

Stittsville Main Street Public Realm Plan

Public Information Session, April 27th 2022

“As We Heard It” Questions and Comments

Questions and Answers:

Question	Answer
With this design, current traffic volumes are too high and would need to be diverted, what is the plan for this?	Current traffic data has been collected and the anticipated impacts of the concept plan have been modelled and analyzed. The analysis takes into account and balances the impact it will have on all modes of transportation and ensures that it will function well for all users.
Can cycle tracks be diverted in places to avoid removal of mature trees?	Diversion will be considered as an option on a case-by-case basis at the detailed design stage, but some amount of removals will be inevitable in order to implement the plan. New plantings will ensure a net gain of trees on the street.
I prefer the green side-mounted pedestrian lighting to the proposed black ones. Do you have any photos of these new pole lights?	New black poles were chosen over the existing green as it is a much easier colour to maintain, replace and patch as needed, and it improves universal accessibility (black has a greater visibility for those with vision loss). Black fixtures are also easiest to colour-match with other streetscape furniture such as benches. Staff are currently developing a “mock-up” of the new lighting fixture, which will be posted on this website once finalized.
Have roundabouts been considered at Hazeldean, Carp, and Abbott? This would eliminate speed concerns.	This option was explored, but it was determined that there is insufficient space to accommodate the large footprint of roundabouts.
Are cycling facilities needed on both sides of the street? Other streets only have them on one side.	Uni-directional facilities on both sides of the street is the preferred design option unless the context requires it to be designed otherwise.

Does this project involve underground electrical for the entire corridor?	There is no plan to replace underground infrastructure as a part of this project.
Has there been thought to restricting large trucks from Stittsville Main, particularly once the Robert Grant corridor opens up?	This was feedback that was received through the process and was considered, but is not an outlook for the plan. The street plays an important role in the network and there will remain a need for the businesses along Stittsville Main to be able to receive deliveries for them to function. Almost all mainstreets in Ottawa are designated truck routes for this reason.
Have you liaised with Ottawa-Catholic School Board / Holy Spirit School for their input/thoughts?	The school has been contacted as a part of this study and the parents of students are represented on the public working group.
Will there be an opportunity to provide feedback on a final design for the Stittsville sign/gateway?	There is currently no detailed design for the proposed enhancement gateway features, only a conceptual proposal for their improvement as a means of revitalizing the street. At the time that this component of the plan is implemented, there will be opportunities for public input.
What is the cost to maintain the historical streetlights? Removing them would be erasing history.	The retention, refurbishment and continued maintenance of the existing green poles is not a feasible option due to the cost of repairs required and costs associated with their continued maintenance. Replacement parts for this model of pole and luminaire have been discontinued by the manufacturer, which makes this option prohibitively expensive.
Carleton-Cathcart & Stittsville Main intersection may see a substantial increase in traffic due to it being one of the only exits for the new Shea Village development. Has that increase been considered and how will the plan ensure side roads are not overwhelmed?	A left turn lane and a signalized intersection remain part of this plan to accommodate this.
Has there been thought to banning cars parking on Abbott Street? Parking on both sides of the street narrows the street.	This is not something the plan addresses, as the study area is limited to Stittsville Main Street.
How are pilot projects on Stittsville Main being managed? Is it possible to pilot pedestrian-only sections along Stittsville Main in Summer (off-peak/weekend)?	This is not a recommendation of the plan, but it also would not preclude a temporary road closure from happening (eg. for a festival or a special function). This is an idea that would need to be explored further to assess community desire and buy-in.
Are there any plans to reduce the speed limit to 40km/h on Main Street?	This plan does not make that recommendation but does recommend design solutions that will support this outcome.
Stittsville is growing rapidly. Will this design support anticipated increases in traffic volumes in 10to 20 years?	Yes, the impact of anticipated future growth on circulation is a variable that was considered in the traffic analysis supporting this plan.

<p>Are electric vehicle charging stations being considered as a part of the plan? The public parking lot south of Abbott would be ideal.</p>	<p>The idea of electric vehicle charging stations in the municipal parking lot was not an idea that was contemplated through this process. Staff are exploring the feasibility of this idea.</p>
<p>If excavation occurs along Main Street, how would potentially contaminated soils be managed to protect the families that access Holy Spirit school? Wind blown soil is a concern.</p>	<p>Renewal of the street and intersections would require an environmental assessment study. The City has extensive experience with similar road reconstruction projects and any contaminated soil would be subject to its containment and remediation standards and processes at that time.</p>
<p>Pedestrian facilities are very close and tight to buildings near the Abbott intersection. It would also lead to a loss of outdoor seating in front of Quitter's Coffeehouse. Is there a way to avert this? Maybe shared pedestrian and cycle facilities in this area? Or a dismount bicycle section?</p>	<p>The tightness of the available public space in the Village Core stretch of the street is one of the greatest constraints the plan faces. Shared pedestrian and cycling facilities were explored, but were reconsidered based on feedback received. This plan will not alter property lines or the rules for private seating in the right-of-way, so should not lead to a loss of seating.</p>
<p>Are there any areas for additional street parking on Main Street?</p>	<p>Additional parking spaces are proposed along Warner-Colpitts to offset the loss of parking spaces in the vicinity.</p>
<p>Overall, what is the feasibility and cost of the full plan?</p>	<p>A costing exercise is currently underway.</p>
<p>To alleviate traffic, will more spots along the street be created for buses to pull over to get passengers?</p>	<p>No, OC Transpo discourages bus lay-ups to avoid buses having to pull into the traffic stream, which creates delays.</p>
<p>Is there a plan to have Poole Creek Trail connect Stittsville Main to Fringewood South through Amberwood Village?</p>	<p>While enhancements of the trail at Stittsville Main Street are a recommendation of this plan, the extension of these paths is outside the scope of this study.</p>
<p>Is there any consideration to repurpose the older lamp posts as a part of an art installation paying homage to our past?</p>	<p>This was not an idea that was contemplated through this process. Staff are exploring the feasibility of this idea.</p>
<p>Are the proposed cycling facilities bidirectional on both sides of the street?</p>	<p>Unidirectional cycling facilities are proposed on both sides of the street, with the exception of short stretches near the Trans-Canada and Poole Creek trails to strengthen these crossings.</p>
<p>There are so many cars in this neighbourhood. Could we not make more room for drivers and have a bike path on one side?</p>	<p>The plan aims to retain the vehicular capacity of the street, minimize disruption to existing curbs, and to balance all modes of transportation in accordance with complete street principles. Something would need to be forfeited to achieve this suggestion.</p>
<p>What is the timeline on achieving the plan?</p>	<p>The plan will be brought to Planning Committee and City Council for approval in Summer 2022. A full road reconstruction is not currently funded and the timeline for this is uncertain. The plan has been designed to accommodate an incremental implementation and individual parts of the plan will be achieved over time as funding becomes available. Staff are optimistic that the</p>

	installation of new pedestrian street lights may be achieved as early as 2022.
I'm worried about parking for the businesses along Main Street, especially as more vacant lots get developed. what is the long-term plan for parking for the new restaurants and other businesses that are proposed?	Few existing parking spaces have been removed as a part of this plan and additional spaces have been proposed on Warner-Colpitts to recover the loss. In areas where the right-of-way is at it narrowest and space is limited, such as in the Village Core, adding additional parking spaces would result in the loss of another component of the plan, such as landscaping, or pedestrian or cycling facilities.
I saw work being done on the sidewalk in front of Switzers. Would this work be able to be in line with this plan?	While the details of the approved site plan predates the beginning of this project, the redevelopment did result in a widening of the public right-of-way. This will ensure that sufficient space will be available to implement the direction of the plan at the time of reconstruction.
Who was consulted for this plan? Is there time for changes and input?	<p>Prior to the Public Information Session, information on the project has been available on this webpage since its September 2021. Comments and questions have been collected throughout via the project email address.</p> <p>A public working group, composed of members of the Stittsville Main Street Steering Committee and other community stakeholders was established and was convened at various milestones throughout the plan's development to provide input. Membership included a mix of business owners, residents, and representatives from educational and religious institutions.</p> <p>Additional presentations and feedback sessions were held with the Stittsville Village Association and Stittsville Main Street Steering Committee.</p> <p>Feedback is still being collected and can be sent to SMSPRP@ottawa.ca by May 20th, 2022. Further input can be provided at Planning Committee.</p>
Would it be possible to engage the businesses at the intersection of Carp and Stittsville Main to have them contribute or make adjustments to support this plan?	While the plan focuses entirely on public property, landowners who would like to enhance their property in support of the plan would certainly be welcome and should reach out to the design team to coordinate!
How many trees are being cut down and how many are being planted?	These calculations are underway, however the project will result in a net gain in accordance with City policies.
Are there any special budgets that can be accessed to support, specifically, the active transportation elements of this plan?	The City is currently updating its Active Transportation Master Plan, which may offer opportunities.

<p>Due to turning traffic at Orville Street and Brae Crescent, are there any plans of installing new traffic lights at those intersections?</p>	<p>Currently, the plan does not include a recommendation for new traffic signals in these locations, though this would not necessarily preclude these changes from occurring through other initiatives.</p>
<p>Could an additional crossing be added at the Poole Creek pathway and Trans-Canada trail, that would allow pedestrians and cyclists to cross without going to the intersection? (E.g. a PXO)</p>	<p>This idea was explored, but it was determined that the crossing would be in too close proximity to the Beverly intersection to meet the City’s PXO design standards.</p>
<p>Could Carp Road between Hazeldean and Main Street; and Main Street to Fernbank be added to the plan?</p>	<p>The study area of the plan was limited to the same stretch of Stittsville Main Street as that of the Community Design Plan and Secondary Plan and the scope of the project cannot be expanded at this stage.</p>
<p>Will there be a new network of trails in that wooded area behind the shopping centres and Amberwood village and Wyldewood neighborhood?</p>	<p>The study area of the plan is limited to the public right-of-way along Stittsville Main Street between Hazeldean Road and Bobcat Way, so these enhancements, while aligned with the goals of this study, would need to be considered through another initiative.</p>
<p>So if the budget is approved, when does it start?</p>	<p>Individual components of the plan will be achieved as funding becomes available and the timeline on funding sources is uncertain. Staff are optimistic that new pedestrian streetlights may be installed as early as 2022.</p>
<p>When new developments are constructed, will this plan be implemented by adding cycle lanes?</p>	<p>At the time of the redevelopment of individual properties, the public realm may be widened to accommodate new cycling infrastructure in accordance with the policies of the Official Plan. Installation of new cycling facilities would only occur when it is possible to establish continuous and meaningful connections, however. An ad-hoc implementation would not occur as it would result in a fragmented network.</p>
<p>Since there is no plan to add lights at the intersection of Brae/Stittsville Main, is there a way to make it safer? With everyone parking on the street on Brae where Honey Coffee Bar is and also parking the parking lot, it now has a very big blind spot to incoming traffic.</p>	<p>Staff are investigating this concern further.</p>
<p>Is there plan for more heritage signage and plaques along Main Street for historical interpretation?</p>	<p>Interpretive panel remain an important feature for the Stittsville trailhead design. Installation is anticipated for late 2022 or early 2023. Historical in nature, the panels will showcase the significance of the railway within the Stittsville community.</p>
<p>Is there an option to rebuild the road itself first? It is in need of repair.</p>	<p>Given that a full reconstruction of the road may be a ways off, the roadway will likely be resurfaced prior to that. It will occur as a part of the City’s regular road maintenance schedule.</p>

Comments:

"Yes to raised intersections!!"

"Nice design. However, the vertical elements between the traffic and cycle tracks would eventually be damaged by salt and plowed snow, and the vertical elements would be in the way of snowbank clearing."

"Excellent work! The new black lights will add greatly to the charm of the street! Very pleased to hear about this!"

"One slide showed a person in a wheelchair. The standard way of building sidewalks are not user friendly to folks in wheelchairs. I have talked to people in wheelchairs and in electric mobility devices, makes it feel like you are riding a railway tracks, a paved sidewalk is far more user friendly, and possibly less expensive."

"I think the option of having luminaires that can accommodate banners, flowers, etc., are a good idea. It opens up a possibility for local groups to finance such things and encourages local involvement."

"Like what has been presented. Some very good ideas."

"I do like the black, although I still like the sidewalk dedicated current historic lampposts to be the same design but more modern."

"LOVE the separated bike lanes"

"I'd be happy to lose street parking in favour of more human-scale infrastructure."

"I'm a big fan of raised intersections."

"I think that slowing/reducing traffic should be a priority. Main Street isn't miserable to walk down because the sidewalks are too narrow, it's because there's huge amounts of loud traffic driving right by you and you can't hear the person you're walking with."

"Thank you - YES - we need bike lanes on both sides of the road!!"

"Big fan of the bidirectional cycle path at Poole Creek. The on-street parking on Warner-Colpitts would be a great idea. The naturalized median near Beverly looks fantastic."

"It seems like you've already made up your mind. This is not real consultation. This is lip service"

"Electric Vehicle charging stations should be installed in the city parking lots, not on Main Street. Thank you"

"Thank you for running this information session"

“Great presentation. Some big challenges to widen the street but very optimistic! Thank you”

“Happy to see there are no added car lanes along Stittsville Main. A previous draft I had seen mentioned possible four lanes between Carp and Hazeldean. Thank you for not proposing this!”

“It would be great to see Main Street itself being tackled first and soon since the road is in terrible repair. Pothole repair just isn’t cutting it.”