public input on the revitalization of Stittsville Main Street were hosted to achieve this, including an online survey, workshops, a webinar, and meetings with residents, businesses and community groups were used to gather feedback. A “What we Heard from the Community” report was produced in October 2020 to summarize the feedback. The report was organized into five core focus areas, including economic development, transportation and mobility, beautification, activities, and municipal planning. The report also included:

1. **Short-Term Recommendations:** Actions to support future revitalization efforts.
2. **Survey Results:** A summary of the 183 survey responses including key comments and themes collected through the survey.
3. **General Feedback:** A compilation of comments and feedback from the in-person workshops, emails, stakeholder meetings, and more.

These two sources provided an extremely strong foundation of public consultation data, which was invaluable information to help to guide the recommendations of the Plan. Particularly relevant to the public realm plan were strong and clear indications of a community desire related to:

- **Transportation and Mobility:** Such as improving cycling and pedestrian infrastructure, improving bus service and access, lowering traffic speed, lowering truck traffic, etc.

- **Beautification:** Such as keeping and decorating ornate lampposts, keeping “small town feel”, adding more trees and green spaces, improving holiday decorations and lighting.
- **Municipal Planning:** Such as better transportation, mobility, and accessibility, enhanced park and street beautification, improved sidewalks and bike lanes, and a focus on greening the street.

Following the commencement of the Stittsville Main Street Public Realm Plan in the Spring of 2021, the development and recommendations of the project were guided by collecting feedback and input through the following means:

- Community Stakeholder Outreach Meetings
- A Project Webpage (with project manager contact information)
- A Project Email Inbox
- 3 Public Working Group Meetings
- Regular updates with the Ward Councillor’s office
- A Public Information Session

Specifically, the following meetings and tools were used to disseminate information on the project and to collect input:

1. **Stittsville Main Street Steering Committee Update (May 2021):** Project introduction and overview, which outlined the need to replace and upgrade public realm elements and discussed the role that a new Public Realm Plan would play in the renewal of the street. Preliminary questions and comments collected.
2. **Project Webpage Launch (September 2021):** Creation of a project webpage on Engage Ottawa. Information provided included an overview of what a public realm plan is and why it is needed, the scope of the project, the project schedule and timeline, and details on the scope and objectives of the project. A project email address made available on the website to collect feedback and answer questions.
3. **Stittsville Village Association Update (November 2021):** Project introduction and overview, which discussed the need for the new plan, the policy context and preliminary findings. Preliminary questions and comments collected.

4. Public Working Group Meetings: A Public Working Group was created with the assistance of the Councillor's Office to provide feedback throughout the process and help guide the content of the public realm plan. This group was composed of members of the Stittsville Main Street Steering Committee, a mix of business owners, residents, and representatives from educational and religious institutions, and other community stakeholders. The group was convened three times throughout the process at various milestones:

- a. Meeting 1 (November 2021):** Introductions, project overview and mandate, existing built and policy context, and preliminary findings including early ideas on re-imagining the street. Input collected on contextual information that the study team were missing, facilities or aspects of the street that are underperforming, opportunities for improvement, and suggestions on programs and projects that would help to improve the public realm. Feedback received related to reinforcing the corridor's role as a community mainstreet; opportunities to enhance existing character of the public realm, including street lighting; the need for safe separation of modes, with an emphasis on cycling; road safety concerns, especially in School Zones; improvement needed to accessibility of sidewalks; street furniture is needed; consolidation of private vehicular entrances; underutilization of street-parking, except for school drop-offs.
- b. Meeting 2 (January 2022):** Input sought on the study objectives preliminary preferred concept plan and complete street arrangement and the proposed "spaces and places" enhancements. Feedback provided included comments focused on traffic calming and safety concerns for areas at Abbott intersection, Poole Creek crossing, and the school zone. Parking requirements, and street lighting enhancement ideas were also discussed.
- c. Meeting 3 (April 2022):** Presentation of the draft concept plan and a focused discussion on the installation of new pedestrian street light fixtures in the Village Core. A variety of pole, luminaire and arm fixture options were discussed as well as staff recommendations and considerations. Feedback provided narrowed the choice of style, configuration, aesthetic, and colour of new street lighting fixtures, and how the new lights might pay homage to the history of the street. This input enabled staff to proceed with developing a "mock-up" of new fixtures and

begin to investigate cost estimates. General support was offered for the evolution of the public realm plan and refinement suggestions were made.

- 5. Public Information Session (April 2022):** A virtual engagement event was conducted to present the study's recommendations to the general public and to solicit further feedback. The event was promoted through the Councillor's Office and through the City's Engagement Calendar and was very well attended with over 150 registrants. City Staff and the project consultant (Parsons) presented an overview of the background of the study, the policy context, presented the details of the draft of the public realm plan, and shared the proposed implementation strategies. As a demonstration of what role the Public Realm Plan will play in the renewal of the street, an example of installation of new pedestrian street lights in the Village Core was presented, as this will likely be the first component of the plan to be implemented. Extensive feedback was received at this meeting (see Document 2) relating to a broad range of topics including street beautification; mobility and accessibility; greening and street trees; vehicular circulation, traffic speeds, turning lanes, traffic speeds; pilot projects; cycling infrastructure; pedestrian activated crossings; road maintenance.
- 6. Engage Ottawa Project Webpage Update (May 2022):** Following the Public Information Session, the draft concept plan was uploaded to the project website along with an update on the project. Comments, questions and staff answers that were received at the meeting were posted on the webpage. A two-week period was provided to invite further public feedback and comments to help refine the draft plan.

COMMENTS BY THE WARD COUNCILLOR

Councillor Gower provided the following comments:

"In October 2020 my office published a "What We Heard" report summarizing our extensive engagement and conversation with the community about how to revitalize Stittsville Main Street. The two resounding themes were a desire for safer infrastructure, and beautification of the street.

The Stittsville Main Street Public Realm Plan is a major step forward to address both of these issues. The next challenge is obtaining funding for implementation. We've already started to pursue funds from grants, our municipal budget, and other funds from the provincial and federal governments.

Stittsville Main is just beginning to grow into a local business district with a healthy mix of shops, services, and residents living on the street. To make it work, we'll need a friendly environment for all transportation modes: pedestrians, cyclists, transit riders, and car drivers/passengers. That's very different from what we have today but it's what's necessary to achieve healthy revitalization on the street – and something that everyone in Stittsville can be proud of.

Here's what we're doing, through this Public Realm Plan and other initiatives:

1. Improving active transportation infrastructure with wider sidewalks and safe cycling routes. This will make it safer and more convenient to visit Stittsville Main Street by foot or by bike.
2. Updating intersection designs, with ongoing adjustments to signal timing will help with traffic flow.
3. Advancing the construction of Robert Grant Avenue. This new arterial road will alleviate pressure from Stittsville Main and provide an alternate north-south route to move vehicles across the community. The next phase will be built over the next 18-24 months.
4. Building 15-minute communities for more car-free trips. By giving residents amenities closer to home we can have more day-to-day trips made by walking and cycling instead of by car.
5. Supporting and promoting transit. We are improving service year-over-year to provide an alternative to trips by car.
6. Encouraging development of a new retail plaza, expected soon in the south part of Stittsville near Fernbank and Shea. This will give residents in the south end shops and services closer to home, and will reduce traffic on Stittsville Main.

I am very pleased with the recommended Public Realm Plan for Stittsville Main Street. Thank you to City staff, Parsons, the Stittsville Main Street Steering Committee, and other residents and community stakeholders who have provided input to this plan so far.”

ADVISORY COMMITTEE(S) COMMENTS

A technical advisory committee composed of city staff from various service areas was created and consulted at a virtual workshop meeting October 2021. Membership include staff involved in walking, cycling and traffic safety, urban design, traffic operations,

traffic signals, streetlighting, OC Transpo, parking services, street maintenance, and selected others.

Members of the group were circulated for comments when a draft concept plan was available.

LEGAL IMPLICATIONS

There are no legal implications to implementing the report recommendation.”

RISK MANAGEMENT IMPLICATIONS

There are no risk implications

ASSET MANAGEMENT IMPLICATIONS

The plan provides guidance for future redevelopment. The proposed Public Realm Plan is not currently funded. The current state of the underground infrastructure beneath Stittsville Main Street does not warrant an integrated road, water and sewer reconstruction project in the near future (an estimated 30-50 year timeline). Ideally, this would be the easiest way to implement the Public Realm Plan all at once. Given the unlikelihood of this happening in the near future, the plan has been designed to support an incremental approach to its implementation. Having an approved plan in place will serve an important role in the process of securing funding sources, such as capital funding, grants, and implementation through other City programs related to street furnishings, greening, or transportation and safety.

FINANCIAL IMPLICATIONS

An overall design and construction Class C work breakdown structure (WBS) cost estimate for the project was completed in accordance with City of Ottawa standards. A full breakdown of the cost estimate is included in Document 3.

The total estimated cost to implement the Stittsville Public Realm Plan is \$22.66 million, excluding property costs, and is summarized in the following table:

Construction Subtotal	\$12,247,612
Engineering and Architectural Services	\$3,061,903
Utilities	\$1,837,142
Property	n/a
City Internal Costs	\$1,224,761
Miscellaneous	\$612,381
<i>Subtotal</i>	\$18,983,799
Contingency	\$3,674,283
<i>Total Estimated Cost (2022 \$s, excluding property)</i>	\$22,658,082

The implementation of the Plan is not currently funded and it is anticipated that funding sources will need to be secured over time for an incremental implementation. Funding will be achieved through senior level government funding, public-private partnerships, leveraging asset management funding where practicable, and subject to future City budgeting and Long-Range Financial Plan review processes.

ACCESSIBILITY IMPACTS

An accessibility lens has been applied during all stages of the development of the Public Realm Plan. As there are a large population of older adults living in this community, in multiple retirement and long term care homes, representatives were invited to participate in the Public Working Group. A representative from the Accessibility Office also participated in meetings with internal and external stakeholders.

Elements of the Public Realm Plan will incorporate and meet or exceed the Accessibility for Ontarians with Disabilities Act (2005), the City's Accessibility Design Standards and other best practice.

Many accessibility improvements have been included in the Public Realm Plan. Pedestrian pathways have been designed to two meters, which exceeds the requirements of the City of Ottawa Accessibility Design Standards. Wherever possible, pedestrian pathways and cycle tracks are separated to ensure optimal comfort and

safety for vulnerable pedestrians. These separate paths of travel will incorporate a half height curb, as per new guidance in the City's Protected Intersection Design Guide.

As private approaches will be decreased, and sidewalks are set back from cycle tracks, this will result in a more level path of travel, which increases comfort for pedestrians and people using mobility devices. Accessible rest areas will be incorporated along paths of travel to increase comfort for all users, including people with disabilities and older adults.

The approximate number of on-street parking and no-parking spaces, which are available for people with an Accessible Parking Permit, will be maintained.

ENVIRONMENTAL IMPLICATIONS

Enhancements are proposed to the Poole Creek Urban Natural Feature, though special attention was paid to emphasizing the natural and heritage features of the creek and environmental impacts are generally anticipated to be positive. An improved viewing deck and educational panels will highlight the importance of the natural feature and a recommendation to evaluate the feasibility of a future eco-crossing at the time of the replacement of the culvert will benefit the health of the creek and the wildlife that depend on it as their habitat.

More broadly, it is anticipated that the plan will have positive environmental implications following its implementation, due to the proposed enhancement to pedestrian, cycling, and transit infrastructure. These improvements on existing conditions will encourage users to make active transportation choices and balance the modal split on the street, supporting a reduction in greenhouse gas emissions.

Finally, the plan proposes a net increase in trees along the corridor and several other greening initiatives. This is anticipated to broaden the coverage of the urban canopy in time, providing needed shade in the public realm and contributing to mitigation of the urban heat island effect.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- **Thriving Communities:** Promote safety, culture, social and physical well-being for our residents.
- **Environmental Stewardship:** Grow and protect a healthy, beautiful, and vibrant city that can adapt to change.

- Sustainable Infrastructure: Ensure sustainable infrastructure investment to meet the future grown and service needs of the city.

SUPPORTING DOCUMENTATION

Document 1 Stittsville Main Street Public Realm Plan

Document 2 Public Information Session Comments, Questions and Answers

Document 3 Final Reporting Memorandum

DISPOSITION

Following approval of the Stittsville Main Street Public Realm Plan, the Geospatial Analytics, Technology and Solutions team shall identify the Stittsville Public Realm Plan as a completed plan on the “Public Realm Plans” layer on GeoOttawa.

Staff will identify implementation funding through future capital budgets, partner government grants, and implementation through other City programs related to street furnishings, greening, or transportation and safety.