

# Reporting Memorandum

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Date: June 7, 2022

From: Ron Clarke, Vice President - Transportation, Parsons

Project: 478022-01000

Subject: **Stittsville Main Street Public Realm Plan -  
Final Reporting Memo**

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This memo provides an overview of the final Public Realm Plan for Stittsville Main Street, and a summary of the study process that led to its development.

## 1.0 Overview

This Study was undertaken to develop a Public Realm Plan (the Plan) for Stittsville Main Street between Hazeldean Road and Bobcat Way, to guide the ultimate and ongoing replacement of streetscaping elements in this corridor. The resulting Plan will guide the future design and placement of streetscaping and transportation elements as capital funding becomes available, and as the corridor evolves through future development. The broad objectives for the Plan were to:

- Support the City's Official Plan, CDP and Secondary Plan vision for the corridor
- Leverage the role as Stittsville's mainstreet and village core
- Rebalance space in the ROW to achieve contemporary objectives
- Pursue "complete street", transit priority and active transportation goals
- Showcase public realm improvements and street beautification
- Inspire future investment and high-quality design
- Inform subsequent street functional designs and Site Plan Control decisions affecting the street frontage
- Harnesses Incremental and long-term delivery/funding opportunities

Key elements of the Study included:

- Documenting the planning context and existing conditions of the Study corridor
- Determining a concept for the street's general lane arrangement
- Evaluating optimum multi-modal intersection treatments for major intersections
- Assessing the potential impacts of the conceptual design on the overall transportation network
- Reviewing on-street parking provisions and private approach consolidation
- Understanding municipal services and utilities and their implication for renewal choices
- Identifying potential public places and enhanced streetscaping areas, landscaping opportunities
- Developing a recommended Public Realm Plan
- Visualizing a conceptual suite of street furnishings and public realm improvements
- Conducting a high level (Class C) construction cost estimate

Project start-up occurred in September 2021, with an expected completion date in Summer 2022. The Study was divided into four phases:

1. Project Start-Up (September 2021)
2. Existing Conditions and Transportation Study (October 2021 – November 2021)
3. Identification and Evaluation of Alternatives (December 2021 – February 2022)
4. Public Realm Plan and Reporting (March 2022 – May 2022)

## 2.0 Study Methodology and Process

### 2.1 Existing Conditions

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As a starting point for the analysis undertaken as part of this Study, it was important to have a good understanding of the study area's existing transportation conditions for all travel modes. A review of existing transportation conditions on the corridor was conducted during Fall 2021. Key findings are summarized below:

- Study Area protected ROW:
  - Hazeldean Road – Carp Road (37.5m)
  - Carp Road – Wintergreen Street (30.0m)
  - South of Wintergreen (23.0m)
- Existing 40 to 50 on-street parking spaces within the Study Area, within designated, un-metered parking bays.
- Posted speed limit of 50km/h. Low average speeds southbound from Hazeldean Road; high average speeds southbound to Fernbank, indicating some travel speed concerns on this segment.
- High rate of property-only impacts, and low collision frequency across majority of the corridor, with the exception of Hazeldean and Carp intersections.
- Existing active transportation facilities are limited. Curbside sidewalks are provided on both sides of the road, but cyclists are expected to ride in mixed traffic. Pedestrian and bicycle level of service along the corridor is currently considered poor.
- Peak-hour through traffic volumes between 350 and 1000 veh/h, with the highest volumes occurring in the segments south of the Carp Road intersection. Left and right-turn movements to and from the corridor are low at most intersections, typically below 75 veh/h.
- Existing auto LOS meets or exceeds targets at every corridor intersection, indicating available capacity to work with when examining corridor improvements.

### 2.2 Projected Conditions

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To assist in determining the implications of potential development and related transportation network modifications, detailed transportation analysis was undertaken. An evaluation of projected transportation conditions was also completed in Fall 2021. The associated technical memo includes Multi-Modal Level of Service (MMLoS) and Synchro intersection capacity analysis the future conditions at each signalized intersection the corridor.

The analysis assumed the following features of the future Main Street:

- Existing mid-block curbside infrastructure (curbs and drainage systems) largely maintained;
- One travel lane in both directions maintained;
- Notable investment into protected designs at signalized intersections;
- Uni-directional cycling facilities installed on both sides of the roads, and sidewalks widened;
- On-street parking supply slightly reduced;
- 5s advanced pedestrian phases at Hobin, Beverly, and Abbott intersections;
- Removal of the channelized right-turn lanes westbound at Abbott and eastbound at Carp.

Taking into account projected land use, population, and travel changes – including the assumed modal shift towards active modes outlined by the City's Official Plan – the analysis made the following conclusions:

- The recommended design of Main Street would improve the environment for active modes, and in turn promote access to transit in general terms.
- Intersections as a whole would continue to operate at acceptable levels during peak hours, with the exception of certain movements at the Carp, Hobin, Beverly, and Abbott intersections; performance at the Carp intersection could be improved by using a channelized eastbound right-turn design.

### 3.0 Consultation

Extensive consultation – both with relevant City of Ottawa staff and with interested community stakeholders – was conducted at various stages throughout the Study. Comments received through consultation were fed back into each iteration of the draft Plan. An early meeting was held with City staff in Fall 2021, to focus the direction of the Study, and to gather technical information to inform draft conceptual designs. This was followed by three separate meetings of the Study Working Group, comprised of a mix of staff and community members, to aid in the development of the draft Plan. Finally, the results of the Study were presented to the wider public at a Public Information Session in Spring 2022.

#### 3.1 Technical Advisory Committee

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A planning workshop with a “technical advisory committee” - comprised of City of Ottawa staff from various interested departments - was held on **Wednesday, October 20<sup>th</sup>, 2021**, to elicit early feedback and gather additional relevant information to help guide the Study direction. Key comments from this meeting include:

- Noted that the existing corridor lighting is at the end of its lifecycle and is set to be replaced.
- Existing sidewalks (1.50m width, typically) are substandard, should be widened to 1.80m minimum; existing cycling conditions are unsafe.
- Determined that there is no need for a road safety audit (RSA) as part of this Study; the trigger for a future RSA will be if/when the Study leads to a capital project.
- The Trans Canada Trail crossing has been identified in the new Cycling Master Plan, which should lead to a plan for a renewed crossing; there is not currently a geometric design, and any such plan is minimum 5+ years out.
- Opportunity identified to use the Integrated Street Furnishing Program to add additional rest areas, benches along the corridor.
- Support expressed for proposed active transportation improvements: half-height curb delineated, separated facilities are preferred where possible. “Sharrows” or other shared facilities are not preferred.

Refer to **Appendix A** for the full meeting notes.

#### 3.2 Community Working Group

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A study working group comprised of key City staff, community representatives, residents, and business owners was assembled in collaboration with the office of Cllr. Glen Gower (City of Ottawa, Ward 6). The working group was asked to provide feedback on Study materials and help guide Study progress.

##### 1.1.1 Working Group Meeting #1

The first Community Working Group meeting was held on **Wednesday, November 24<sup>th</sup>, 2021**. At this time, participants were asked to weigh in on the overall direction of the Study and to provide suggestions for key focus areas or underperforming corridor elements. Key comments collected at this meeting include:

- Suggestion to explore opportunity for “sideroad gardens” or planting beds, and additionally to consult with local businesses or community groups to take on maintenance.
- Questions over SMS’s “truck route” designation and whether it would be possible to remove it.
- General support voiced for separated cycling facilities, the need for a north-south cycling corridor in Stittsville.
- Concern over traffic safety in the Holy Spirit Elementary school-zone; existing traffic calming measures are insufficient.
- Support voiced for targeting SMS as a 30km/h street.
- Suggestion to examine possible additional programming, such as a “no-car Sunday” program in the Village core.
- Request made to reduce the number of private approaches, especially in the north part of the corridor.
- Request to explore the possibility of an additional PXO between Hazeldean and Carp.

- Suggestion to create an additional exit for the parking lot at 1408 Main Street by connecting it through to the Stittsville Arena parking area, thus alleviating pressure on the unsafe left-turn movement out of the lot.

Refer to **Appendix B** for the full meeting notes.

### 1.1.2 Working Group Meeting #2

The second Community Working Group meeting was held on **Wednesday, January 12<sup>th</sup>, 2022**. A draft Roll Plan was completed in advance of the meeting, including preferred renewed cross-section arrangements and a draft geometric design for the separated cycle tracks. Participants were asked to review and provide comments on this draft Plan. Key comments collected at this meeting include:

- General support expressed for the overall active transportation focus and traffic calming elements of the Plan.
- Request that cross-rides be added at all signalized intersections to provide sufficient safe crossing points for cyclists.
- Several focused comments provided on the Abbott St. intersection and Trans Canada Trail crossing, to be reflected in future design iterations.
- Need for an enhanced active transportation crossing at Poole Creek emphasized; as a PXO is unfeasible, idea raised to divert active users to the Beverly intersection via short bi-directional MUP segments.
- Support voiced for a consistent, modern street-lighting scheme that respects heritage elements of the corridor.
- Comment that the on-street parking bays near Holy Spirit Elementary School are needed for school drop-off and pick-up, but that it may be safer to divert this traffic to local side-roads via new designated bays.
- Concern raised by OC Transpo over possible traffic congestion creating bus delays, idea of raised intersections.
- Concern expressed over the long potential timelines of Plan implementation, with suggestion raised of “focused” investments to address key elements of the Plan.

Refer to **Appendix C** for the full meeting notes.

### 1.1.3 Working Group Meeting #3

The third Community Working Group meeting was held on **Wednesday, April 13<sup>th</sup>, 2022**. Key comments collected at this meeting include:

- The inner boulevard adjacent to on-street parking bays should be paved; grass will not survive.
- Explore opportunities for additional community planting zones, in spaces where there isn't room for trees.
- Concern over impacts on private property, private structures such as side-yard decks.
- General support for the proposed lighting update, with preference leaning towards black fixtures.

Refer to **Appendix D** for the full meeting notes. Additional comments received from Working Group members via email after the meeting include:

- Recommendation to use ‘standard’ light-fixture products, to ease future maintenance/replacement.
- Focus of the plan should be on fostering a vibrant main street environment to attract people to the area.

## 3.3 Public Information Session

A Public Information Session (PIS) was held on **Wednesday, April 27<sup>th</sup>, 2022** with the goal of presenting the Study findings to the wider public. The session was held virtually over Zoom and hosted by City of Ottawa staff. Bilingual presentation materials were made available, and accessible versions of the final Roll Plan were uploaded to the City website afterwards for further public review. Feedback received during the PIS was broadly positive and generally supportive of the direction of the Plan. Key feedback received at this PIS includes:

- Support for traffic calming elements, such as raised intersections. Approval for maintaining a two-lane design.
- General support for the addition of cycling facilities, though some concerns over the specific designs.

- Some concern voiced over future growth and traffic conditions.
- Concern over the potentially lengthy timelines for Plan implementation; request that the active transportation elements be expediated.
- Support for greening initiatives, but concern over the removal of mature trees.
- Request for additional parking to be provided, concern over future parking availability.
- Request to preserve, continue to enhance heritage in the corridor.

Refer to **Appendix E** notes from the session, and **Appendix F** for materials presented. Additional comments received from the public prior to the PIS included requests for the Study team to...

- Consider “Dark Sky Initiative” compliant lighting
- Consider pedestrianizing segments along the Street during certain periods (e.g., summer months)
- Look into potential traffic calming zones along the corridor, especially relating to heavy truck traffic
- Study the possibility of introducing protected bike lanes along the Street

#### 4.0 Basis for the Public Realm Plan

The Public Realm Plan builds on the conclusions and recommendations of the City of Ottawa’s Stittsville Main Street Secondary Plan (SMSSP), itself an implementation of the 2015 Stittsville Main Street Community Design Plan. Specific and relevant recommendations from the SMSSP include:

1. Upgrade the pedestrian, cycling and transit facilities available;
2. Pursue opportunities to secure public pedestrian linkages from the surrounding neighbourhoods;
3. Add additional on-street parking where necessary;
4. Require a dedication of road widening at the time of development or redevelopment of land fronting Main Street within the secondary plan area, where the right-of-way of Main Street does not meet the minimum width requirements as identified in the OP.

The SMSSP also identified two “gateways” to help define and frame the corridor: one at the north end of the corridor, at Hazeldean road; and one at the south, at the Civic Complex at Carleton Cathcart Street. These gateways are intended to include some form of outdoor landscaped feature, public art and/or public plaza, helping to foster a unique sense of place when entering the Main Street corridor.

Another key impetus for the development of a Public Realm Plan was the desire to reflect the roads designation as a “Mainstreet Corridor” in the 2021 City of Ottawa Official Plan (OP) update. This designation signifies the intent for the SMS corridor to be a priority for growth and urban design – acting as a transportation, economic, and cultural spine for the surrounding community – and to define the image of Stittsville and the wider City at the local level. The existing arrangement of transportation facilities in the corridor was found to be failing to provide a high-quality pedestrian environment suitable to this designation. A primary objective of this Study has been to develop a Plan which addresses this shortcoming.

Additionally, the Plan was developed with consideration given to Main Street’s status as an “Arterial” road. The OP recognizes the broad function of arterials as both multimodal corridors, and as public spaces that “...unite and connect neighbourhoods,” calling for a design that addresses capacity needs while still providing a calmer, better integrated edge within the available right-of-way. Under the new OP, 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.

However, Main Street is also the primary north-south connector for the surrounding Stittsville community, the next closest north-south arterial being the future Robert Grant Avenue to the east. As an arterial, Main Street is designated as a “Full Load” truck route by the City of Ottawa Truck Route map. Under the new OP, it is also considered a Transit Priority Corridor, intended to carry frequent transit service with some form of preferential



















treatment; this “priority corridor” will be essential to the eventual success of the extended O-train LRT network by feeding into a terminus station planned for the Hazeldean Road and Robert Grant Avenue intersection. With all this in mind, the Study was careful to recommend a plan which maintained at a minimum existing traffic capacity and truck route compatibility, and which would meet the needs of on-street OC Transpo bus services.

Finally, essential to the Plan was the desire to enhance the valuable greenspace elements of the corridor – namely, the Poole Creek and Trans Canada Trail (TCT) crossings. Special attention was paid to emphasizing the natural and heritage features of these urban greenspaces.

### 5.0 Key Features of the Plan

The final Public Realm Plan can be found on the City of Ottawa website at <https://engage.ottawa.ca/stittsville-main-street-public-realm-plan>. Key features of this Plan are summarized in this section, including snippets from the completed roll-plan, starting from the north end of the corridor and working south. The demonstration plan legend is shown below.

#### Legend

	Signalized Intersection		Mainstreet Approach (one or more per frontage)		Mainstreet Pedestrian Links		Proposed Pathways & MUPs		Existing Pathways/Trails		Evaluate Potential to Consolidate Private Approach
	Points of interest/discussion		OC Transpo Bus Stops		Potential Greening Zone		Potential Lighting Display Zone		Potential Gateway Landscape Design		Proposed Street Tree Plantings
	Existing Trees		Trees to be removed		Electrical transformers and other connection structures		Possible Raised Medians (Traffic Calming measure)		Property Lines		Official Plan Protection Limits



**5.1 North Gateway (Kavanagh Green)**

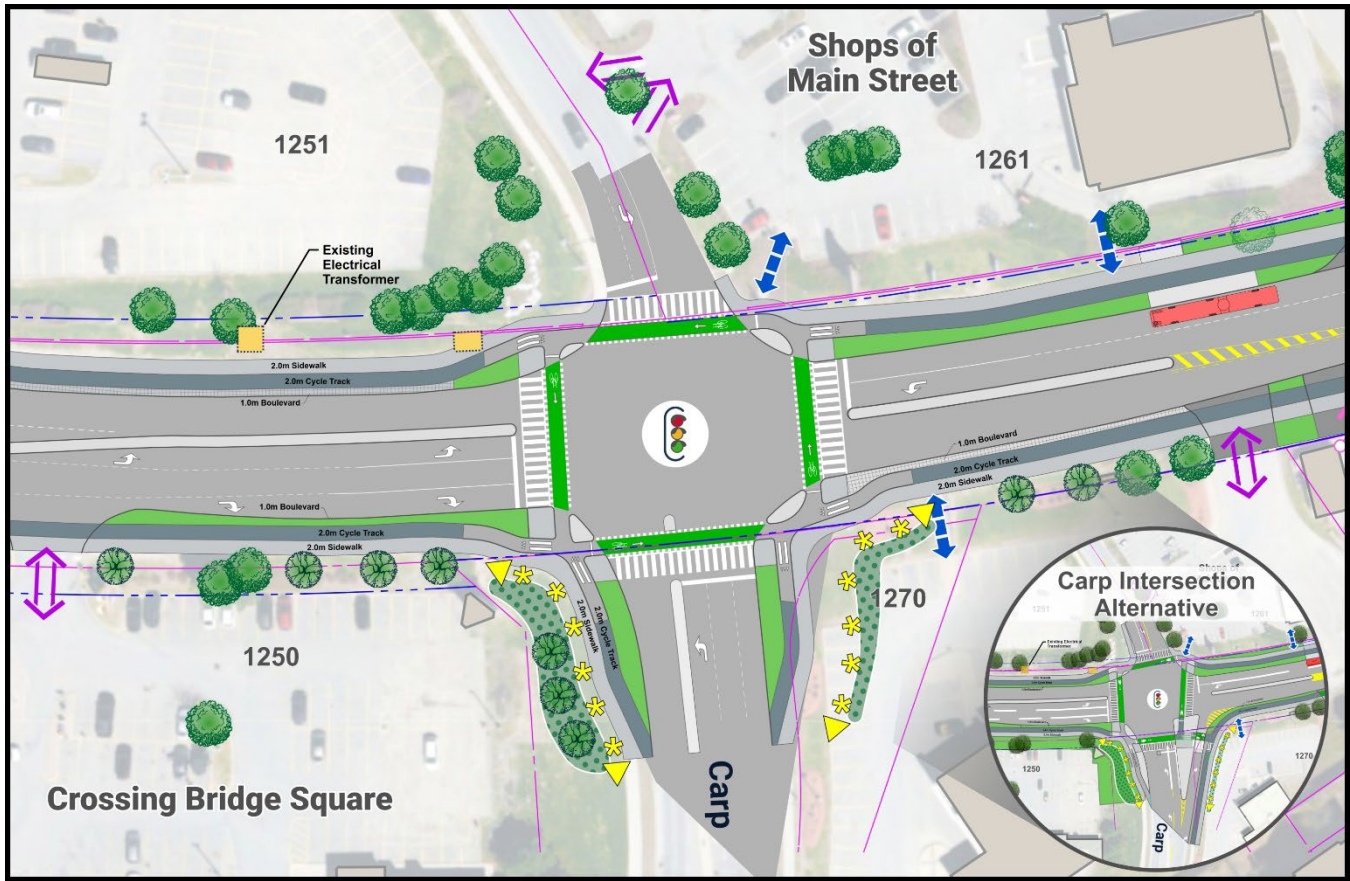


Several landscaping and public realm enhancements are proposed for the ‘north gateway’ at Hazeldean Road and Stittsville Main Street, as designated by the 2015 Secondary Plan. The updated Plan proposes to embellish the frontage of the existing Kavanagh Green parkette through focused landscaping and public 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.

The presence of the existing hydro pole just south of Hazeldean will require the active transportation elements on the west side of Main Street to be diverted and their width slightly reduced to 1.80m each, pending the costly relocation or burying of the hydro line (an option which was not evaluated in detail by this Study).

**5.2 Carp Road Intersection**

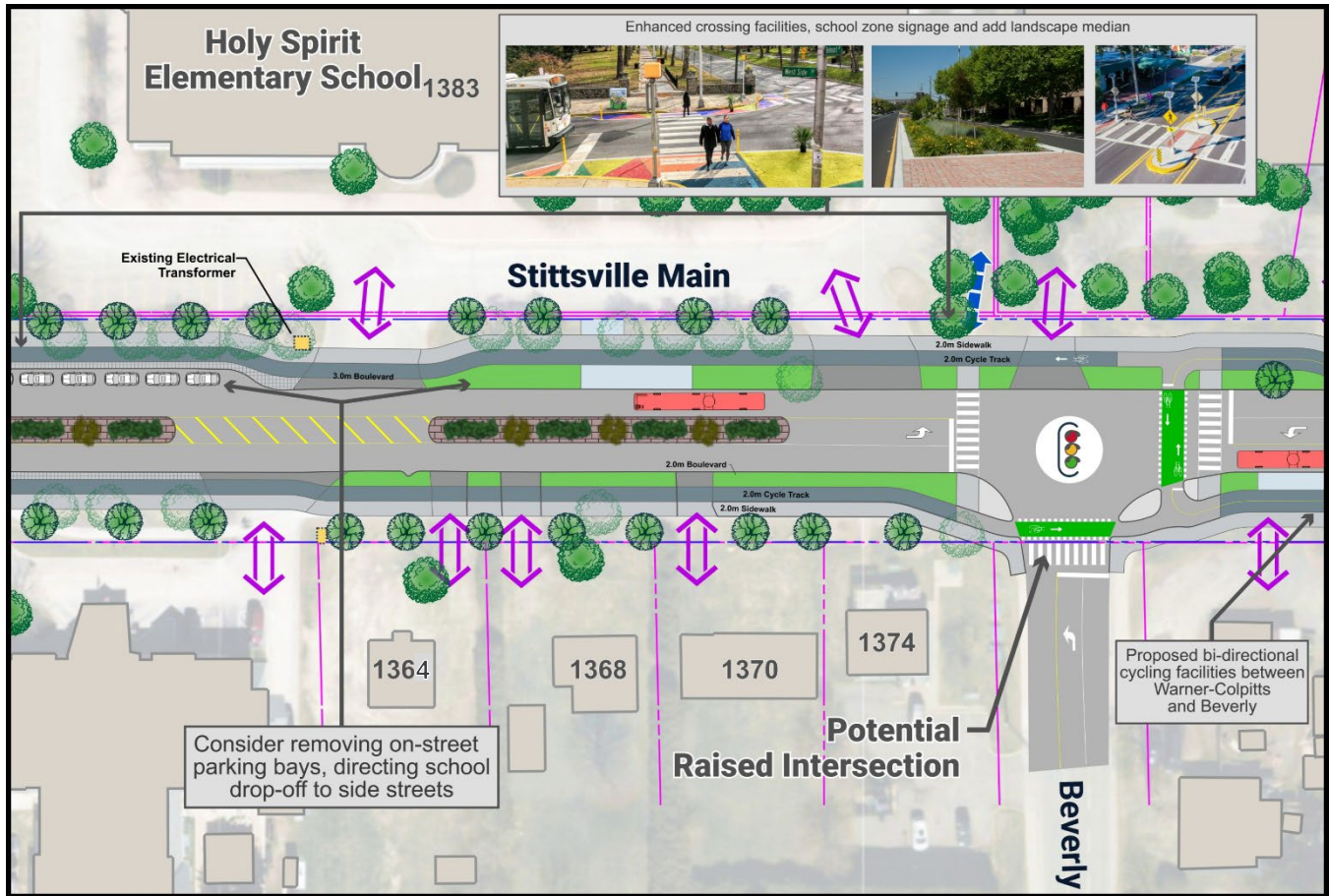


The Carp Road intersection will be updated with a full protected intersection design. An option exists to implement a channelized eastbound right-turn; however, this will come with additional property acquisition costs; a decision between these options will be left to the future detailed design stage.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



**5.3 Hobin to Beverly**

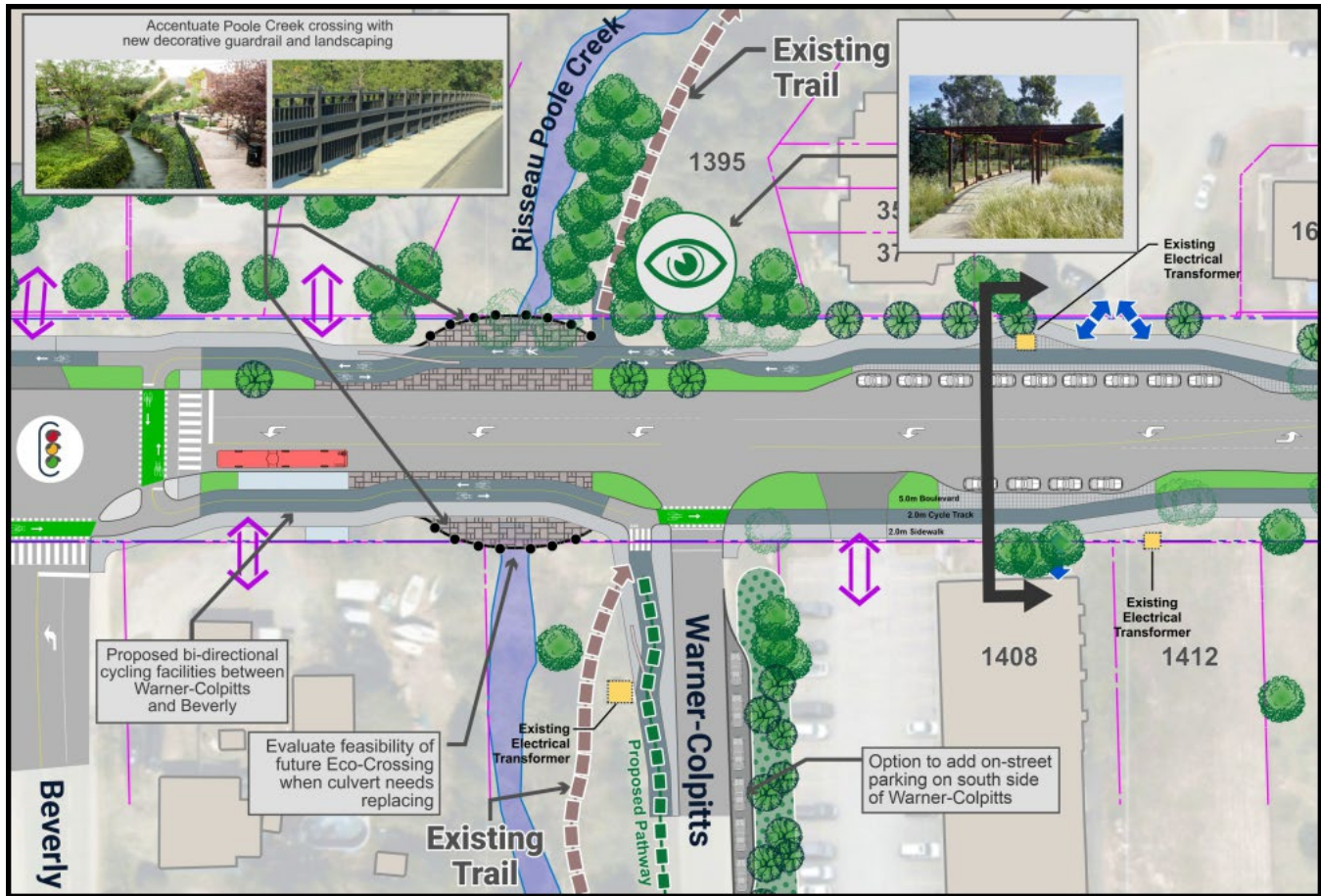


Because of the nature of this corridor segment as a school zone (see: Holy Spirit Elementary School), additional traffic calming measures are envisioned, including:

- Enhanced school zone signage, 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.

## 5.4 Poole Creek Crossing

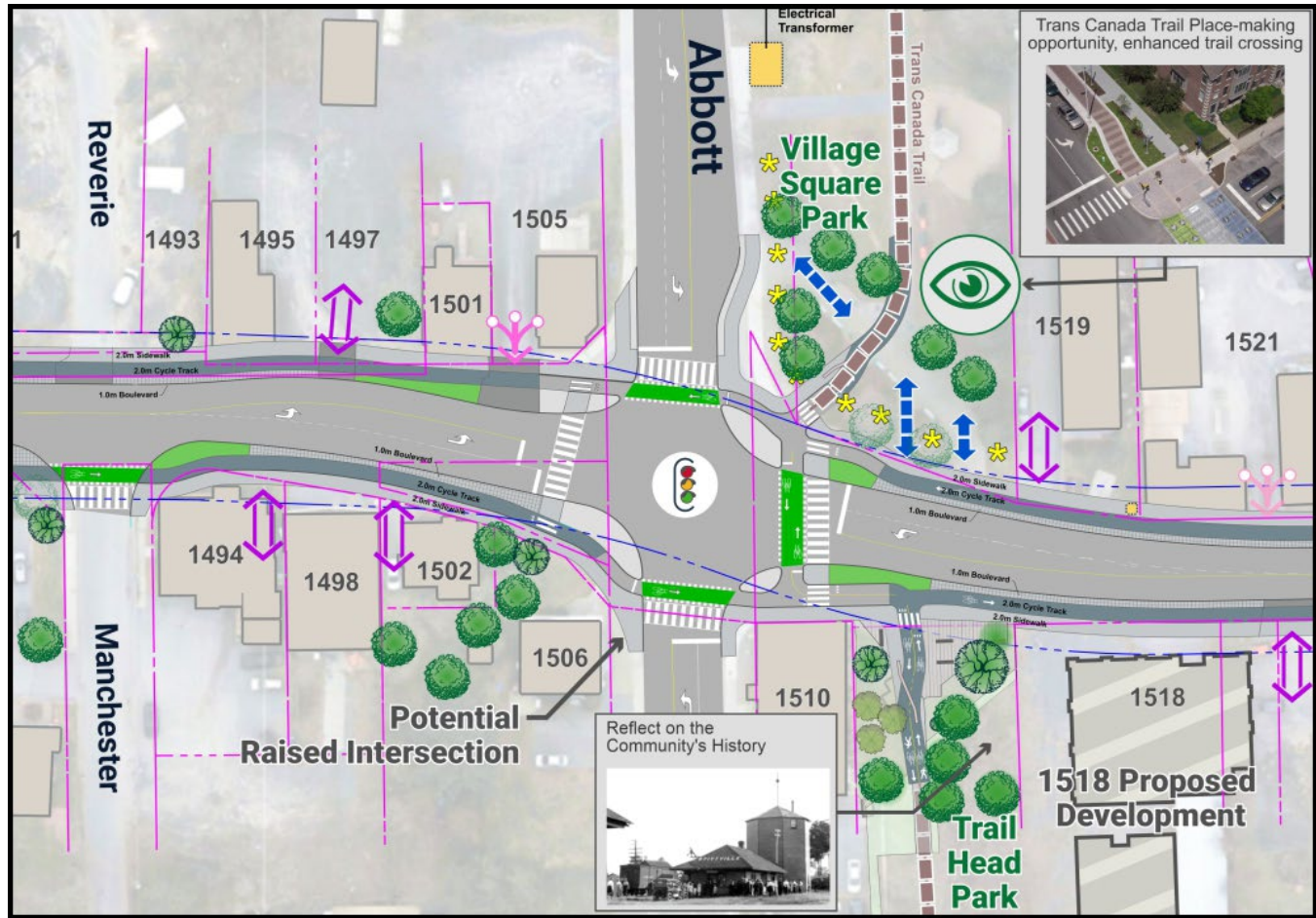


As a designated urban natural greenspace, special attention was given to enhancing the natural heritage of the Poole Creek Crossing. As well, the Plan seeks to enhance the connections between Main Street and the surrounding trail network which intersects the street at this location. This location represents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



**5.5 Abbott St. (Trans Canada Trail Crossing)**



An important element of the Plan is to reinforce the Trans Canada 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 Services 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 (Bradley Square).

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.

The municipal parking lot located at 1534 Main Street, just south of the Abbott Street intersection, should be explored as a possible location for electric vehicle (EV) charging stations. Public consultation identified a desire for EV stations on the corridor, but the Study team’s experience in previous, similar projects was that these stations are more appropriately located off of the main street.

## 5.6 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.

## 5.7 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:

- Fully separated 2.0m sidewalks and 2.0m cycle-tracks on both sides of Main Street, wherever space allows, incorporating a half height curb delineator as per new guidance in the City’s Protected Intersection Design Guide.
- 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, curb-edge bus platforms at all OC Transpo bus stops (where space allows) to improve accessibility, 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.
- Accessible rest areas along paths of travel, particularly along long stretches with no existing benches or street furnishing, to increase comfort for all users, including people with disabilities and older adults.

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 ~41 on-street parking spaces. The number of no-parking spaces, which are available for people with an accessible parking permit, will also be maintained. 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.

## 6.0 Implementation Considerations

Providing an estimated timeline for implementation of the proposed Plan is currently unrealistic, pending unforeseen sources of funding, particularly for the large-scale capital elements of the Plan such as the construction of new sidewalks and cycle tracks. A long-term integrated road and sewer reconstruction project, which would allow for the concurrent addition of these active transportation facilities, is not expected for ~30-50 years. With this in mind, the Study identified elements of the Plan which may represent opportunities for focused, less capital-intensive public realm investments, should funding become available:

- North and South Gateway Landscaping & Signage
- Street Tree Planting/Greening
- Street Beautification/Furnishings
- Priority Bus Stops and Bus-Stop Furnishings
- Poole Creek Trail and Beverly Crossing Enhancements
- Abbott Street/Trans Canada Trail Crossing Enhancements
- Decorative Vertical Lighting Elements

Through consultation with City staff, the Study evaluated a set of potential "implementation tools" which could be applied to address some of the public realm elements listed above:

- Right-of-way widenings and street frontage improvements via development approval
- Stittsville Business Association Investments (banners, planting beds, hanging planters, etc.)
- Mississippi Valley Conservation Authority (Poole Creek environmental enhancements, trail improvements)
- Environmental Advocacy/Stewardship Groups
- Local Schools

The Study explored several other potential tools but found them not to be currently applicable, although they may become relevant and should be considered in the future:

- Poole Creek Culvert Replacement (unscheduled)
- Active Transportation Master Plan Update (ongoing study)
- City of Ottawa public realm improvement programs (Integrated Street Furniture Program, Commemorative Tree Planting Program, Residential Mural Program, etc.)
- Transportation operational and safety programs (Road Safety Action Plan, Neighbourhood Traffic Calming Program, Pedestrian Crossover Program, etc.)

## 6.1 Accessibility Challenges

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There are certain areas of the Plan where challenges pertaining to accessibility still exist, but which are expected to be addressed over time or during a future functional design stage.

- TWSI's should be installed at all instances of pedestrian crossings of cycle tracks, including at bus stops. This level of detail is currently not achieved in the draft Plan.
- There remains the need for pedestrians to cross a high frequency of private approaches. The draft Plan provides some suggestions for private approaches that could be consolidated, but final decisions will be left to detailed design.
- The need was identified to narrow the proposed sidewalk in places from 2.0m to 1.8m, in order to avoid the relocation of existing utilities.
- Public comment was received identifying standard concrete sidewalks as being uneven/uncomfortable for wheelchair users. Future work should explore alternatives which provide a more consistent sidewalk surface.

## 6.2 Class C Cost Estimate

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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 **Appendix G**; a summary is provided below in *Table 6-1*. Some notes regarding the completion of the cost estimate:

- Property costs have been excluded and are to be provided by the Real Estate Partnerships and Development Office (REPDO) if needed. However, it is important to note that the majority of widenings would be secured as conditions of Planning Act approvals, which has the potential to limit property acquisition costs.
- The estimate excludes costs to bury overhead utilities between Brae Crescent and Liard Street.
- Costs for impacts to private properties have been excluded, such as building and entrance modifications, stairway modifications, decorative retaining walls, driveway upgrades, pylon sign relocations, etc. This is particularly relevant in the constrained Village Centre Precinct, where the addition of sidewalks and cycle tracks as proposed would have significant impacts on private properties as existing.
- The provision of half height curbs between the cycle track and sidewalks have been excluded as they pose grading/drainage challenges that require further review. Design solutions will need to be reviewed at the detailed design stage. A concrete paver delineator has been assumed for delineation in the estimate.
- Limited roadway asphalt reinstatement (1m width only) has been included for any new curb lines, including at proposed protected intersections.
- Costs have been included for enhanced school zone signage in the Poole Creek Precinct.
- No storm sewer servicing has been assumed beyond relocations or adjustment to existing catch basins.
- Excludes the cost of transit shelters, power to shelters or enhanced signage. Includes one bench per transit platform along with bike post and ring.
- Excludes the widening/lengthening of the Pool Creek Bridge to accommodate a “look-out”.
- Signalization and lighting costs have been assumed and are based on recent aggregate costs for typical signalization and lighting on City of Ottawa projects of similar scope.
- Assumes relocation of new LED pedestrian lights – scheduled for installation in 2022 – in the Village Center precinct which, are deemed for this purpose to be existing.
- Assumes the new streetlighting in the Village Center Precinct to have rear facing pedestrian lighting.
- Includes three-stream waste/ recycling units in Village Center Precinct only.
- Assumes all work is done concurrent/consecutively as a single Contract.

Note also that HST is excluded from the estimate. All costs are in 2022 dollars.

Table 6-1: Class C Cost Estimate Summary

WBS #	DESCRIPTION	COST
<b>0.0</b>	<b>GENERAL</b>	<b>\$ 1,369,518.00</b>
<b>1.0</b>	<b>CROSSING BRIDGE PRECINCT</b>	<b>\$ 3,247,825.00</b>
	Removals	\$ 265,056.00
	New Construction	\$ 1,876,069.00
	Landscaping	\$ 631,150.00
	Streetlighting	\$ 200,550.00
	Traffic Signals	\$ 275,000.00
<b>2.0</b>	<b>POOLE CREEK PRECINCT</b>	<b>\$ 3,171,858.00</b>
	Removals	\$ 257,184.00
	New Construction	\$ 1,995,694.00
	Landscaping	\$ 202,280.00
	Streetlighting	\$ 166,700.00
	Traffic Signals	\$ 550,000.00
<b>3.0</b>	<b>VILLAGE CENTER PRECINCT</b>	<b>\$ 2,710,699.00</b>
	Removals	\$ 191,616.00
	New Construction	\$ 1,599,513.00
	Landscaping	\$ 257,370.00
	Streetlighting	\$ 376,200.00
	Traffic Signals	\$ 286,000.00
<b>4.0</b>	<b>SOUTHERN GATEWAY PRECINCT</b>	<b>\$ 1,747,712.00</b>
	Removals	\$ 155,952.00
	New Construction	\$ 1,131,465.00
	Landscaping	\$ 70,695.00
	Streetlighting	\$ 114,600.00
	Traffic Signals	\$ 275,000.00
<i>Construction Subtotal</i>		<b>\$ 12,247,612.00</b>

Engineering and Architectural Services	25%	\$ 3,061,903.00
Utilities	20%	\$ 1,837,141.80
Property (To be provided by REPDO)	0%	\$ -
City Internal Costs	10%	\$ 1,224,761.20
Miscellaneous	5%	\$ 612,380.60

<i>Subtotal</i>		\$ 18,983,798.60
Contingency	30%	\$ 3,674,283.60
Total Estimated Cost		\$ 22,658,082.20
<b>Total Estimated Cost (Rounded)</b>		<b>\$ 22,658,080</b>

### 6.3 Public Comments

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Some additional public comments were received on the draft Plan after the conclusion of the formal Study, which could be considered for future functional design/implementation:

- Idea for large, overhead gateway feature spanning Main Street at either end, further emphasizing the entrances to the corridor.
- Idea for power outlets to be installed on trees in key spots to allow for white, holiday lighting.
- Suggestion of a fountain feature in one of the corridor public spaces, which could be converted to hold a festive tree during the holiday season.
- Support for traffic calming elements, reduction in overall car volumes and speed.
- Support for proposed raised intersections, but a request that “continuous” footway/bikeway designs be considered.
- Preference expressed for the smart-channel alternative for eastbound right-turns at the Carp intersection. Additionally, request made that this option be explored for maintaining the northbound right-turn at the Abbott intersection.
- Suggestion that low-profile vegetation be used on the planted medians between Hobin and Beverly, to maintain cross-median sightlines, improve safety.
- Request that additional separation be provided between the cycle track and sidewalk where possible.
- Request to explore the potential for winter-maintained accesses to the public businesses in the Crossing Bridge Precinct, as it is noted that winter maintenance of parking lots often blocks direct pedestrian access from the sidewalk.
- Request for public washrooms to be installed in Village Square.
- Request for a designated advanced turning arrow to be installed for the southbound left movement at Wintergreen.



# Appendix A

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## Technical Advisory Committee – Meeting Notes

**City of Ottawa**  
**Stittsville Main Street Public Realm Plan**  
**Technical Team Planning Workshop**

**Date:** Wednesday, October 20<sup>th</sup>, 2021  
**Time:** 10:00 pm – 12:00 noon  
**Location:** Microsoft Teams Meeting

File No.: 478022

**ATTENDEES:**

<b>Ron Clarke</b>	Parsons – Project Manager	<a href="mailto:Ronald.Clarke@parsons.com">Ronald.Clarke@parsons.com</a>
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<b>Kunjan Ghimire</b>	City of Ottawa – Road Safety	<a href="mailto:Kunjan.Ghimire@ottawa.ca">Kunjan.Ghimire@ottawa.ca</a>
<b>Adam Palmer</b>	City of Ottawa – Forestry	<a href="mailto:Adam.Palmer@ottawa.ca">Adam.Palmer@ottawa.ca</a>
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**REGRETS:**

<b>David Atkinson</b>	City of Ottawa – Urban Design	<a href="mailto:David.Atkinson@ottawa.ca">David.Atkinson@ottawa.ca</a>
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**MEETING NOTES:**

Item	Discussion	Action By
<b>1.0</b>	<b>Introduction and Project Overview</b>	
1.1	Introductions to the project and project teams by M. Ippersiel. Study will explore options for the incremental revitalization of Stittsville Mainstreet, including recommendations relating to active transportation facilities, street furnishings, and streetscaping.	-
1.2	Overview of Workshop objectives, study mandate by R. Clarke. Refer to the associated slide deck for more information.	-

Item	Discussion	Action By
<b>2.0</b>	<b>Preliminary Findings</b>	
2.1	Presentations by B. Allen and R. Nahas on planning designations and existing transportation conditions for the corridor. Refer to the associated slide deck for more information.	-
2.2	<p>Suggestion provided by K. Ghimire relating to unsignalized intersections: could we distinguish in the existing conditions roll-plan which intersections are side streets and which are all-way stops? Approach taken for each intersection will change depending on this.</p> <p>R. Nahas notes that there are currently no STOP controlled intersections along the arterial road, and that only stop-signs exist on the side street approaches.</p> <p>K. Ghimire will refer to City records to check for candidates for Traffic Signal Control based on warrants, public input or Councilor requests.</p>	-
2.3	Is there any other information which could be useful to show on the roll-plan figure? R. Doueidar suggests that the Trans-Canada Trail (TCT) be emphasized; the crossing there is very busy in the warmer months. A. Stecky-Efantis mentions that they appreciate the inclusion of the OC Transpo stop locations, and also suggests that existing bicycle parking be identified. Could also be useful to note where there are shelters/bus-stop amenities. A. Selfe notes that the PXO at Orville was installed as a result of a land development approval. Asks if it would be useful to show future developments on the corridor which may have an impact on the transportation supply?	<p><b>M. Ippersiel</b> will track down development apps.</p> <p><b>B. Allen/R. Nahas</b> to coordinate with <b>C. La Pegna</b> to update the roll-plan.</p>
<b>3.0</b>	<b>Existing Cross Sections</b>	
3.1	Presentation by R. Clarke on cross-section test locations, existing cross-section conditions. Refer to the associated slide deck for more information.	-
3.2	Question from W. Quackenburg: are we considering raised cycle tracks in the area of Carp Road? Response given that this will be one of the elements we will be looking at.	-
3.3	<p>W. Quackenburg speaking on streetlighting:</p> <ul style="list-style-type: none"> <li>- Because it's a traditional main street, there is accommodation for pedestrian scale lighting. Some of this already exists on the corridor but is at the end of its lifecycle. This needs to be taken down sooner rather than later and needs to be replaced.</li> <li>- Existing pedestrian lights have been discontinued, aren't made in as LED's; the way they are located in close proximity to the curb face is a "hit-hazard" for trucks in the area, and some have been hit over the course of their life.</li> <li>- This was one of the early main streets which received special area lighting treatment, and the lights are installed closer to the curb than would be the case now.</li> <li>- For future options, would usually want the lights to be behind the sidewalk, or well set back from the curb face.</li> </ul>	-

Item	Discussion	Action By
3.4	M. Richards makes a note that this is a street which receives a lot of public feedback regarding the sidewalks. Existing sidewalks do not meet the minimum standards for width, and should be widened to 1.8m at least. There is a great opportunity here to implement best practice for pedestrian accessibility.	-
3.5	Brief discussion regarding on-street parking. R. Clarke notes that, anecdotally, the parking bays seem to be underutilized. Asks if anyone knows about any previous parking studies. M. Young notes that the parking bays are well utilized for elementary school pickup and drop-off. Time-of-day is an important consideration.	-
<b>4.0</b>	<b>Question 1: Sharing Information</b>	
-	What additional information can you share about this corridor? What are we missing?	-
4.1	<p>Discussion regarding developments in the study area. M. Young mentions that there are at least three active applications for mixed use developments in the corridor. There is an influx of residential units, commercial space, mostly centred on the Village segment.</p> <p>L. McCreight mentions that there is a development adjacent to the Trans Canada Trail (west side of the street) approaching site plan approval, and a number of pre-consultations which haven't progressed substantially; otherwise, not aware of too many active developments.</p>	-
4.2	A. Palmer, regarding the front yards of the developments at 1518, 1524, and 1526 Stittsville Main Street: it will be difficult to maintain greenspace on front lots in the village core because of space constraints. Hopefully we can maintain consistent space outside of this segment for tree-planting. Also earlier in the meeting mentioned the importance of considering impacts on mature trees when decisions and trade offs associated with potential new cycle tracks and widened sidewalks are being evaluated.	-
4.3	<p>A. Selfe asks whether a road safety audit will be carried out as part of this Study? K. Ghimire responds that they have draft RSA Guidelines waiting for final approval, which would normally be applied at functional and/or detailed design, which is determined by the size/cost of the works.</p> <p>What is the trigger for a road safety audit (RSA)? This is a Public Realm Plan, or a functional concept plan study, which could conceivably move towards full functional, preliminary and detailed design as a funded capital project. At this stage however, there is no need for an RSA. However, when/if it becomes a capital project (say it were passed to V. Black for a functional design, for instance), this could be a trigger for the audit.</p> <p>The Plan will include a chapter on "safety considerations", identifying future road safety considerations. Is this enough, or should more be done? The outcome will be a "concept plan", which will include a geometric design showing cross-sections which would show whether the city should change the curb-line. Focus will likely be on incremental improvements, working in-between or outside of the curb lines which exist. In this case, when the road moves into the functional design stage, we can decide whether the RSA is needed.</p>	<b>K. Ghimire</b> to share Road Safety Audit documents for reference.



Item	Discussion	Action By
4.4	K. Ghimire, on traffic safety: are there any intersections that fall on the top 20 of the network screening list? This can be researched.	-
<b>4.0</b>	<b>Question 2: Performance</b>	
-	What facilities or aspects are lacking or under-performing?	-
4.1	A. Palmer notes that there is a lot of good greenspace available in the wider ROW segments; and the City ideally would not want to lose a lot of that greenspace when cycling facilities are added. It would be desirable to maintain any existing greenspace for more consistency in tree planting throughout corridor.	-
4.2	Discussion regarding plans for the TCT crossing near Abbot, which are progressing as part of the new Cycling Master Plan aspect of the TMP. Eventually this should lead to a plan for realigning the intersection in some way or a separate, renewed crossing for the trail. Not expecting any geometric concepts for the crossing any time soon (from the TMP), as the plan is still very fresh, so there are no specifics so far. If Parsons were to do a geometric design for the intersection, it would be okay; TMP is far enough out that it likely wouldn't conflict but should keep in mind that this is something the city is looking to improve in the next 5 years. It was noted however that insufficient space exists along the west side of the street for any meaningful eastbound bike stacking at a future cross-ride, without ROW widening and/or building demolition.	-
4.3	A. Stecky-Efantis asks the Study team to be mindful of the "cycling interactions at bus stops" guidelines and to pursue 2.4m bus landing areas, and to assess the extent of existing amenities and opportunities to improve them. In terms of raised intersections or crosswalks along the Arterial Road, would prefer lower raised crossings than in other parts of the City because of bus maintenance concerns.	-
4.4	M. Richards asks how we can use the integrated street furnishing program to provide more rest areas, benches? There are lots of older adults living on or adjacent to the corridor who would really benefit from this type of improvement, and current furnishings do not meet this need.	-
<b>5.0</b>	<b>Question 3: Public Realm Opportunities</b>	
-	What are the best types of opportunities to improve the public realm?	-
5.1	Discussion regarding the creation of the southern "gateway" at Carleton Cathcart: what would this entail? M. Young mentions that this was seen as an entrance into the village. As the City owns the property adjacent to the intersection, this was seen as an opportunity for some sort of public realm improvement. At the time of the Secondary plan, there was some thought of the re-use of the old fire station, but the building is in fairly poor repair so this might not materialize.	-
5.2	What about the gateway at the north end of the corridor? At the time of the Secondary Plan, there was a "Welcome to Stittsville" sign at Hazeldean which has since been replaced; there is now a small parkette at this intersection which sort of performs the role of a gateway, so might not be a need to accommodate for a new "gateway" as such in this Study.	-

Item	Discussion	Action By
5.3	Discussion relating to the Poole Creek crossing: this crossing wasn't called out in the Secondary Plan, but it was seen as an opportunity for some public realm improvements centering on the greenspace that the creek provides. There's also a trail network adjacent to the creek connecting Main to several community assets that's not being taken advantage of. If the structure/culvert is replaced in the future, an opportunity to pinch in the roadway, and also pursue an "eco crossing" for small creatures to travel under the roadway, could be evaluated.	-
<b>6.0 Alternatives for Cross-Section 4 (South of Wintergreen)</b>		
6.1	<p>A. Palmer asks what is the justification or necessity for a cycle track on both sides of the road? Is it possible to have just one? Response given that the Draft OP indicates that unidirectional cycle tracks are preferable where there is a large number of side-approaches and a range of land-uses along the road. L. Hagerman reiterates this policy and approach ... and objective of avoiding otherwise unnecessary cross-overs along the route. This creates unnecessary conflicts between cyclists, pedestrians, and turning vehicles, and limits land use access for cyclists to both sides of the road.</p> <p>G. Robertson-Tremblay: Would it be possible to put the cycling facilities in the space currently taken up by parking bulb-outs? Response given that this option will be evaluated and may very well be a preferred option, depending on how valued the on street parking is.</p>	-
6.2	Does the half-height curb create issues for older adults or those using mobility devices? M. Richards responds that their group has tested half-height curbs, and this was the preferred delineation where the facilities are side-by-side. The delineation strip that has been used in the past is not the best option for older adults.	-
6.3	Note made that although Option C for the 30m cross-section may be preferable, it would involve substantial road reconstruction and the narrowing of the curb-width. What is the appetite for this level of capital work? For this Study, A. Stecky-Efantis asks whether it would be possible to show the "ultimate" solution (the desirable solution) and the interim solution separately? It would, but would need to be careful when presenting this work in a public setting to make sure that expectations are managed.	-

Item	Discussion	Action By
<b>7.0</b>	<b>Alternatives for Cross-Section 6 (South of Orville)</b>	
7.1	<p>R. Doueidar asks whether there are any other examples of lowering the street to 30kph (as discussed as a possible choice in the 14m ROW section) where the street is an existing truck route? Elgin is one, but are there any others? Because it's a truck route, the vehicles coming from the south end of the City use Main to access the 417...although this is "bad", there are few other ways to get trucks north, so traffic flow is still extremely important. Is currently already carrying ~900veh/hour, so it's essentially at capacity.</p> <p>M. Baker notes that Manotick is the closest example they can think of; is a 40kph road and a Truck Route, with sharrows.</p> <p>Would the intent be to remove the Truck Route designation from SMS at the time of the construction of the future Robert Grant Avenue? Unclear at this time, but this could be a long term move perhaps.</p> <p>R. Clarke notes that being a truck route isn't necessarily a bad thing, as it's not just through-traffic but trucks servicing businesses; the trade off between flow/access is possible to manage (see: most streets in the downtown core).</p>	-
7.2	<p>What issues might there be with the single file, 30kph arrangement?</p> <p>L. Hagerman: centre-line sharrows are not the City's current preference, and road-edge sharrows are no longer in the toolkit; they barely even qualify as cycling infrastructure at this point. Elgin was a huge compromise from a cycling perspective, and the result is not favoured by cyclists (as was anticipated given the different priorities for Elgin); there would be pushback on the idea of sharrows, especially given the type of traffic on this road (trucks, buses, etc.).</p>	-
7.3	<p>Thoughts on a shared facility?</p> <p>This is a better option from a cycling perspective, but M. Richards notes that MUP's are not preferred from an accessibility standpoint given potential for ped-bike conflicts, and their office has received feedback that although they are good in theory, they don't generally work for vulnerable road users.</p> <p>M. Young asks if shared facilities were bi-directional, could they be limited to a MUP on one side of the street and a sidewalk on the other? Constrained section is relatively short, so would not need to commit to this arrangement for a long portion of the road. Response given that generally, where this is done, cyclists just stay on the road or the sidewalk rather than crossing over to the MUP; this doesn't usually lead to the desired type of activity.</p> <p>G. Robertson-Tremblay: what about a shared facility that encourages cyclists to dismount for a short segment? Has this been done anywhere else?</p>	-
7.4	<p>W. Quackenburt notes that they do not like the position of the streetlighting at all, and figures should show a minimum dimension to the face of the pole. They would prefer that the cycle-track be closer to the road and the pole be in-between the sidewalk and the cycle track.</p>	-

Item	Discussion	Action By
7.5	A. Palmer asks whether it is worth considering where the existing utilities are in these cross-sections? Or is this outside the scope of work. Response given that some of this information will eventually be layered on. Also noted that in the village district, it would be best to try and show the joint utility trench underneath the sidewalk, so the opportunity to plant trees in the boulevard isn't lost. The study team will attempt to show bell and hydro duct locations in particular	-
7.6	K. Ghimire asks whether the Study team is planning to provide any prioritization criteria/safety scoring for these cross-section options? Answer is yes, but not to the same detail as might be done for an EA Study, but sufficient to guide decision making in the context of a public realm plan.	-
<b>8.0</b>	<b>Question 5: The Toolbox</b>	
8.1	<p>What programs or projects can help achieve a renewed corridor and public realm? L. Hagerman notes that the Active Transportation Fund coming from the Federal Government may be a good funding source for some of the cycling/active transport elements.</p> <p>Other input on this subject may be submitted to the Study team after the meeting.</p>	-

Errors and omissions in these notes should be provided to Ben Allen ([Ben.Allen@parsons.com](mailto:Ben.Allen@parsons.com)) within five (5) business days, otherwise the notes will be assumed as an accurate reflection of the discussions at the meeting.



# Appendix B

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## Working Group Meeting #1 – Meeting Notes

**City of Ottawa**  
**Stittsville Main Street Public Realm Plan**  
**Community Working Group Meeting #1**

**Date:** Wednesday, November 24<sup>th</sup>, 2021  
**Time:** 7:00 pm – 8:30 pm  
**Location:** Microsoft Teams Meeting

File No.: 478022

**ATTENDEES:**

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<b>Adam Pritchard</b>	Resident	
<b>Andrew Antinucci</b>	Resident	
<b>Doug Kendall</b>	St. Andrews Presbyterian Church – Minister	
<b>Glen Gower</b>	City of Ottawa – Councillor (Ward 6)	
<b>Holly Fortier</b>	Resident/Small Business Owner	
<b>Jeff Tindall</b>	Resident/Let’s Bike Stittsville	
<b>Jordan Moffatt</b>	Councillor’s Assistant to Glen Gower	
<b>Liz</b>	Small Business Owner – Mavericks Doughnut Shop	
<b>Mandy Hambly</b>	Stittsville Village Association/Crossing-Bridge Residents Association	
<b>Mary Gibb</b>	Rotary Club of Ottawa-Stittsville	
<b>Megan Richards</b>	City of Ottawa – Accessibility Specialist	
<b>Nicole Chilton-Jones</b>	Resident	
<b>Peter</b>	Stittsville Main Street Steering Committee	

**MEETING NOTES:**

Item	Discussion	Action By
<b>1.0</b>	<b>Introduction and Project Overview</b>	
1.1	Introductions and a brief Study overview by M. Ippersiel; opening remarks by Cllr. Gower, noting the excitement they feel about the potential of this Study.	-
1.2	Overview of the study mandate by R. Clarke: <ul style="list-style-type: none"> <li>- Integrated streetscaping, transportation study</li> <li>- Meant to guide future capital investment and inform development</li> </ul>	-

Item	Discussion	Action By
1.3	<p>Overview of some key planning context:</p> <ul style="list-style-type: none"> <li>- Stittsville Main St. (SMS) is designated as a Mainstreet Corridor in the new City of Ottawa Official Plan (NOP), meaning it is intended to be a priority corridor for growth and urban design.</li> <li>- There are two key urban greenspaces crossing the corridor – Poole Creek and the Trans-Canada Trail (TCT).</li> <li>- SMS is designated as a Transit Priority Corridor, meaning it is intended to carry frequent transit service with some form of preferential treatment; this “priority corridor” will eventually feed into the extended O-train LRT network.</li> <li>- SMS is an “Arterial” road; the NOP recognizes “...these streets broader function as multimodal corridors and as public space that unites and connects neighbourhoods instead of dividing them, and shall implement designs that maintain the arterial function but also provide, within the right of way, for an edge that is calmer, designed for slower vehicular traffic, better integrated into the residential fabric of the adjacent neighbourhoods”.</li> <li>- As of 2021, SMS is designated as a “Full Load” truck route; the next closest north-south truck route is Terry Fox to the east.</li> <li>- As per the 2013 Transportation Master Plan – Ultimate Cycling Network, SMS is a “Spine Route”, meaning it is intended to feature higher quality cycling facilities. Another important feature of the cycling network is the Cross-Town Bikeway (the Trans-Canada Trail) crossing the SMS corridor at Abbott St.</li> </ul>	-
1.4	<p>Overview of some of the key elements of the existing corridor cross-section conditions:</p> <ul style="list-style-type: none"> <li>- Limited active transportation facilities; narrow sidewalks in places, no cycle tracks.</li> <li>- Single travel lane in both directions.</li> <li>- Parking bays at select locations along the corridor.</li> <li>- Some mature trees withing the ROW.</li> <li>- “Core” section of the corridor (in the historic village centre) features decorative street furnishings, narrow road and ROW, buildings fronting close to the street.</li> <li>- Protected ROW is wider in some places than what exists; expected that as the street develops, ROW will be gradually taken.</li> </ul>	-
<b>2.0</b>	<b>Discussion</b>	
2.1	<p>Question raised as to whether it will be possible to install “sideroad gardens” or planting beds in the City ROW. Response given that installing planting beds is one question, more pertinent may be the question of maintaining them...if there is will on the part of the community or the local BIA to upkeep planting beds, then this is definitely something that can be considered.</p> <p>Additional suggestions made of consulting the Stittsville Horticultural Group, local businesses sponsoring planters, or for schools to sponsor planters and giving students the opportunity to participate as part of a club; recommendation made that the Lion’s Club may also be interested in maintaining the “sideroad gardens”.</p> <p>Mentioned that snow management may be a concern with garden maintenance, and winter-resilient plants should be considered.</p>	-

Item	Discussion	Action By
2.2	<p>Comment via chat: “curious as to how/why Main was designated as a truck passage? could Iber -&gt;Abbott -&gt; Shea -&gt; Fernbank not be a more practical route - reducing congestion/noise/road damage on Main?”</p> <p>Response given that most “arterial” roads, not just in Ottawa, are designated as truck routes because the geometric elements of the road are often more compatible with truck movements (wider turning radii, for instance).</p>	-
2.3	<p>Further discussion raised over the “truck route” designation for SMS...how can the road be both a cycling “Spine Route” and a truck route? These two designations seem to be at odds.</p> <p>The Study Team acknowledges that bikes and trucks aren’t compatible, and that there is a need to separate them within the corridor; safely integrating these modes is becoming more manageable, especially with design innovations like protected intersections.</p>	-
2.4	<p>Regarding cycling, argument made that bikes are not just incompatible with trucks, but are incompatible with <i>all</i> traffic; for this reason, “sharrows” are not preferred. Separated cycling facilities are needed to fill the need for a north-south cycling corridor in Stittsville.</p> <p>General support voiced for separated cycling facilities, as it is currently unpleasant/unsafe to bike on SMS.</p>	-
2.5	<p>From a student and family perspective, there is a lot of concern surrounding road safety in the area of Holy Spirit Elementary School...</p> <ul style="list-style-type: none"> <li>- There seems to be lots of instances of poor/unsafe driver behaviour (speeding, ignoring signals/signs).</li> <li>- Signage on this segment is insufficient; school-zone signage isn’t noticeable, is placed away from the school itself; speed-limit signs are hidden/contradictory.</li> <li>- Hobin and Beverly are the crossing points for family/children accessing the school; should emphasise pedestrian/cyclist safety at these intersections.</li> <li>- The centre turning lane seems to be used as a “cheater lane”, contributing to unsafe driver behaviour; the left-turn into Poole Creek Manor is a particularly dangerous movement.</li> <li>- Lots of kids use Beverly (a “local” bike route) to access the school, but not because it’s necessarily safe; the crossing at SMS is certainly unsafe.</li> </ul>	-
2.6	<p>Regarding speeds...will this corridor be targeted for a 30kph zone? SMS seems to be a bit of a “speeder’s delight”.</p> <p>Response that all new local residential streets are to be designed/operated as 30kph streets. This policy doesn’t apply to arterial streets; however, there is precedence for an arterial being designated as 30kph (Elgin Street). It’s a possibility but would need a special Council exception.</p>	-



Item	Discussion	Action By
2.7	<p>Discussion given to the core “vision” for the street: is it an arterial thoroughfare? Or is it a true “Main-street”, a gathering place and community hub? Does not seem as if the road can safely fulfill both functions.</p> <p>SMS is the main north-south route for the community; complaints of high traffic volume are already common, and there are limited alternatives. Although there is support for improved cycling/pedestrian facilities, these improvements need to be part of a wider vision which reduces the reliance of area traffic on this corridor.</p>	-
2.8	<p>Question via chat: “Would there ever be a consideration to shut down Stittsville Main Street to traffic, on say a Sunday once a month in Summer, to promote the community using it as a walking and cycling space?” What about just portions of the street (especially the historic village “core”)?</p> <p>This sort of program will require consultation with the City’s traffic branch. Noted that a Sunday “car free day” may have a negative impact on St. Andrews Church.</p>	-
2.9	<p>Given that SMS is an arterial road/truck route, is there a limit on weight? Limiting weights may help solve some of these issues, if the truck-route designation can’t be removed.</p>	-
2.10	<p>Should there be plans to install traffic enforcement radar? Difficult to answer at this time, but definitely a question to consider.</p>	-
2.11	<p>Question raised of why there needs to be so many entrances to the businesses between Carp and Hobin? This seems to contribute to heavy/unsafe traffic conditions. Study Team will consider consolidating some of these private approaches.</p>	-
2.12	<p>Question raised over whether roundabouts have been considered at intersections where streetlights may not be appropriate (e.g. Wintergreen or Warner-Culpitts)? Argument made that this would be better in terms of safety/traffic flow, especially in combination with a lower speed-limit.</p> <p>Response given that roundabouts have a large footprint, which may make them incompatible with some intersections on this corridor; we don’t want to infringe on property. As well, they sometimes score poorly on pedestrian/cycling accessibility, especially because of the existing laws requiring cyclists to dismount to cross.</p>	-
2.13	<p>Gaps between safe crossing-points are very wide in places (especially between Hazeldean/Carp); important to reduce that distance where possible. Noted that the pedestrian crossing in front of VOS is performing pretty well, and these could be used in some other key locations.</p> <p>Additional suggestion raised of creating a “Pedestrian Scramble” at Abbot St., which would allow pedestrians/bikes to cross in all directions simultaneously; if the “scramble” was extended beyond the intersection to the Trans Canada Trail crossing, users would be able to cross in-line with the trail instead of having to detour to the intersection crosswalk.</p>	<p><b>Study Team</b> to coordinate with participants to explore recommended crossing locations.</p>

Item	Discussion	Action By
2.14	<p>Regarding Poole Creek, there has been lots of thought to what to do here. Broadly, there seems to be support for doing more with the feature. Agreement that there is so much opportunity for beautification, both in terms of visuals and accessibility.</p> <p>Noted that the north-bound parking bays at the Poole Creek crossing are needed for school drop-off...the south-bound bay is the bus drop-off point.</p>	-
2.15	<p>Discussion given to traffic control at the Mavericks Donuts parking lot entrance...via chat: "The left turn out of Mavericks at 1408 Main Street is brutal to make. A left turn into the parking lot isn't much better."</p> <p>When traffic is heavy, the left turn out of this parking lot becomes very unsafe. Would it be possible to open up the other side of the Mavericks parking lot to connect with the City owned lot to the west? Could a streetlight also be installed at Warner Colpitts to help with exiting traffic during congested peak hours?</p> <p>Also noted that the Mavericks patio is new; owners are hoping that this study won't result in any property impacts.</p>	-
2.16	<p>Next steps...</p> <ul style="list-style-type: none"> <li>- Relatively short Study</li> <li>- We are in the process of identifying and developing some alternative solutions, with final reporting due in Feb/March</li> <li>- In the coming days we will put out an invite/proposal for the next meeting of this group (looking at Mid-January; Mid-February for a broader public meeting)</li> </ul>	<b>Study Team</b> to send out invitations for the next working group meeting.
<b>3.0</b>	<b>Additional Comments Shared via Chat</b>	
3.1	<p>"There have definitely been some speed demons ripping the road as well which is not good!" Study team should make note of speed management as a possible priority.</p>	-

Item	Discussion	Action By
3.2	<p>From Holy Spirit School council perspective: school zone enhancements are needed to address the safety of students walking and biking to and from Holy Spirit Elementary School. Suggestions include:</p> <p>1 amplify signage using LED technology indicating school zones and speed limits, as well as seniors' areas.</p> <p>2 opportunity to install traffic islands along holy spirit school zone to increase visibility and prevent traffic from using the centre lane as cheater lanes. This could slow down traffic flow in this area.</p> <p>3 traffic islands can be enhanced by installing barriers or bollards and directional street lighting to increase visibility for safety of traffic as well as pedestrians while beautifying them.</p> <p>4 increase winter greening by increasing coniferous trees and shrubs to cover housing areas that front or back onto Main Street. This would reduce distraction such as house lighting in winter. Install deciduous trees and shrubs around businesses.</p> <p>5 open up pool creek crossing at Main Street to create a set back so as to create the illusion of a greener space, visual of pool creek, while providing pedestrian access from west side of Main Street. Install pedestrian cross lights at the bridge to access the school as an example.</p> <p>6 replace street light infrastructure with black colour along the route to signal to users a change in behaviour. This might support a change in user driving habits and increase user awareness along the arterial and truck route to be treated more like a collector route.</p> <p>7 are there features or approaches to collector routes that could apply to enhance the experience and performance of Main Street?</p>	-
3.3	<p>“Reduce the speed limit from 50 to 40 km/h with increased fining warnings for community safety and pedestrian safety obviously.”</p>	-
3.4	<p>“To Glenn - Are there current plans to install speed cameras at points along Main Street?”                      “Yes! And a crossing guard in front of Papa Sams.”</p>	-
3.5	<p>“Glen, is there anyway we can also get the street light bulbs replaced along main street?”</p>	-

Errors and omissions in these notes should be provided to Ben Allen ([Ben.Allen@parsons.com](mailto:Ben.Allen@parsons.com)) within five (5) business days, otherwise the notes will be assumed as an accurate reflection of the discussions at the meeting.

# Appendix C

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## Working Group Meeting #2 – Meeting Notes



**City of Ottawa  
Stittsville Main Street Public Realm Plan  
Working Group Meeting #2**

**Date:** Wednesday, January 12<sup>th</sup>, 2022  
**Time:** 1:00 pm – 2:30 pm  
**Location:** Microsoft Teams Meeting

File No.: 478022

**ATTENDEES:**

---

<b>Ron Clarke</b>	Parsons – Project Manager	<a href="mailto:Ronald.Clarke@parsons.com">Ronald.Clarke@parsons.com</a>
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<b>Rani Nahas</b>	Parsons – Traffic Engineer	<a href="mailto:Rani.Nahas@parsons.com">Rani.Nahas@parsons.com</a>
<b>Ben Allen</b>	Parsons – Project Coordinator	<a href="mailto:Ben.Allen@parsons.com">Ben.Allen@parsons.com</a>
<b>Matthew Ippersiel</b>	City of Ottawa – Project Manager	<a href="mailto:Matthew.Ippersiel@ottawa.ca">Matthew.Ippersiel@ottawa.ca</a>
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<b>Mark Young</b>	City of Ottawa – Program Manager, Urban Design	<a href="mailto:Mark.Young@ottawa.ca">Mark.Young@ottawa.ca</a>
<b>Claire Lee</b>	City of Ottawa – Urban Design	<a href="mailto:Claire.Lee1@ottawa.ca">Claire.Lee1@ottawa.ca</a>
<b>David Atkinson</b>	City of Ottawa – Urban Design	<a href="mailto:David.Atkinson@ottawa.ca">David.Atkinson@ottawa.ca</a>
<b>Glen Gower</b>	City of Ottawa – Councillor (Ward 6)	
<b>Jordan Moffatt</b>	Councillor’s Assistant to Glen Gower	
<b>Holly Milliner</b>	Resident/Small Business Owner	
<b>A. Howey</b>	-	
<b>Doug Kendall</b>	St. Andrews Presbyterian Church – Minister	
<b>Mandy Hambly</b>	Stittsville Village Association/Crossing-Bridge Residents Association	
<b>Mary Gibb</b>	Rotary Club of Ottawa-Stittsville	
<b>Nicole Chilton-Jones</b>	Resident	
<b>Shari Black</b>	Resident/Ottawa Safety Council	
<b>Jeff Tindall</b>	Resident/Let’s Bike Stittsville	
<b>Barry Seller</b>	Resident	
<b>Andrew Antinucci</b>	Resident	
<b>Christine Adam-Carr</b>	Resident	
-	Village Envy	
-	Cala Custom Woodworks	
-	Brew Revolution	
-	Monart	
<b>Liz</b>	Small Business Owner – Mavericks Doughnut Shop	
<b>Murray Jackson</b>	Resident	
<b>F. Zeggil</b>	Resident	
<b>Rahmie Doueidar</b>	City of Ottawa – Traffic Services	
<b>Laura Hagerman</b>	City of Ottawa – Active Transportation	
<b>Megan Richards</b>	City of Ottawa – Accessibility Specialist	
<b>Alex Stecky-Efantis</b>	City of Ottawa – OC Transpo	

**MEETING NOTES:**

Item	Discussion	Action By
<b>1.0</b>	<b>Study Recap</b>	
1.1	Study recap by R. Clarke. The Study mandate is to establish a plan to guide future development, investment, revitalization of the public right-of-way for the Stittsville Main Street corridor between Hazeldean Road and Bobcat Way.	-
<b>2.0</b>	<b>Active Transportation (AT)</b>	
2.1	<p>General support expressed for the overall AT focus of the draft Plan, with a positive note made of the reconfiguration of the street without the removal of vehicle lanes. Agreed that the Plan shows a significant improvement over existing conditions from an AT perspective.</p> <p>Comment via chat: "Love the emphasis on active transport. I think it will slow traffic down, and as long as this works for our local businesses, I hope this will fly."</p>	-
2.2	<p>Requested that the option of using medians as traffic calming measures be treated cautiously, with the note that they are increasingly thought to increase speeds by decreasing friction between opposing traffic flows.</p> <p>Median on the east leg of the Main Street/Hazeldean Road intersection specifically identified as an example; noted that if it could be removed, even more space could be made for public amenities. Response given that the median in question is needed for signal poles, but that other medians towards the north end of the corridor can be evaluated.</p>	-
2.3	Noted that all the cycle-tracks on Main are shown in the plan to be unidirectional, which is fine as long as there are sufficient safe crossing points. Otherwise, people will ride counter-flow, which is a safety concern. Several intersections could be re-drawn to show additional cycling cross-rides, to help address this issue.	-
2.4	Question: how is the transition between dedicated and shared cycling facilities going to be handled? There is always some safety concern when this transition is abrupt, and cyclists are spat out from a protected facility into mixed traffic. Further thought can be put into this?	-
2.5	<p>Are there any roads or streets that can be explored if people want to get a better idea of what some of these AT improvements might look like?</p> <ul style="list-style-type: none"> <li>- Main Street in Old Ottawa East has received many similar treatments</li> <li>- Churchill Street, as an example of a capital-light project</li> <li>- Beckwith Street, downtown Smith Falls</li> <li>- Montreal Road, which is currently being re-built in a similarly tight ROW</li> <li>- Campeau from Huntmar to Canadian Tire</li> </ul>	-
2.6	<p>Question via chat: "Wondering if we'd look to use the half height curb delineation between cycle/ped paths, as in the Protected Intersection Design Guide?"</p> <p>Response given that yes, half-height curbs are the new standard anywhere that a sidewalk is built next to a cycle track, and this is reflected in the Plan.</p>	-

Item	Discussion	Action By
2.7	Some concern over the crossing of a MUP to access a bus-stop, even with a tactile delineation. City accessibility staff to follow up with the Project Team after the meeting.	-
<b>3.0 Abbott St. Intersection</b>		
3.1	Comment via chat, regarding the Abbott St. intersection: "Given the sheer number of peds and bikes, this is a key intersection that needs to be tightened up and limit vehicle speeds and interactions with vulnerable road users."	-
3.2	Comment via chat: "I think the right turning lane on to abbott must remain, that's such a high traffic area with people travelling to Sacred Heart in rush hours as well as getting to the Cardel Rec at all times and people overall trying to use Abbott to Iber to keep traffic off of main street".	-
3.3	<p>Comments regarding proposed lane arrangements at Abbott:</p> <ul style="list-style-type: none"> <li>- Bi-directional crossing at Abbott creates need to protect any left-turn which intersects with the crossing. The dedicated left signals need to be built in the median, meaning medians would need to be added to both legs of Abbott at Main.</li> <li>- Removing the WBRT lane at Abbott will create an additional impediment on an already constrained corridor...should consider adding the lane back in.</li> </ul> <p>Noted that SMS is still the main N-S route for the entire Stittsville community, and traffic needs to be allowed to continue to flow. Any impediments should be avoided where possible.</p>	-
3.4	Noted via chat that "...The TCT crossing is currently a project in the TMP." "The TCT crossing at main is the main hub for active transportation users of many types. The idea of removing park space or intersection redevelopment to speed traffic flow does not increase the safety of the key and vulnerable road users."	-
<b>4.0 Poole Creek Trail / Crossing</b>		
4.1	<p>General support expressed for the idea of a protected crossing connecting the two legs of the Poole Creek pathways, although also acknowledged that this idea poses some challenges. Noted that under existing conditions, pedestrians are "dodging" across the road rather than detouring to the crossing at Beverly.</p> <p>Additionally noted that the pathways on either side of SMS connect to large communities further on...with better connections, people in those communities could be walking or cycling to SMS instead of driving. The path represents a significant opportunity for a shortcut.</p> <p>Comment via chat: "Yes, could really use a crossing to connect the two Poole Creek pathways."</p>	-
4.2	Regarding the viability of a PXO at the Poole Creek pathway, initial comment from City staff is that they would not recommend it, as it is simply too close to the next intersection (at Beverly).	-

Item	Discussion	Action By
4.3	<p>Idea raised of a grade separated crossing; study team to note in the draft Plan the possibility of constructing an underpass in the future when the creek culvert is eventually reconstructed.</p> <p>Comment via chat: “Does the amount of people needing to cross by the school warrant the possibility of placing in a pedestrian bridge over? or even going under the road?”</p>	-
4.4	<p>If a controlled crossing isn’t possible, how can the option of detouring to Beverly as attractive as possible, to divert unsafe crossings? Idea raised of a bi-directional crossing on the east leg of Beverly, and an MUP-type pathway on both sides of SMS between Poole Creek and Beverly allowing those movements in both directions. Noted that a bi-directional crossing at this location would create an additional traffic impediment.</p>	-
<b>5.0</b>	<b>Urban Design</b>	
5.1	<p>What should the approach be to lighting? Where should one or the other be applied? Should a “heritage” style be used, as is present in the village core? Or a more “modern” style?</p> <p>Response via chat: “the lighting should respect the types of buildings - building are heritage style therefore lighting should be as well. I believe the new building to be built near abbot intersection is respecting the heritage style as well”.</p>	-
5.2	<p>Question: what is the height limit for street-lighting? Is it ever a concern that the lights will shine into upper floors of multi-story buildings, and can the height be adjusted to avoid this?</p> <p>Response that typically, there isn’t much flexibility in the provision of traffic-scale streetlighting, as this is subject to engineering standards. However, there are opportunities for more flexible solutions in regards pedestrian scale lighting.</p>	-
5.3	<p>Comment that anecdotally, some people don’t enjoy going into downtown Stittsville at night, and express that the overall ambiance might be a bit “glum”...suggested that modern lighting might be one way to address this?</p>	-
5.4	<p>Comment via chat: “I would think there needs to be a general idea or image you we want for the main street. Are we paying homage to the old traditional historic type of Stittville or are we a new and modern place to be. That may help determine the style of lighting.” Agreement voiced for this notion.</p>	-
5.5	<p>Comment via chat: “...to retain bike lane/sidewalk space plus at the same time reduce speed down main could perhaps any new lighting be installed in the middle of the road? built into a cement median or whatever that would help to split the lanes (planters could also be installed along those as well)”</p> <p>Would it be possible to install lighting in the median, if the lighting in the corridor is going to be replaced anyways? Can the median act as a traffic calming measure? The priority should be to calm traffic, encourage people to slow down and look around as they move through the corridor.</p>	-
<b>6.0</b>	<b>School Zone Safety / Parking Requirements</b>	

Item	Discussion	Action By
6.1	Discussion given to the on-street parking in the vicinity of Holy Spirit Elementary School; many parents use the on-street parking bays for school drop-off and pick-up. Noted that it would be good on one hand to maintain the parking for this reason, but also agreed that the plans shown for the Poole Creek crossing would create a really positive space, and it might be a worthwhile trade-off if removing the parking contributed to this.	-
6.2	Is there any on-site drop-off allowed? No, during certain hours, parents are not allowed to drive onto the school lot, meaning they need to drop-off off-site (also, the lot is full of school buses). There have been some initiatives from the school to encourage off-site drop-off, walking groups, etc. which would help address this issue, but the need for the spaces is still there. Requested that a count be provided of the number of spaces which will be gained, lost, or retained, and where.	-
6.3	<p>Question via chat: "What if there was on street parking on one side of Warner Colpitts, but none on the other to allow for the pathway?". This would work doubly well with the addition of the Poole Creek pathway crossing; usually it's safer to park on Warner Colpitts and walk the kids to school from there, instead of trying to have them hop out into SMS traffic.</p> <p>Requested that in this case the parking be kept to the "pub" side of Warner Colpitts to maintain separation from cars for the pathway on the "creek" side.</p>	-
6.4	Question via chat: "Would the improved cycling routes not be a big help for the school area? More kids can bike to school safely?" Agreed that this would help to ease the parking burden.	-
6.5	Regarding school safety zones, current City policy is to designate/encourage drop-off areas away from the immediate school site, and to avoid drop-offs on busy arterials where possible. Additional initiatives along these lines could help in the future.	-
6.6	Asked whether, when the Rec-Centre parking lot is full - which is sometimes seems to be - there is overflow into the Church parking lot. Response that when there's large events in the summer, there are times when parking overflows onto connecting side-street or surrounding businesses.	-
<b>7.0</b>	<b>Other Discussion</b>	
7.1	<p>Preliminary comments from OC Transpo...</p> <ul style="list-style-type: none"> <li>- Concern over the raised intersection possibility; aised intersections can be hard on buses, although the effect can be mitigated with a gentler slope on the approaches</li> <li>- SMS has several high-frequency routes on the corridor, so bus movements are of greater concern</li> <li>- Concern over the protected intersection design at corners where buses are turning...need to ensure that the design does not encumber bus movements, increase travel time</li> </ul>	-



Item	Discussion	Action By
7.2	<p>Questions surrounding the timeline for plan implementation...will the implementation of this plan occur as development takes place? Concern expressed over the “piecemeal” form this approach could take. Under this approach, it could take decades for the full scope of the AT improvements to be realised!</p> <p>Response given that the improvements themselves could be constructed together as one project once the funding is available. The purpose of the plan is to ensure that in the meantime, when development does take place, it is conducive to the planned improvements. There is a lot of public interest in these improvements which could help to increase their budgetary priority.</p>	-
7.3	<p>Question via chat: “This is most likely a question for later. At what point will the implementation strategy be developed, along with estimated budget requirements”? Will there be an implementation strategy attached to this Plan? Will “priority” areas be identified?</p> <p>Response that yes, this sort of work will be done, as well as identifying possible short-term improvements that can be made. However, funding sources won’t be planned for.</p>	-
7.4	<p>Previous talk about opening up the parking lot at 1408 Main at the back to give additional options for exiting the lot...this was noted in the previous meeting; will note here again and ensure this is reflected in future materials.</p>	-
7.5	<p>Has any additional consideration been put into private entrance consolidation? A detailed analysis on this item hasn’t been done yet, but this idea is being kept in mind. There is particular opportunity for this at the north end of the corridor, where there are multiple entrances to some of the large commercial parking lots.</p>	-
7.6	<p>“What are the required next steps to finalize the draft plan and present it for City approval? What is the expected timeframe to achieve City approval?”</p> <ul style="list-style-type: none"> <li>- Project Team will be moving towards some public engagement (targeting February 23<sup>rd</sup> for a public open house, where a more detailed plan will be presented)</li> <li>- Next working group meeting would come after that, in March</li> <li>- Plan would be brought to council some time in the Spring</li> </ul>	-

Errors and omissions in these notes should be provided to Ben Allen ([Ben.Allen@parsons.com](mailto:Ben.Allen@parsons.com)) within five (5) business days, otherwise the notes will be assumed as an accurate reflection of the discussions at the meeting.

# Appendix D

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## Working Group Meeting #3 – Meeting Notes

**From:** [Robertson-Tremblay, Gabriella](#)  
**To:** [Allen, Ben \[NN-CA\]](#); [Ippersiel, Matthew](#)  
**Cc:** [Clarke, Ronald \[NN-CA\]](#)  
**Subject:** [EXTERNAL] SMS WGM notes April 13 meeting.  
**Date:** Monday, April 25, 2022 12:56:35 PM

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### **April 13<sup>th</sup> SMS WG Meeting notes:**

#### - David's feedback on presentation:

-In the final plan where on street parking exists we should have a boulevard of pavers rather than grass. The grass would not survive being constantly trampled. Also, boulevard areas that are less than 1m should also be shown as pavers.

-Trees over the culvert of Poole Creek should be shown as a community planting opportunity given the need for planters and watering regime. With the area indicated as a rest and relax area overlooking nature, I'd suggest fragrant flowers would add an inviting layer to the space.

-To follow up on the discussion regarding the size of fixture and poles, it would be great if we could pull together a scaled mock-up drawing that includes the pole height, the light fixture, flower basket arm and banner arms so that the community can plan for their elements, and no one will be surprised with one element that is dramatically under or over scaled.

#### Participant Questions/Answers:

Christine – what part of the plan are scheduled to be done before 30+ years?

Response, all possible

Christine – Goulburn Museum – industrial look to it. Keep the fixture with the same look.

Murray – does it propose to bring in more residents? Response, this is mainly addressed in the CDP and Development plans.

Peter – lots can change in 30 years. When will the plan be updated? Response, the nature of the plans are long term with refinements done along the way.

Liz – concern about new deck being built and wants to confirm it will not be affected. Response, no it will not.

Liz – can we get photos of the different configurations? Response, no it is hard to do so.

Nicole /or Mandy? – Poole creek foot bridge part of this plan? Response, no.

Jeff – how will the light installation effect the sidewalks and cycle tracks? When will these be done? Response, a soft intervention for light installation. Currently no sidewalk

Jeff – is there enough space/spread between the sidewalk and the cycle track? Response, yes it's got better spacial distance.

Jeff – is there advantage to longer arms on the fixtures? Response by Isak, not really but 2' is the ideal.

and cycle track planned in short term as the TMP plan for storm sewer replacement is

not for 30+ years.

Mary – how high are these lights? Response – 15' for pedestrian, 32' for tall mount

Andera – are there historical pictures we can add to the presentation? Response, Isak will look at some old records but not sure what he has.

Descriptive words used included: railroad industrial days, contemporary, reference to Chicago style on new infill, thicker profile arm, linear not curved arm, black was supported and generally agreed.

#### Isak's input on choices:

-

- o L6,L8 not good with bulbs
- o L1-L5 flat lens good. New lens options a good idea as there's no risk of yellow or fading.
- o A5,A6 extra hook options available
- o C1 and C2 arm length doesn't matter
- o If in person meeting, He can show mock up of fixture for open house – it's 3' in fixture height.

-

-

#### Up to date, Vote Count as of April 25:

- L1 x 1
- L2x1
- L3x3
- L4x3
  
- Arm – one vote for A2

#### Emailed comments received after the meeting up to date as of April 25:

- **Tony Mesquita – use standard products**

“The arm mounts and fixtures may not be a standard product and can be difficult to procure parts or replacement fixtures in the future. Decorative heritage fixtures as the ones that are currently in place and similar fixtures throughout the city very often will get discontinued. I would recommend a fixture type and model that has been around for many years and that would be a companies best selling or most popular design. This will limit the chance of the product line being discontinued”

- **Murray Jackson - need to add something interesting to attract people to come**

“The focus of this project so far has been on creating infrastructure to support a vibrant neighbourhood. This infrastructure is needed to make it easier and more enjoyable for people to spend time along Stittsville Main. However there is an equally important need to create a vibrant main street and that is fostering the development of interesting things that will

attract people to the area.

On a larger scale, the international tourism business provides an interesting example. In order to promote Canada as an attractive tourist destination, critical infrastructure is needed, primarily in the form of conveniently accessible transportation and a variety of accommodations ranging in price and quality. However, tourists aren't attracted to Canada by the comfort of a seat on Air Canada, or a bed at the Holiday Inn. They come because of the interesting things there are to see and do once they arrive.

In addition to facilitating improved access to Stittville Main, thought needs to be given to a reason for people to come.”

- Liz – good with any fixture and definitely Black for the colour.

*Gabriella Robertson-Tremblay*

**Project Manager, Public Realm/Gestionnaire de project, Domaine public**

*Right of Way, Heritage and Urban Design Services / Services des emprises, du patrimoine, et du design Planning, Real Estate and Economic Development*

*Direction générale de la planification, de l'immobilier et du développement économique*

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# Appendix E

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## Public Information Session – Meeting Notes

# Stittsville Main Street Public Realm Plan

## Public Information Session, April 27<sup>th</sup> 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?	<p>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.</p> <p>Staff are currently developing a “mock-up” of the new lighting fixture, which will be posted on this website once finalized.</p>
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 <a href="mailto:SMSPRP@ottawa.ca">SMSPRP@ottawa.ca</a> by May 20<sup>th</sup>, 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.”*

# Appendix F

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## Public Information Session – Presentation Deck

# Stittsville Main Street Public Realm Plan Update

Public Information Session – April 27<sup>th</sup>, 2022





# Zoom Participation Protocol | Protocole en place pour les réunions sur Zoom

- 1) All participants are automatically on mute during presentation.
- 2) If you have a question you can submit those through the chat function.
- 3) If you have any IT questions, you can send them to the IT help option.

**Thank you for your patience!**

- 1) Tous les participants seront automatiquement placés en mode silencieux pour la présentation
- 2) Pour poser une question, utilisez l'espace de clavardage
- 3) Si vous avez une question technique, vous pouvez l'envoyer par l'intermédiaire de l'option de dépannage prévu à cet effet.

**Merci de votre patience!**

**Raise Hand to get host's attention**

The screenshot shows the Zoom meeting interface with three numbered steps:

- 1**: A toolbar with icons for Unmute, Start Video, Invite, **Participants** (highlighted with a red box), Share, Chat, Record, and Leave Meeting.
- 2**: A control bar with buttons for Mute Me and **Raise Hand** (highlighted with a red box).
- 3**: A control bar with a name field containing "(Me)", a **Hand** icon (highlighted with a red box), and icons for Mute and Video.

# Land Recognition

Ottawa is located on unceded territory of the Anishinabe Algonquin Nation.

The peoples of the Anishinabe Algonquin Nation have lived on this territory for millennia.

Today, Ottawa is home to approximately 40,000 First Nations, Inuit and Métis people.

Ottawa's indigenous community is diverse, representing many nations, languages and customs.

The City honours the land of the First Peoples, as well as all First Nations, Inuit and Métis in Ottawa and their valuable past and present contributions to this land.

# Reconnaissance du territoire

Ottawa est située sur un territoire non cédé de la nation Anishinabe algonquine.

Les peuples de la nation Anishinabe algonquine vivent sur ce territoire depuis des millénaires.

Aujourd'hui, Ottawa compte environ 40 000 membres des Premières Nations, Inuits et Métis.

La communauté autochtone d'Ottawa est diverse et représente de nombreuses nations, langues et coutumes.

La Ville rend hommage au territoire des premiers peuples, ainsi qu'à l'ensemble des membres des Premières Nations, des Inuits et des Métis d'Ottawa, de même qu'à leurs précieuses contributions passées et présentes à ce territoire.

# Agenda

- **Welcome and Introductions**
- **Councillor presentation**
- **Project presentations**
- **Q&A**
- **Wrap up**

# Welcome and Introductions

- **Councillor Glen Gower, Ward 6 – Stittsville**
- **Court Curry, Manager, Right of Way, Heritage, & Urban Design**
- **Matthew Ippersiel, Planner II, City of Ottawa**
- **Gabriella Robertson-Tremblay, Project Manager, City of Ottawa**
- **Ron Clarke, Parsons**

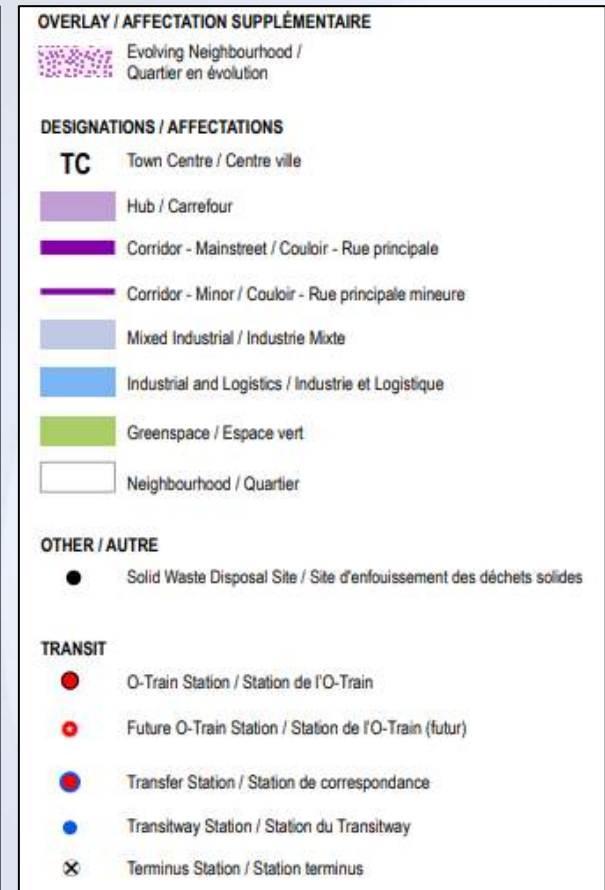
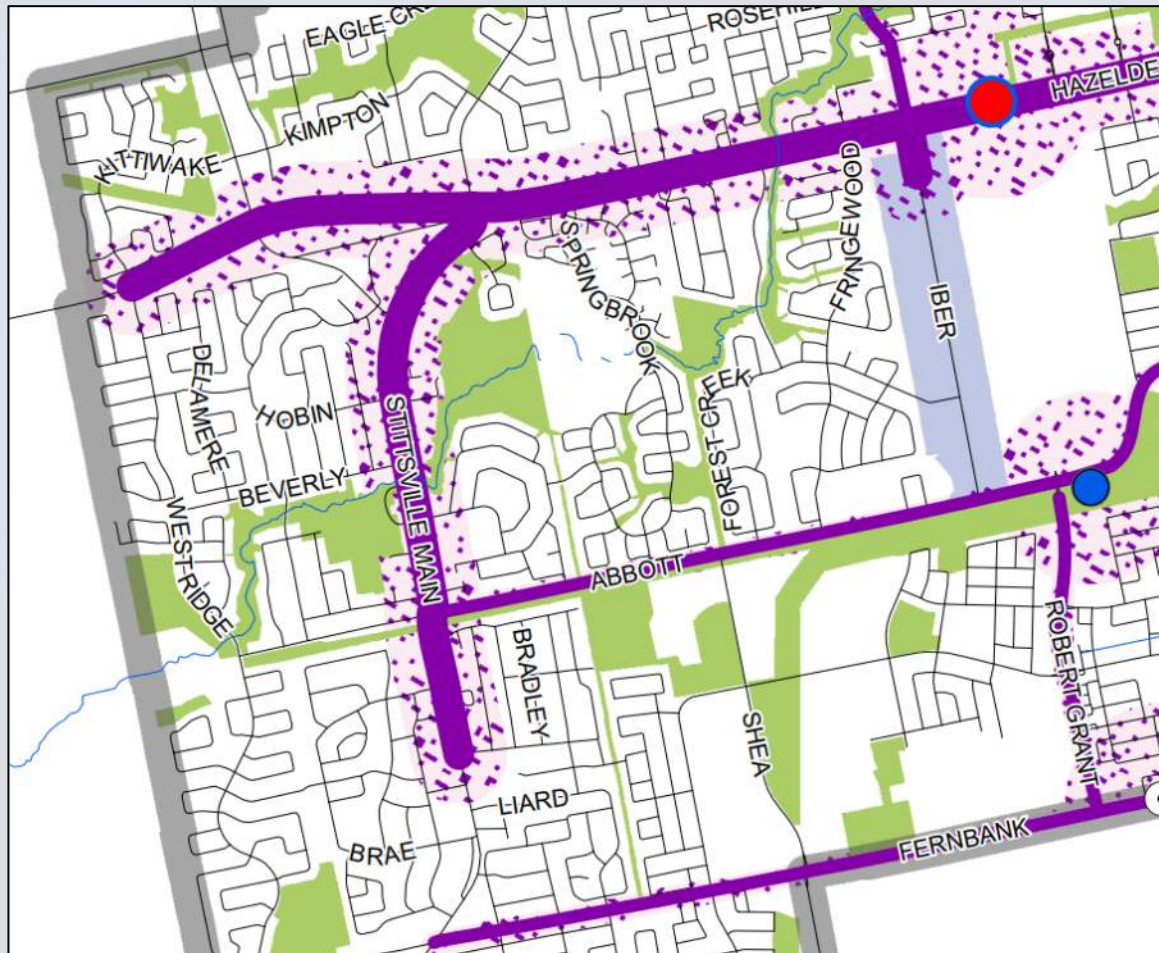
# Part 1: Study Overview

# Study Mandate

[Develop a] **Public Realm Plan** to guide the renewal of the right of-way along the length of the Stittsville Main Street between Hazeldean Road and Bobcat Way. The Public Realm Plan will 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.



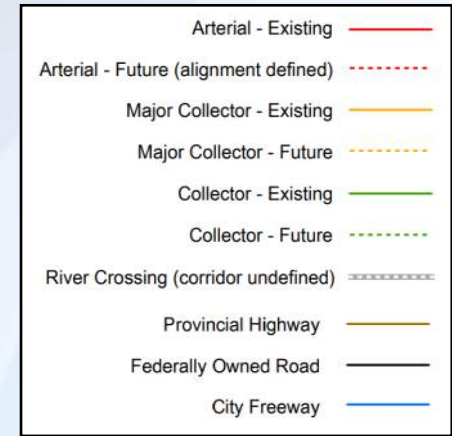
# Official Plan – Mainstreet Designation





# The Mainstreet

- Transit Priority Route
- Cycling Spine Route
- Arterial Road
- Truck Route



# Community Working Group

- Consists of representatives from the community, businesses, staff, and the City Councillor's office
- Met on three occasions to:
  - Provide initial thoughts and suggestions (November 2021)
  - Review a preliminary draft plan (January 2022)
  - Review an updated draft plan (April 2022)
- Further opportunities for individual stakeholder input

# Study Objectives...a Plan that:

1. **Supports** the City's Official Plan, CDP and Secondary Plan vision for the corridor
2. **Leverages** the role as Stittsville's mainstreet and village core
3. **Rebalances** space in the ROW to achieve contemporary objectives
4. **Pursues** "complete street", transit priority and active transportation goals

# Study Objectives...a Plan that:

5. **Showcases** public realm improvements and street beautification
6. **Inspires** future investment and high-quality design
7. **Informs** subsequent street functional designs and Site-Plan Control decisions affecting the street frontage
8. **Harnesses** incremental and long-term delivery/funding opportunities

# General Schedule

- |                |   |   |
|----------------|---|---|
| <b>Phase 1</b> | - Project Start-Up                              | Early September   |
| <b>Phase 2</b> | - Existing Conditions and Transportation Study  | End of October  |
| <b>Phase 3</b> | - Identification and Evaluation of Alternatives | November & December<br><i>(including preparation of demonstration plan)</i> |
| <b>Phase 4</b> | - Draft Public Realm Plan                       | April - May   |

# Part 2: Draft Public Realm Plan – Focus Areas

# Complete Street Cross Sectional Elements

- Boulevards for street tree planting
- Wide, Accessible Sidewalks (2.0m min)
- Cycle Tracks (2.0m min)
- Bus stops with space for shelters
- One vehicle lane in each direction
- Vehicle turning lanes where essential



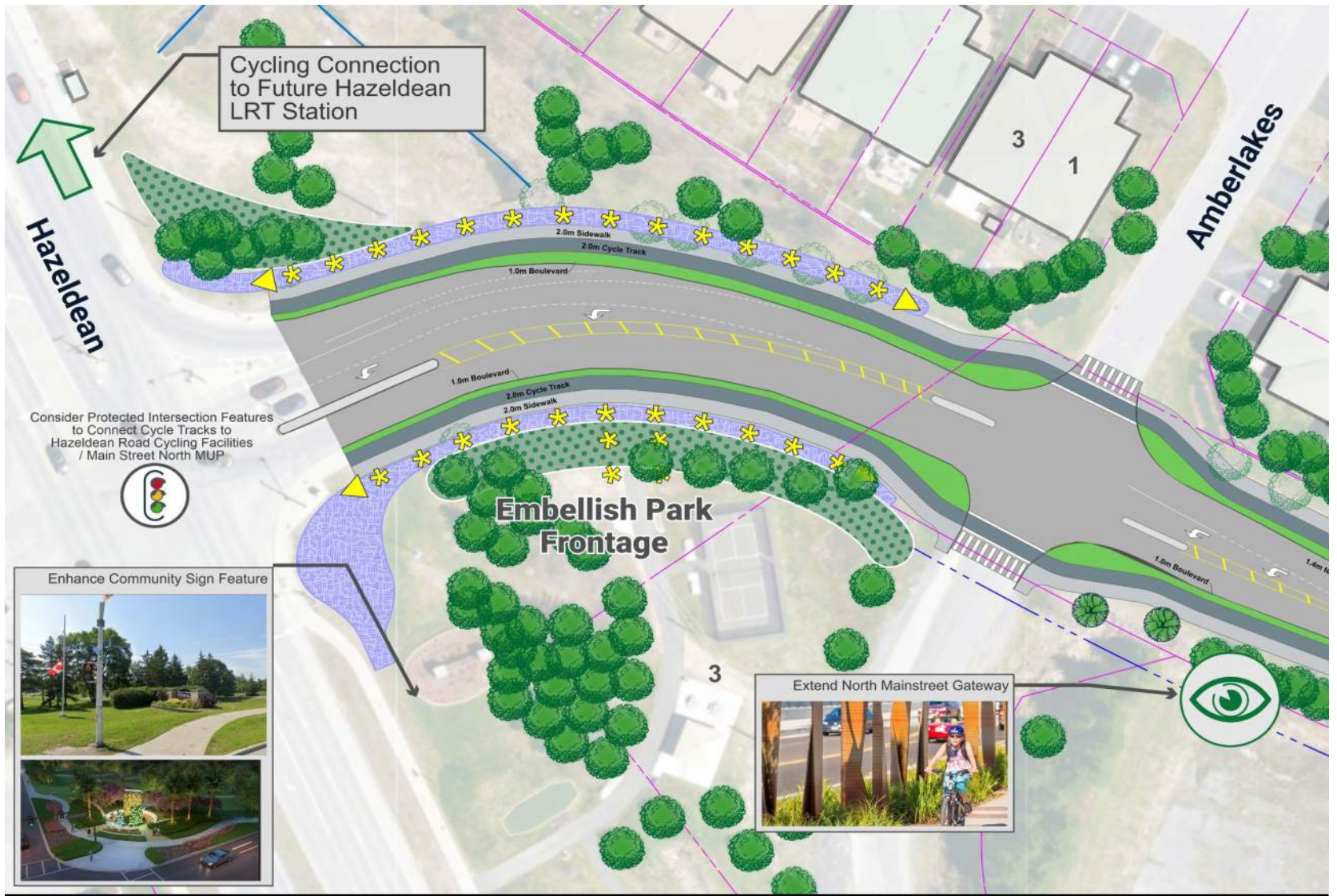


**Legend**

-  Signalized Intersection
-  Mainstreet Approach (one or more per frontage)
-  Mainstreet Pedestrian Links
-  Proposed Pathways & MUPs
-  Existing Pathways/ Trails
-  Evaluate Potential to Consolidate Private Approach
-  Points of interest/discussion
-  OC Transpo Bus Stops
-  Potential Greening Zone
-  Potential Lighting Display Zone
-  Potential Gateway Landscape Design
-  Proposed Street Tree Plantings
-  Existing Trees
-  Trees to be removed
-  Electrical transformers and other connection structures
-  Possible Raised Medians (Traffic Calming measure)
-  Property Lines
-  Official Plan Protection Limits

# 1. North Gateway (Kavanagh Green) - Existing





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# 1. North Gateway (Kavanagh Green) - Reimagined























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# 1. North Gateway (Kavanagh Green) - *Imagery*



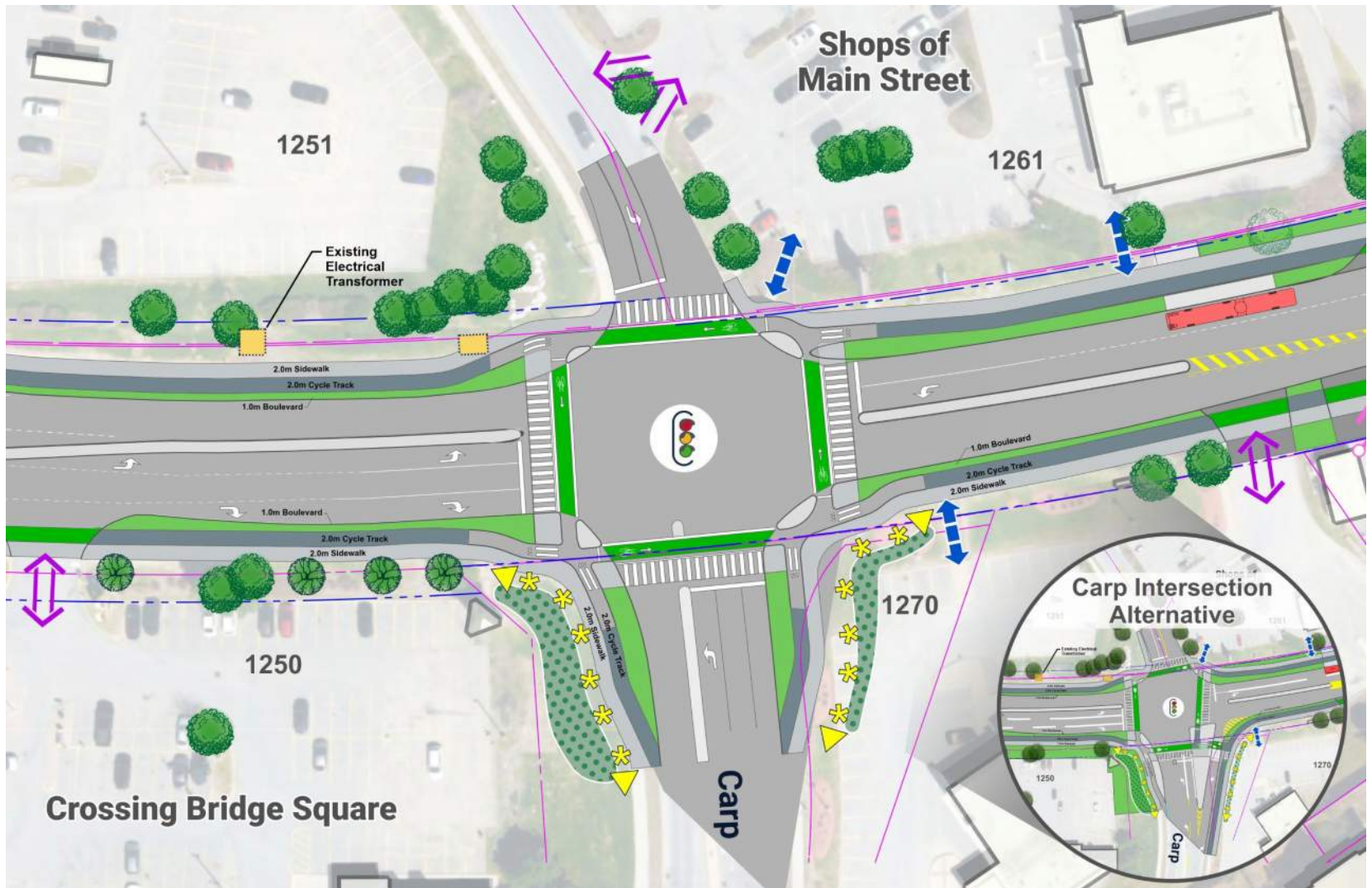


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## 2. Carp Road Intersection - *Existing*



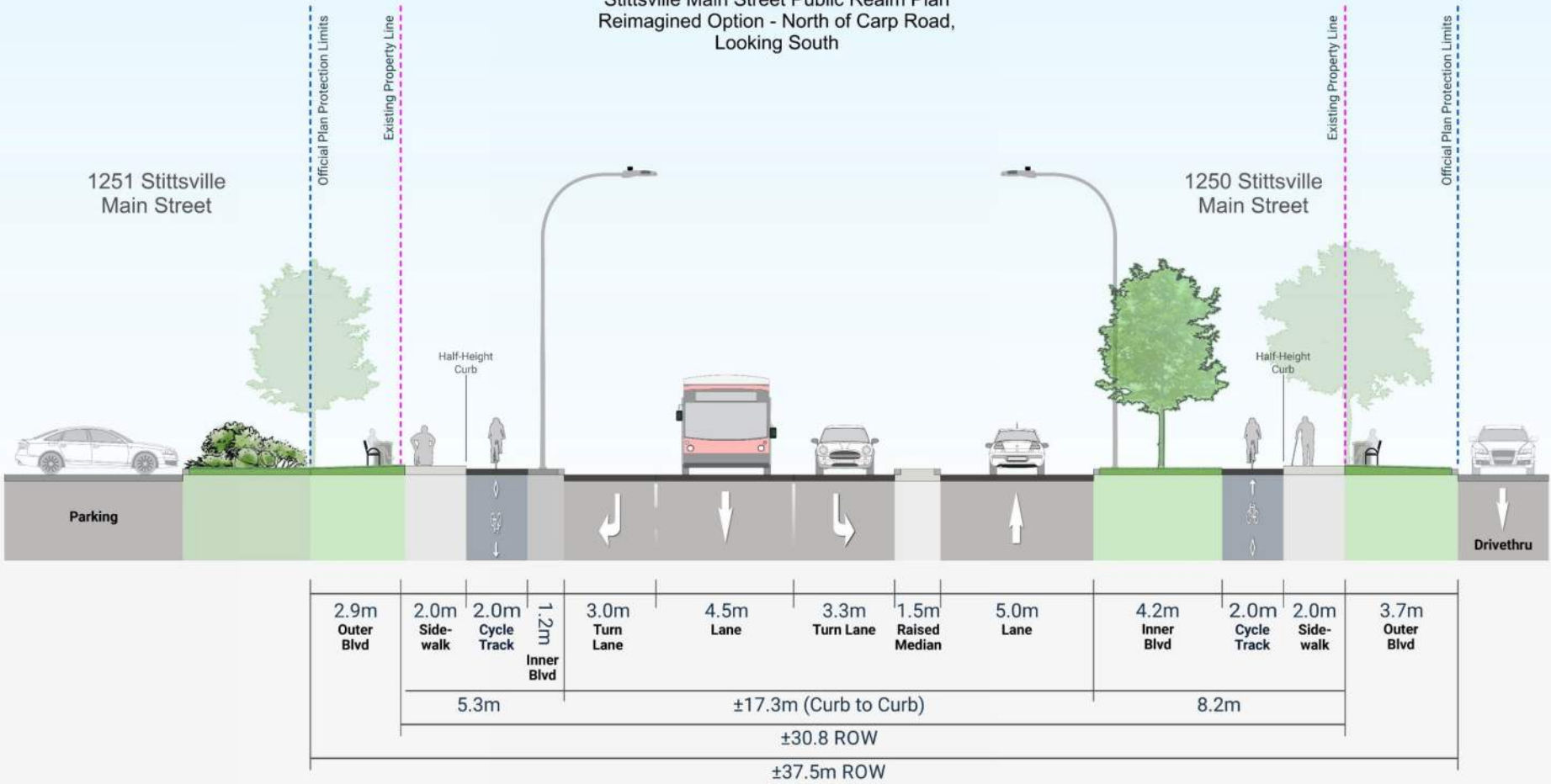


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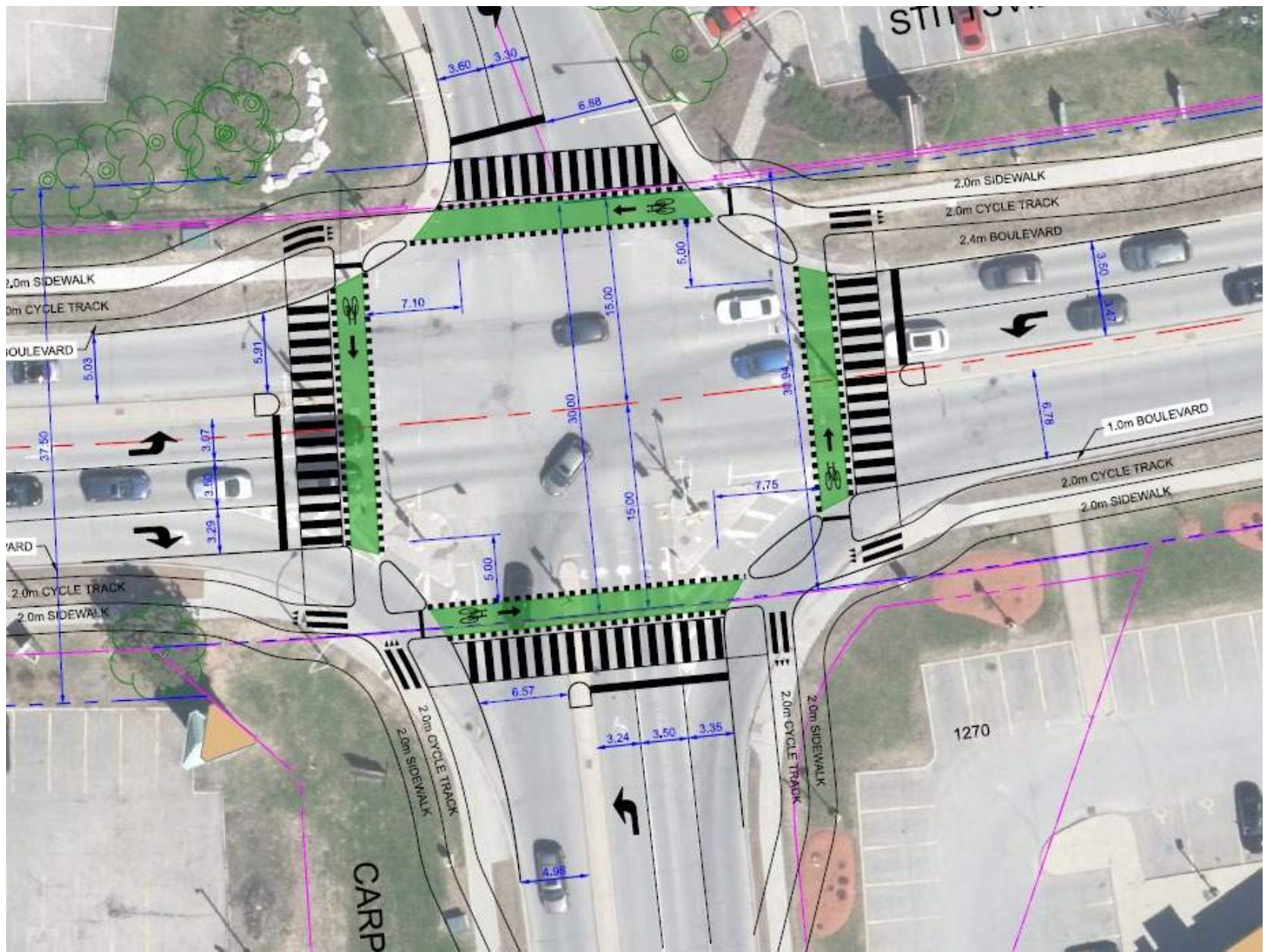
## 2. Carp Road Intersection - *Reimagined*

Stittsville Main Street Public Realm Plan  
Reimagined Option - North of Carp Road,  
Looking South



## 2. Complete Streets Cross Section - 37.5m ROW





## 2. Carp Road Intersection - Geometry



# Protected Intersection

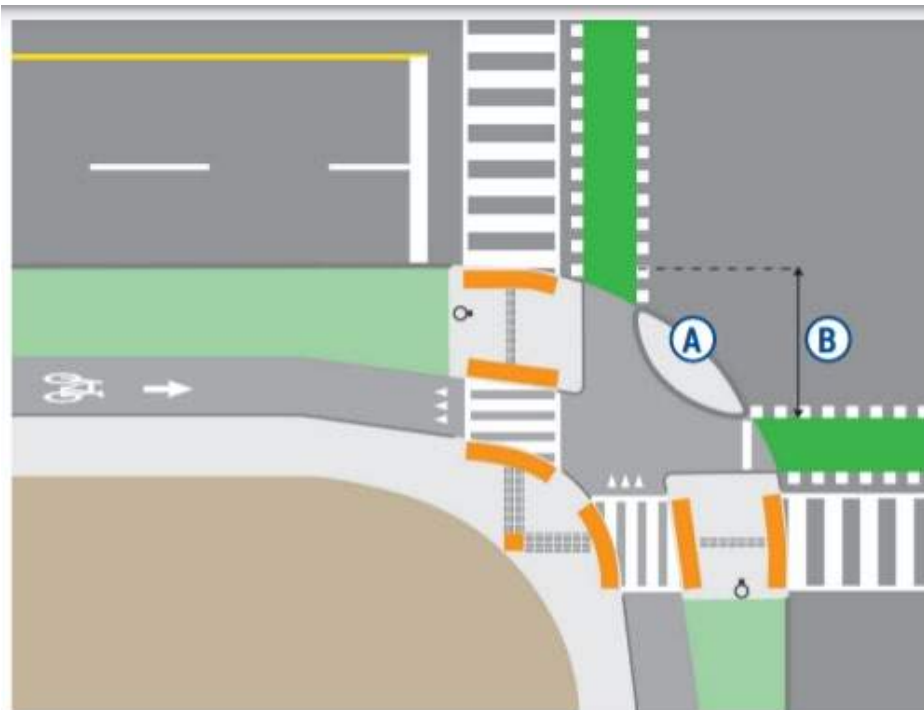


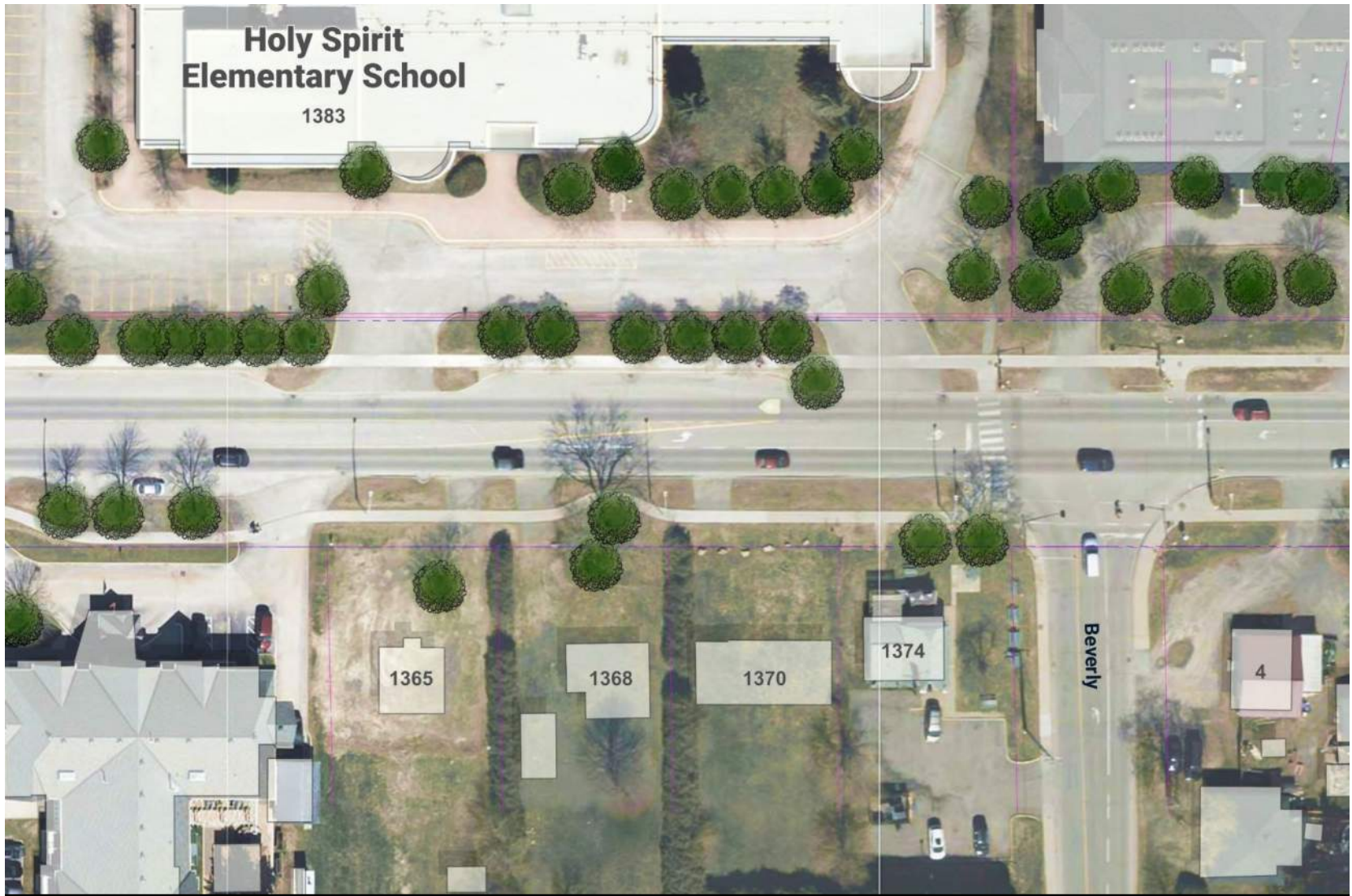
Figure 5.4. Standard protected corner with 10.0 m radius showing 5.0 m crossside setback

## Design Features



















- A** 10.0 m curb radius
- B** 5.0 m crossside setback



## 2. Carp Road Intersection - Imagery



**Legend**

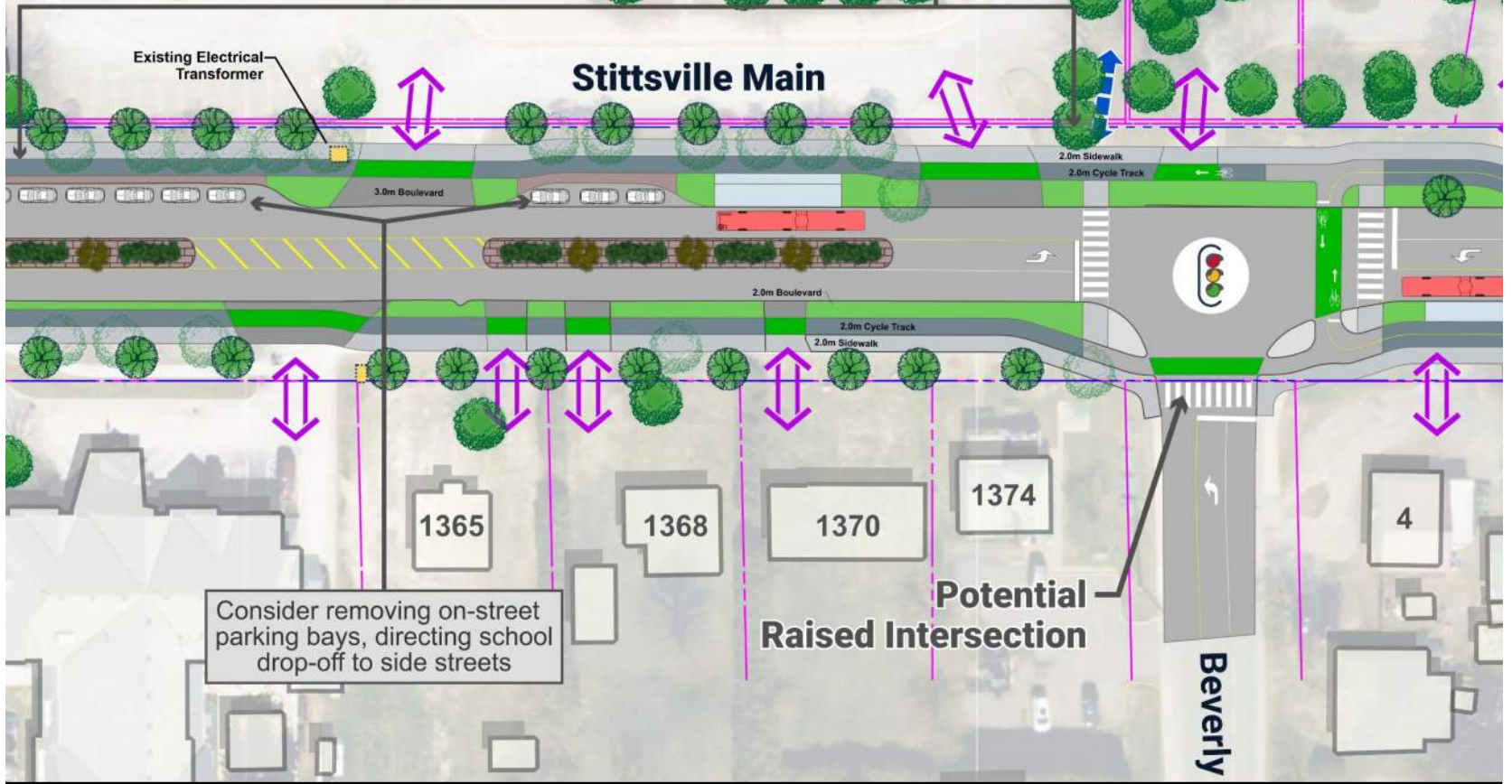
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### 3. Hobin to Beverly - Existing



# Holy Spirit Elementary School 1383

Enhanced crossing facilities, school zone signage and add landscape median



## Legend

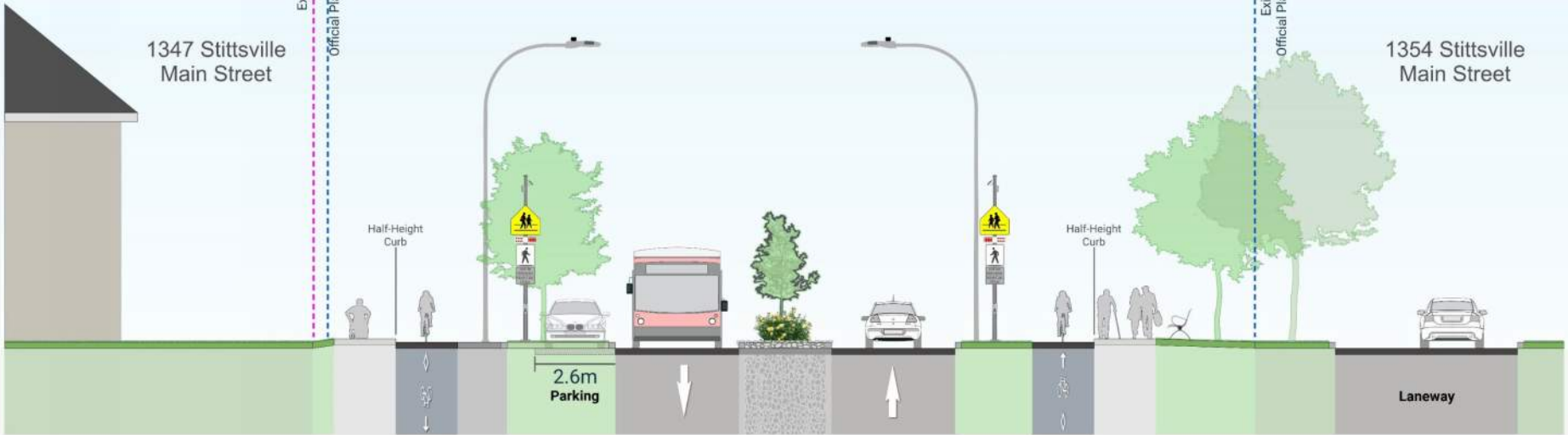
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## 3. Hobin to Beverly - Reimagined

Stittsville Main Street Public Realm Plan  
 Reimagined Option - South of Hobin Street,  
 Looking South

1347 Stittsville  
 Main Street

1354 Stittsville  
 Main Street



0.4m	2.0m	2.0m	1.6m	3.5m	4.0m	3.0m	4.0m	2.5m	2.0m	2.0m	3.2m	
0.2m	Side-walk	Cycle Track	Inner Blvd	Inner Blvd	Lane	Intermittent Median	Lane	Inner Blvd	Cycle Track	Side-walk	Outer Blvd	
	Buffer											
	9.3m				±11.0m (Curb to Curb)				9.7m			
	±30.4m ROW											
	±30.0m ROW											

**3. Complete Streets Cross Section - 30.0m ROW**























### 3. Hobin to Beverly - *Imagery*

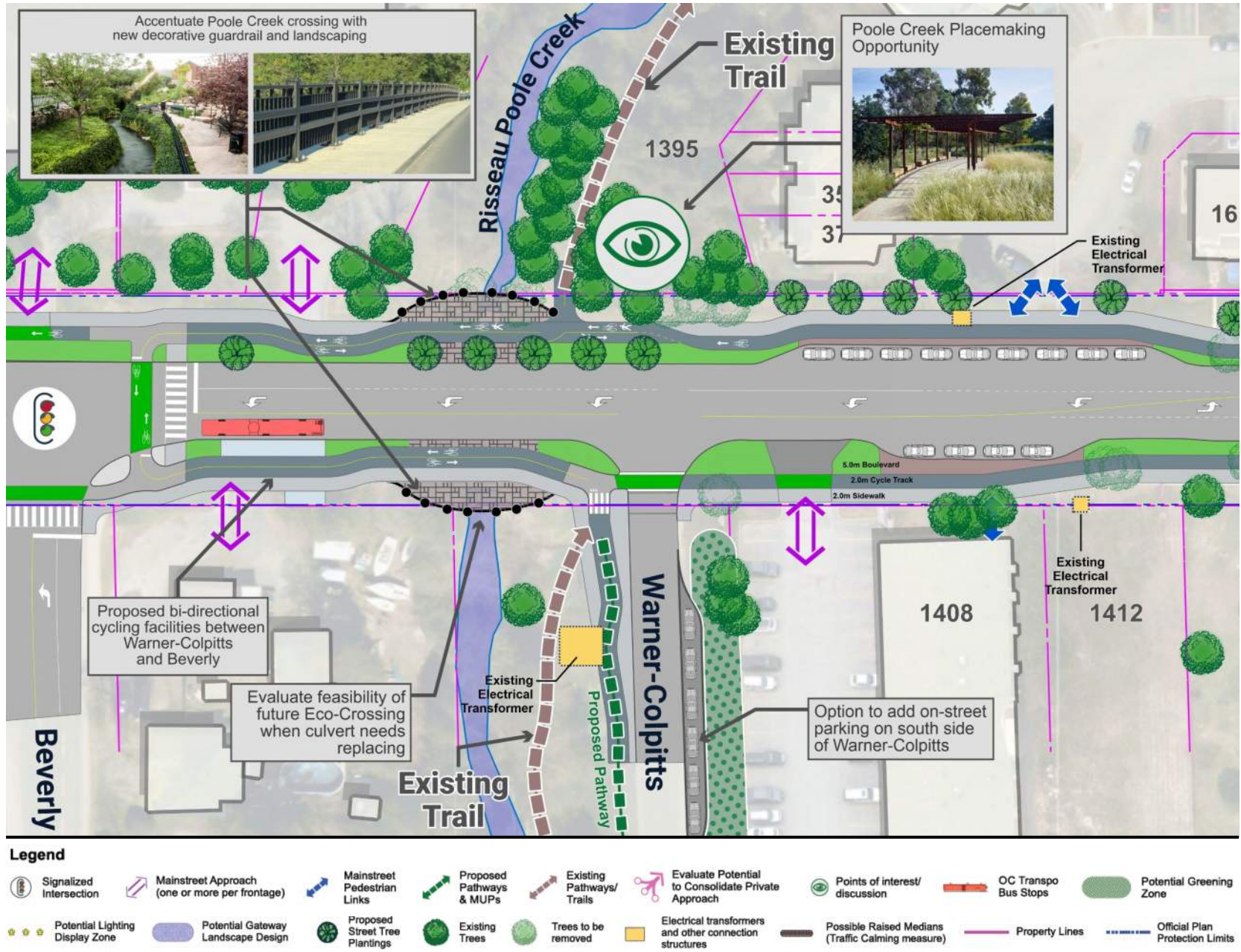


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-  Official Plan Protection Limits

# 4. Poole Creek Crossing - Existing

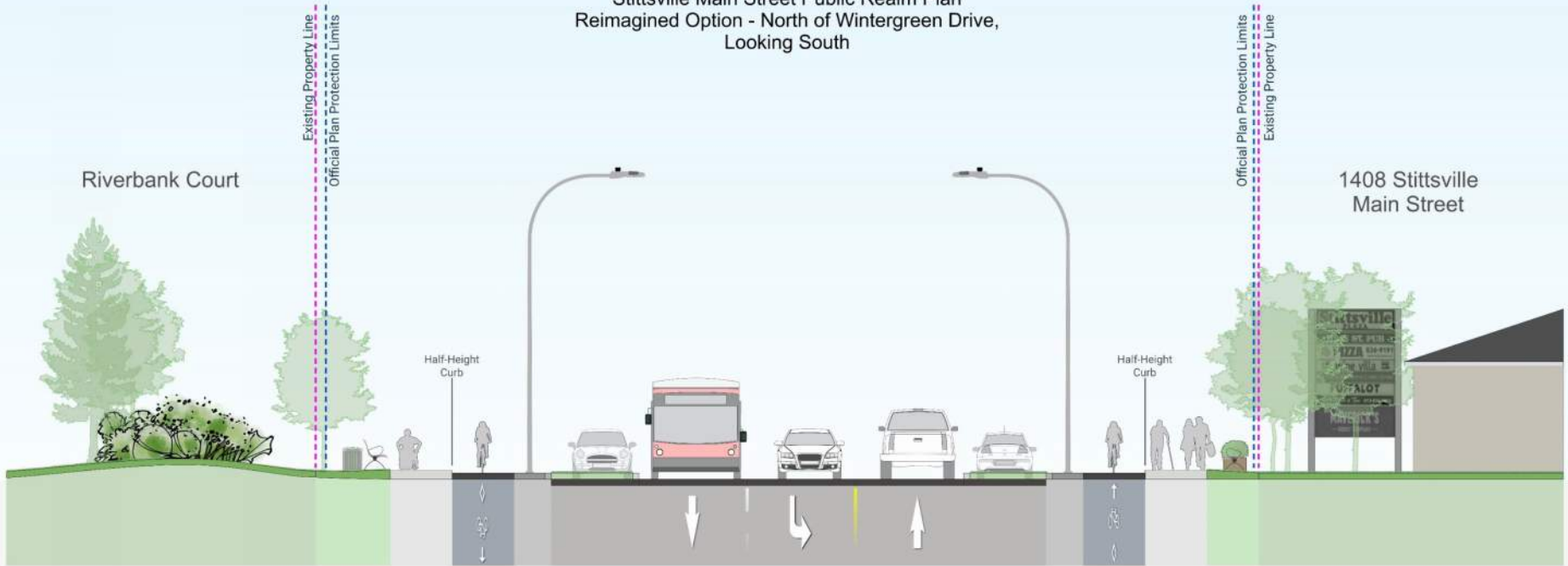




## 4. Poole Creek Crossing - Reimagined



Stittville Main Street Public Realm Plan  
Reimagined Option - North of Wintergreen Drive,  
Looking South



2.0m	2.0m	2.0m	1.2m	2.8m	3.5m	3.5m	3.5m	2.7m	1.2m	2.0m	2.0m	1.5m
	Side-walk	Cycle Track	Inner Blvd	Parking/ Bulb-outs	Lane	Turn Lane	Lane	Parking/ Bulb-outs	Inner Blvd	Cycle Track	Side-walk	
7.3m				±16.0m (Curb to Curb)					6.7m			
±30.5m ROW												
±30.0m ROW												

## 4. Complete Streets Cross Section - 30.0m ROW





















#### 4. Pooler Creek Crossing - Imagery



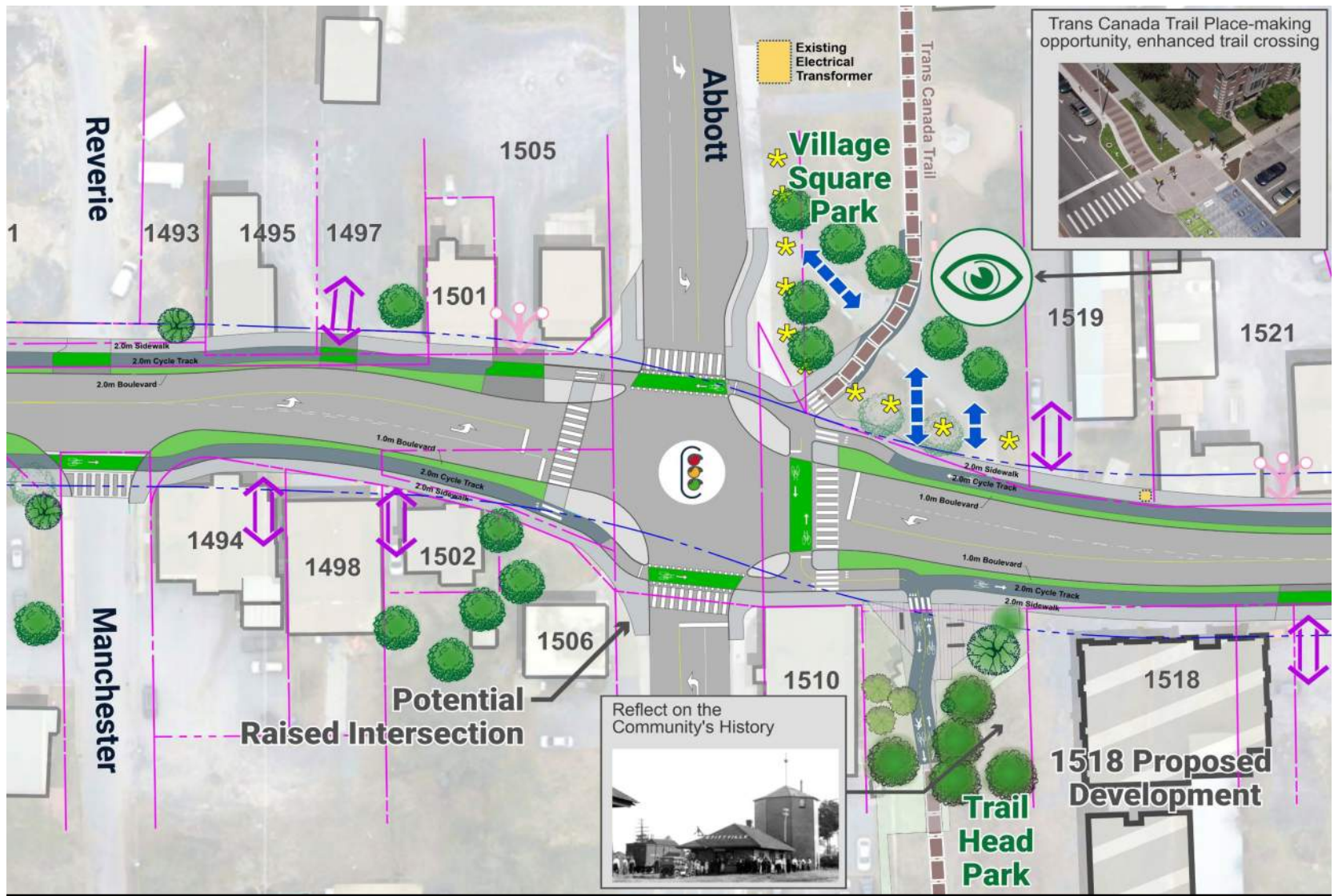


**Legend**

-  Signalized Intersection
-  Mainstreet Approach (one or more per frontage)
-  Mainstreet Pedestrian Links
-  Proposed Pathways & MUPs
-  Existing Pathways/Trails
-  Evaluate Potential to Consolidate Private Approach
-  Points of interest/discussion
-  OC Transpo Bus Stops
-  Potential Greening Zone
-  Potential Lighting Display Zone
-  Potential Gateway Landscape Design
-  Proposed Street Tree Plantings
-  Existing Trees
-  Trees to be removed
-  Electrical transformers and other connection structures
-  Possible Raised Medians (Traffic Calming measure)
-  Property Lines
-  Official Plan Protection Limits

**5. Abbott St. (TransCanada Trail Crossing) - Existing**

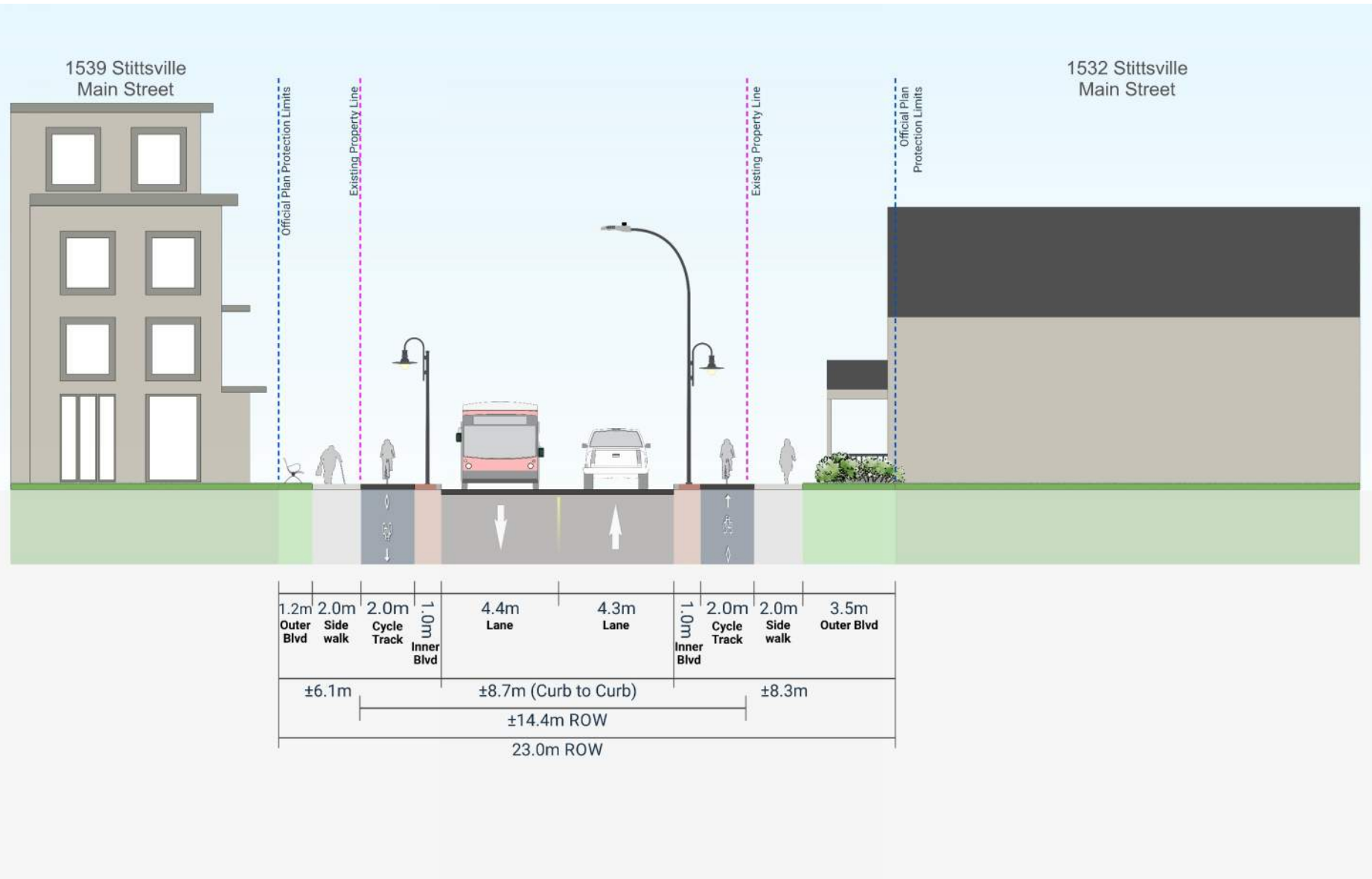




**Legend**

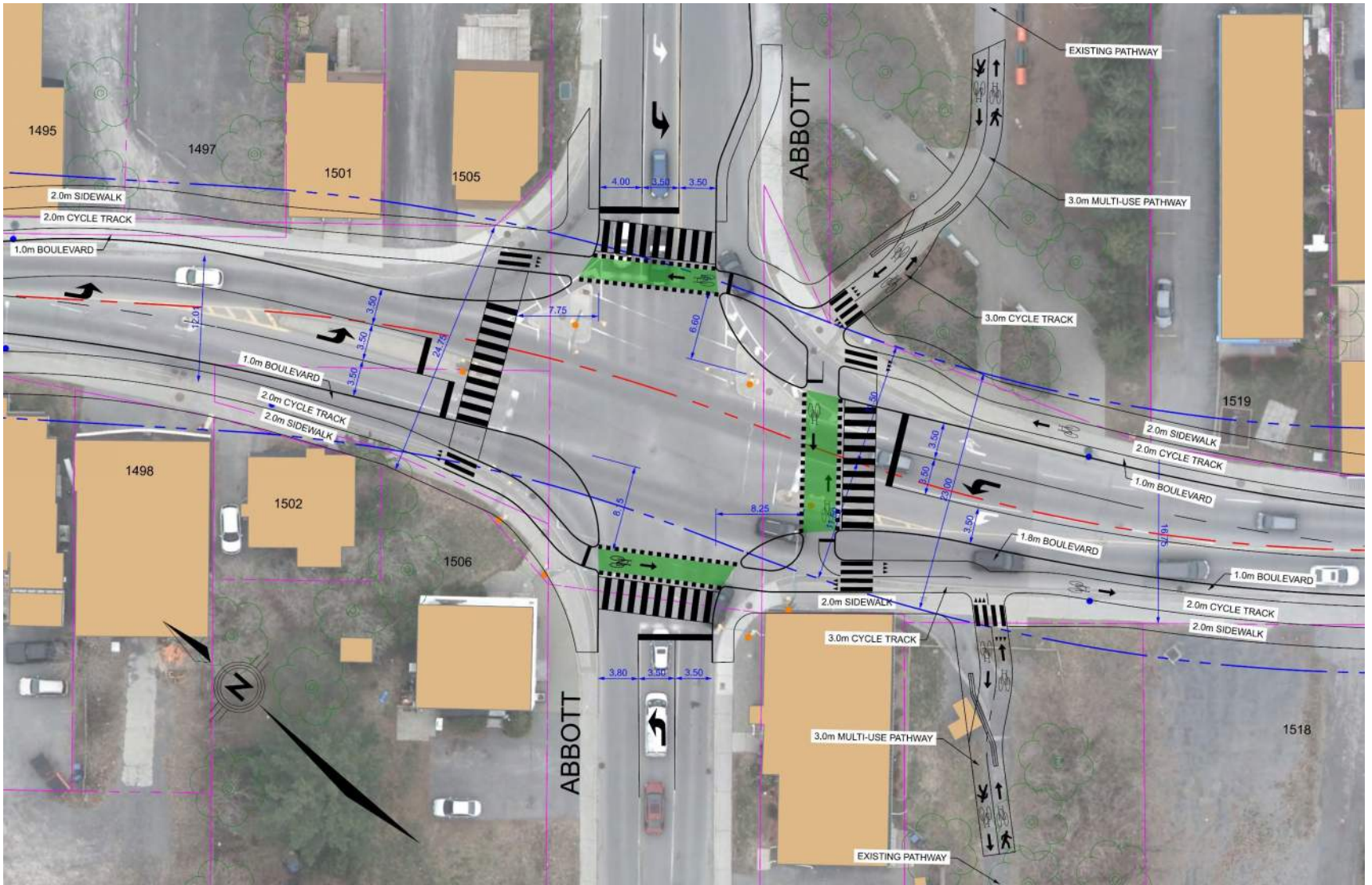
- Signalized Intersection
- Mainstreet Approach (one or more per frontage)
- Mainstreet Pedestrian Links
- Proposed Pathways & MUPs
- Existing Pathways/Trails
- Evaluate Potential to Consolidate Private Approach
- Points of interest/discussion
- OC Transpo Bus Stops
- Potential Greening Zone
- Potential Lighting Display Zone
- Potential Gateway Landscape Design
- Proposed Street Tree Plantings
- Existing Trees
- Trees to be removed
- Electrical transformers and other connection structures
- Possible Raised Medians (Traffic Calming measure)
- Property Lines
- Official Plan Protection Limits

# 5. Abbott St. (TransCanada Trail Crossing) - Reimagined



## 5. Complete Streets Cross Section - 23.0m ROW





**5. Abbott St. (TransCanada Trail Crossing) - Geometry**





## 5. Abbott St. (TransCanada Trail Crossing) - Imagery





















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## 5. North of Abbott St. (Looking South)

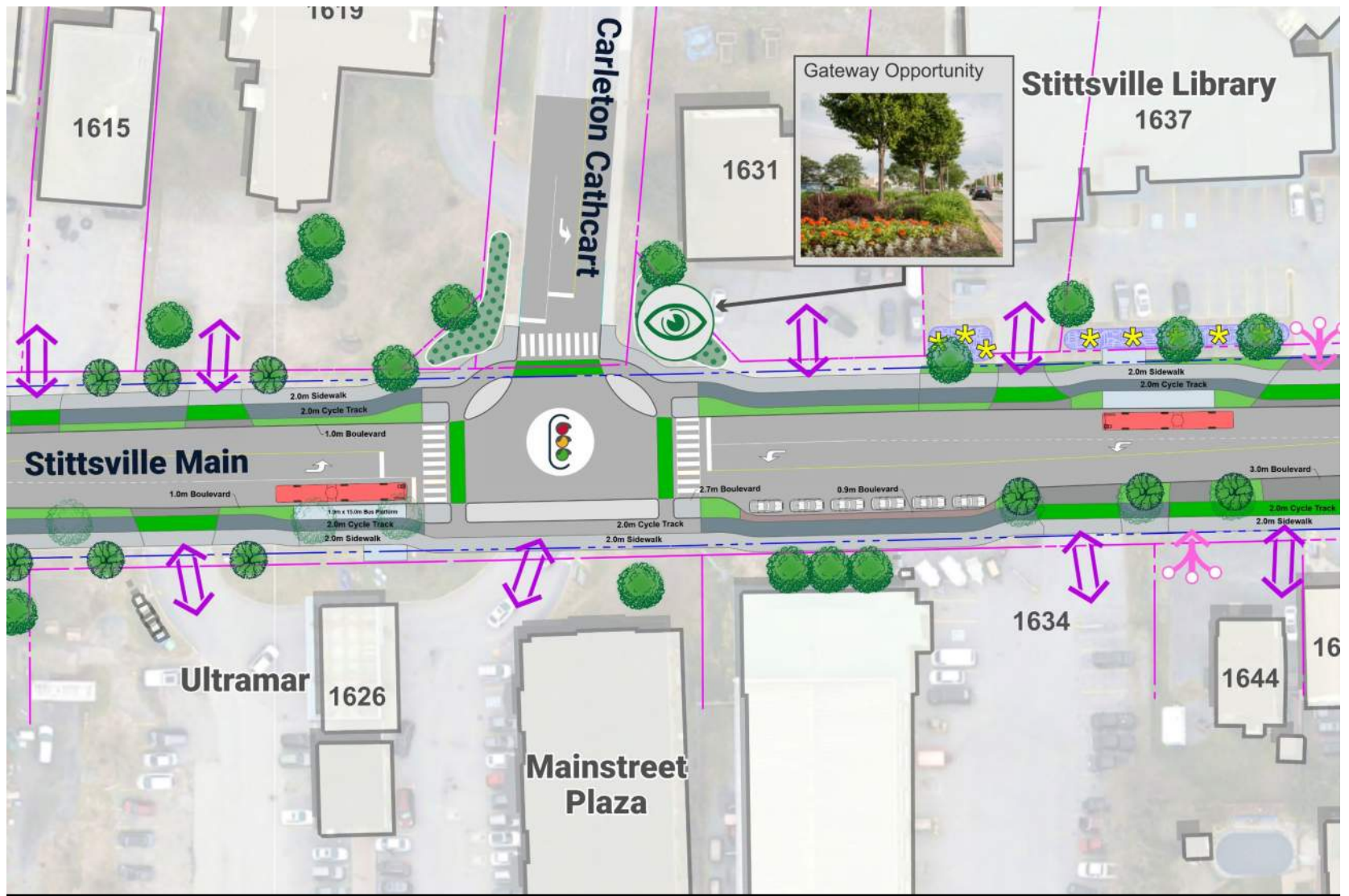




**Legend**

-  Signalized Intersection
-  Mainstreet Approach (one or more per frontage)
-  Mainstreet Pedestrian Links
-  Proposed Pathways & MUPs
-  Existing Pathways/Trails
-  Evaluate Potential to Consolidate Private Approach
-  Points of interest/discussion
-  OC Transpo Bus Stops
-  Potential Greening Zone
-  Potential Lighting Display Zone
-  Potential Gateway Landscape Design
-  Proposed Street Tree Plantings
-  Existing Trees
-  Trees to be removed
-  Electrical transformers and other connection structures
-  Possible Raised Medians (Traffic Calming measure)
-  Property Lines
-  Official Plan Protection Limits

## 6. South Gateway (Carleton Cathcart) - Existing



**Legend**

- Signalized Intersection
- Mainstreet Approach (one or more per frontage)
- Mainstreet Pedestrian Links
- Proposed Pathways & MUPs
- Existing Pathways/Trails
- Evaluate Potential to Consolidate Private Approach
- Points of interest/discussion
- OC Transpo Bus Stops
- Potential Greening Zone
- Potential Lighting Display Zone
- Potential Gateway Landscape Design
- Proposed Street Tree Plantings
- Existing Trees
- Trees to be removed
- Electrical transformers and other connection structures
- Possible Raised Medians (Traffic Calming measure)
- Property Lines
- Official Plan Protection Limits

## 6. South Gateway (Carleton Cathcart) - Reimagined





## 6. South Gateway (Carleton Cathcart) - Imagery

# Part 3: Implementation Possibilities

# Potential Public Realm Investments

1. North and South Gateway Landscaping & Signage
2. Street Tree Planting/Greening
3. Street Beautification/Furnishings
4. Active Transportation and Protected Intersections
5. Priority Bus Stops
6. Poole Creek Trail and Crossing
7. The Abbott Street/TransCanada Trail Crossing
8. Decorative Lighting Displays
9. New Street Lights

# The Implementation Toolbox - City

- Long-term Integrated road/water sewer reconstruction project not for 30 to 50 years
- Poole Creek Culvert Replacement – not scheduled
- Active Transportation Master Plan – Ongoing Study
- Current City programs (integrated street furnishings, greening, street lighting, etc)
- Transportation operational and safety programs (road safety action plan, traffic calming, PXOs, cycling program, transit priority program, etc)
- Pilot projects?



# The Implementation Toolbox - Other

- ROW Widening and frontage zone improvements via development approval
- Stittsville Business Association Investments (banners, plantings, etc)
- Mississippi Valley Conservation Authority (Poole Creek)
- Environmental Advocacy/Stewardship Groups
- Local Schools
- Other creative ideas?

# Part 4: Pedestrian Street Lighting Renewal

# Overview

- Pedestrian lights (green poles) in Village Core, Village Square Park and at Poole Creek
- One of the defining elements of the district and important to its charm and sense of place
- Infrastructure is deteriorating and in need of replacement and upgrades
- Potential to be one of the first components of the Public Realm Plan implemented
- Funding will need to be secured prior to replacement - Staff exploring opportunities
- An approved Public Realm Plan will increase likelihood of successful grant applications, etc. and will expedite renewal process



# Existing Lighting Conditions

Decorative lighting is at end of lifecycle and showing its age:

- Significant damage to bases, poles and luminaires
- Not energy efficient or Dark Sky compliant
- Replacement parts no longer available from manufacturer
- Some green poles replaced with unpainted aluminum poles leading to discontinuous character





# Objective

Update the pedestrian lights to support placemaking in the Village Core, create a pleasant, pedestrian-friendly environment and support local businesses by creating an attractive destination for residents and visitors.

- Replace 44 poles, fixtures and luminaires between Wintergreen Dr. and Brae Cr.
- Replace 4 lights near Poole Creek
- Replace 5 lights in Village Square Park
- Replace 6 lights in the municipal parking lot
- Upgrade luminaires to modern technology
- Support community uses (e.g. banners, decorations, flower baskets)
- Select a new pedestrian-scale luminaire design that reinforces a strong sense of place in the Village Core



# Recommendations

With collaboration and ongoing input from the members of the Public Realm Plan's Community Working Group, City Staff are making the following recommendations:

1. Switch from green to black fixtures
  - Easier to maintain and wears better
  - Higher contrast is easier to see for those with vision loss
  - Easiest to match with other streetscape furniture (e.g. benches)
2. Maintain the historical symmetry of fixtures with matching side-mounted pedestrian lights on both sides of the street
3. Upgrade luminaires to energy efficient, Dark Sky compliant fixtures



# Recommendations Cont'd

4. Install electrical outlets on all poles to support community pageantry
5. Maintain brackets for banners to promote local events, themes, etc.
6. Add brackets to allow for the possibility of hanging flower baskets
7. Select luminaires that reflect Stittsville's history, the prevalent architectural styles and captures desired aesthetic for the traditional mainstreet



# Part 5: Question & Answer



# Discussion Questions

1. Which of the Public Realm improvements do you think will be most successful?
2. Is there anything missing from the Plan?
3. Will the street be accessible and inclusive to all users?
4. Will safety be improved for all modes?
5. Will the street move all vehicles efficiently?
6. Does the Plan adequately support businesses? How can businesses support the Plan?
7. What suggestions do you have to help expedite the plan?

# Q&A

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# Appendix G

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## Class C Cost Estimate



Project Name: STITTSVILLE MAIN STREET PUBLIC REALM PLAN  
 Location: Hazeldean Road to Liard Street  
 Subject: RMA Class 'C' Cost Estimate  
 Date: 5/30/2022  
 Parsons Job #: 478022  
 WBS #: 1000

City P.O. 0045098486

WBS #	DESCRIPTION	COST
0.0	GENERAL	\$ 1,369,518.00
1.0	CROSSING BRIDGE PRECINCT	\$ 3,247,825.00
	Removals	\$ 265,056.00
	New Constructiton	\$ 1,876,069.00
	Landscaping	\$ 631,150.00
	Streetlighting	\$ 200,550.00
	Traffic Signals	\$ 275,000.00
2.0	POOLE CREEK PRECINCT	\$ 3,171,858.00
	Removals	\$ 257,184.00
	New Constructiton	\$ 1,995,694.00
	Landscaping	\$ 202,280.00
	Streetlighting	\$ 166,700.00
	Traffic Signals	\$ 550,000.00
3.0	VILLAGE CENTER PRECINCT	\$ 2,710,699.00
	Removals	\$ 191,616.00
	New Constructiton	\$ 1,599,513.00
	Landscaping	\$ 257,370.00
	Streetlighting	\$ 376,200.00
	Traffic Signals	\$ 286,000.00
4.0	SOUTHERN GATEWAY PRECINCT	\$ 1,747,712.00
	Removals	\$ 155,952.00
	New Constructiton	\$ 1,131,465.00
	Landscaping	\$ 70,695.00
	Streetlighting	\$ 114,600.00
	Traffic Signals	\$ 275,000.00
<b>Construction Subtotal</b>		<b>\$ 12,247,612.00</b>

Engineering and Architectural Services	25%	\$	3,061,903.00
Utilities	15%	\$	1,837,141.80
Property (To be provided by REPDO)	0%	\$	-
City Internal Costs	10%	\$	1,224,761.20
Miscellaneous	5%	\$	612,380.60

Subtotal		\$	18,983,798.60
Contingency	30%	\$	3,674,283.60
Total Estimated Cost		\$	22,658,082.20
<b>Total Estimated Cost (Rounded)</b>		<b>\$</b>	<b>22,658,080</b>

Assumptions and Exclusions:

- 1 Property costs have been excluded
- 2 Costs for potential impacts to private properties not included, such as potential building modifications, entrance stairway modifications, driveway upgrades, pylon sign relocations, etc.
- 3 Signalization and lighting costs assumed and based on recent aggregate costs for typical signalization and lighting on City of Ottawa projects of similar scope.
- 4 Excludes half height curb between sidewalk and cycletrack. Assumes concrete paver used for delineation.
- 5 No storm sewer servicing included beyond relocations or adjustment to existing roadway catch basins.
- 6 Includes very limited roadway asphalt reinstatement (1m width only) at any new curb lines, including at the new protected intersections.
- 7 Excludes cost of transit shelters, power to shelters or enhanced transit signage.
- 8 Excludes widening of Pool Creek Bridge to accommodate look-out.
- 9 Assumes new streetlighting in the Village Center to include rear facing pedestrian light but excludes banner arms.
- 10 Assumes pedestrian lights to be installed by the City in Village Center Precinct will be required to be relocated.
- 11 Waste/ recycling units limited to Village Center Precinct
- 12 Assumes all work is done concurrent/consecutively as one Contract
- 13 Costs are in 2022 dollars.
- 14 HST excluded

**Project Name:** STITTSVILLE MAIN STEET PUBLIC REALM PLAN  
**Location:** Hazeldean Road to Laird Street  
**Subject:** RMA Class 'C' Cost Estimate  
**Date:** 5/30/2022  
**Job #:** 478022

Item	Description	Code	Units	Quantity	Unit Rate	Extension
<b>HAZELDEAN RD TO LAIRD ST (~2635m)</b>						
<b>0.0 GENERAL</b>						
	.1 Field Office for Contract Administrator 35 - 70 m2	A010.02	wk	104.00	\$ 800.00	\$ 83,200.00
	.2 Traffic Control Plan	A020.01	LS	1.00	\$ 800,000.00	\$ 800,000.00
	.3 Construction Site Pedestrian Control Plan	A030.01	LS	1.00	\$ 265,000.00	\$ 265,000.00
	.4 Police Assistance at Intersection	A020.02	hr	600.00	\$ 260.53	\$ 156,318.00
	.5 Erosion and Sediment Control	A040.02	LS	1.00	\$ 65,000.00	\$ 65,000.00
	GENERAL - Subtotal					\$ 1,369,518.00

**Project Name:** STITTSVILLE MAIN STEET PUBLIC REALM PLAN  
**Location:** Hazeldean Road to Liard Street  
**Subject:** RMA Class 'C' Cost Estimate  
**Date:** 5/30/2022  
**Job #:** 478022

Item	Description	Code	Units	Quantity	Unit Rate	Extension
<b>~25m SOUTH OF HAZELDEAN RD TO ~30m NORTH OF HOBIN ST. (~850m)</b>						
<b>1.1 REMOVALS</b>						
.1	Earth excavation - grading, including all removals	L120.02	m <sup>3</sup>	5522.00	\$ 48.00	\$ 265,056.00
<i>REMOVALS - Subtotal</i>						\$ 265,056.00

<b>1.2 NEW CONSTRUCTION</b>						
.1	Granular 'A'- Road(150mm)	L210.01	t	114	\$ 38.00	\$ 4,332.00
.2	Granular 'B' Type II- Road (500mm)	L210.02	t	364	\$ 28.00	\$ 10,192.00
.3	Performance Graded Superpave 12.5mm Level D (PG 64-34) (40mm)	L380.20	t	29.00	\$ 315.00	\$ 9,135.00
.4	Performance Graded Superpave 19mm Level D (PG 64-34) (100mm)	L390.05	t	72.00	\$ 285.00	\$ 20,520.00
.5	Granular 'A' Cylce track & MUP's (150mm)	L999.01	t	1163.00	\$ 38.00	\$ 44,194.00
.6	Granular 'B' Type II- MUP/ Cycle track (300mm)	L999.02	t	2229.00	\$ 28.00	\$ 62,412.00
.7	HL3F mix with PGAC 58-34 for Cycle Tack (50mm)	L265.04	t	367.00	\$ 275.00	\$ 100,925.00
.8	HL3F mix with PGAC 58-34 for Driveway (50mm)	L265.04	t	116.00	\$ 275.00	\$ 31,900.00
.9	Granular 'A' sidewalks and islands (100mm)	L210.01	t	843.00	\$ 38.00	\$ 32,034.00
.10	Concrete sidewalks and Islands	L250.06	m <sup>2</sup>	3194.00	\$ 190.00	\$ 606,860.00
.11	Granular 'A' bus pad (200mm)	L210.01	t	27.00	\$ 38.00	\$ 1,026.00
.12	2.2m x 5.8m Concrete bus pad	L250.09	ea.	4.00	\$ 4,750.00	\$ 19,000.00
.13	Granular 'A' for transit platforms (200mm)	L210.01	t	75.00	\$ 38.00	\$ 2,850.00
.14	Concrete transit platform (150mm)	L265.04	m <sup>2</sup>	142.00	\$ 225.00	\$ 31,950.00
.15	Granular 'A' for monolithic (100mm)	L250.06	t	75.00	\$ 38.00	\$ 2,850.00
.16	Monolithic concrete sidewalks and islands	L250.07	m <sup>2</sup>	283.00	\$ 275.00	\$ 77,825.00
.17	Granular 'A' for concrete blvd (150mm)	L210.01	t	202.00	\$ 38.00	\$ 7,676.00
.18	Concrete blvd (500mmx500mm saw-cut)	L999.03	m <sup>2</sup>	510.00	\$ 250.00	\$ 127,500.00
.19	Concrete barrier curb as per SC1.1	L260.01	m	195.00	\$ 152.00	\$ 29,640.00
.20	TWSI	L250.11	m <sup>2</sup>	47.00	\$ 1,300.00	\$ 61,100.00
.21	Directional TWSI	L999.04	m <sup>2</sup>	23.00	\$ 2,250.00	\$ 51,750.00
.22	Tactile Delineator Paver	L999.05	m	1602.00	\$ 300.00	\$ 480,600.00
.23	Catchbasin including leads	N370.01	ea.	2.00	\$ 5,000.00	\$ 10,000.00
.24	Adjusting or Rebuilding Catch Basins, any size, any type including twin	L360.03	ea.	2.00	\$ 900.00	\$ 1,800.00
.25	Thermoplastic Pavement Markings	L999.04	m <sup>2</sup>	158.00	\$ 200.00	\$ 31,600.00
.26	Pavement Marking - Permanent (line)	L999.05	m	1296.00	\$ 3.00	\$ 3,888.00
.27	Pavement Marking - Permanent (symbol)	L999.06	ea.	54.00	\$ 90.00	\$ 4,860.00
.28	Signage	L999.07	ea.	17.00	\$ 450.00	\$ 7,650.00
<i>NEW CONSTRUCTION - Subtotal</i>						\$ 1,876,069.00

<b>1.3 LANDSCAPING</b>						
.1	Tree Removal, Protection & Trimming	T999.01	LS	1.00	\$ 5,000.00	\$ 5,000.00
.2	New Trees (50mm Cal.)	T999.01	ea.	46.00	\$ 800.00	\$ 36,800.00
.3	Turf Areas (In Boulevard Topsoil And Seed)	T999.02	m <sup>2</sup>	1,410.00	\$ 10.00	\$ 14,100.00
.4	Decorative Gateway Plantings	T999.03	m <sup>2</sup>	75.00	\$ 150.00	\$ 11,250.00
.5	Potential Greening Zones (Naturalized Low Maintenance)	T999.04	m <sup>2</sup>	100.00	\$ 75.00	\$ 7,500.00
.6	Site Furniture - (Accessible Benches)	T999.07	ea.	25.00	\$ 2,500.00	\$ 62,500.00
.7	Site Furniture (Bike post & ring)	T999.09	ea.	12.00	\$ 1,500.00	\$ 18,000.00
.8	Relocate Decorative Fence - SW Corner Carp Intersection	T999.09	LS	1.00	\$ 8,000.00	\$ 8,000.00
.9	Vertical Lightng Feature	T999.10	ea.	39.00	\$ 12,000.00	\$ 468,000.00
<i>LANDSCAPING - Subtotal</i>						\$ 631,150.00

<b>1.4 STREETLIGHTING</b>						
.1	City Design Fees (10% of Construction)	S999.01	LS	\$ 1.00	\$ 1,050.00	\$ 1,050.00
.2	Concrete Foundation, Aluminum Streetlight Pole c/w Luminaire and Bracket	S999.02	ea.	21.00	\$ 9,000.00	\$ 189,000.00
.3	Existing Streetlight Pole Removal	S999.02	ea.	21.00	\$ 500.00	\$ 10,500.00
<i>STREETLIGHTING - Subtotal</i>						\$ 200,550.00

<b>1.5 TRAFFIC SIGNALS</b>						
.1	City Design Fees (10% of Construction)	J999.01	LS	1.00	\$ 25,000.00	\$ 25,000.00
.2	Traffic Signal Plant	J999.02	ea.	1.00	\$ 250,000.00	\$ 250,000.00
<i>TRAFFIC SIGNAL - Subtotal</i>						\$ 275,000.00

**Precinct Segment (Construction) - Subtotal** \$ **3,247,825.00**

Project Name: STITTSVILLE MAIN STEET PUBLIC REALM PLAN  
 Location: Hazeldean Road to Liard Street  
 Subject: RMA Class 'C' Cost Estimate  
 Date: 5/30/2022  
 Job #: 478022

Item	Description	Code	Units	Quantity	Unit Rate	Extension
<b>~30m NORTH OF HOBIN ST. TO SOUTH SIDE OF ANDREW ALEXANDER CT. (~685m)</b>						
<b>2.1 REMOVALS</b>						
.1	Earth excavation - grading, including all removals	L120.02	m <sup>3</sup>	5358.00	\$ 48.00	\$ 257,184.00
REMOVALS - Subtotal						\$ 257,184.00
<b>2.2 NEW CONSTRUCTION</b>						
.1	Granular 'A' Road(150mm)	L210.01	t	441	\$ 38.00	\$ 16,758.00
.2	Granular 'B' Type II- Road (500mm)	L210.02	t	1409	\$ 28.00	\$ 39,452.00
.3	Performance Graded Superpave 12.5mm Level D (PG 64-34) (40mm)	L380.20	t	111.00	\$ 315.00	\$ 34,965.00
.4	Performance Graded Superpave 19mm Level D (PG 64-34) (100mm)	L390.05	t	279.00	\$ 285.00	\$ 79,515.00
.5	Granular 'A' Cylce track & MUP's (150mm)	L999.01	t	1035.00	\$ 38.00	\$ 39,330.00
.6	Granular 'B' Type II- MUP/ Cycle track (300mm)	L999.02	t	1984.00	\$ 28.00	\$ 55,552.00
.7	HL3F mix with PGAC 58-34 for Cycle Tack (50mm)	L265.04	t	327.00	\$ 275.00	\$ 89,925.00
.8	HL3F mix with PGAC 58-34 for Driveway (50mm)	L265.04	t	100.00	\$ 275.00	\$ 27,500.00
.9	Granular 'A' sidewalks and islands (100mm)	L210.01	t	652.00	\$ 38.00	\$ 24,776.00
.10	Concrete sidewalks and Islands	L250.06	m <sup>2</sup>	2470.00	\$ 190.00	\$ 469,300.00
.11	Granular 'A' bus pad (200mm)	L210.01	t	27.00	\$ 38.00	\$ 1,026.00
.12	2.2m x 5.8m Concrete bus pad	L250.09	ea.	4.00	\$ 4,750.00	\$ 19,000.00
.13	Granular 'A' for transit platforms (200mm)	L210.01	t	88.00	\$ 38.00	\$ 3,344.00
.14	Concrete transit platform (150mm)	L265.04	m <sup>2</sup>	167.00	\$ 225.00	\$ 37,575.00
.15	Granular 'A' for monolithic (100mm)	L250.06	t	154.00	\$ 38.00	\$ 5,852.00
.16	Monolithic concrete sidewalks and islands	L250.07	m <sup>2</sup>	585.00	\$ 275.00	\$ 160,875.00
.17	Granular 'A' for concrete blvd (150mm)	L210.01	t	141.00	\$ 38.00	\$ 5,358.00
.18	Concrete blvd (500mmx500mm saw-cut)	L999.03	m <sup>2</sup>	356.00	\$ 250.00	\$ 89,000.00
.19	Concrete barrier curb as per SC1.1	L260.01	m	581.00	\$ 152.00	\$ 88,312.00
.20	TWSI	L250.11	m <sup>2</sup>	87.00	\$ 1,300.00	\$ 113,100.00
.21	Directional TWSI	L999.04	m <sup>2</sup>	37.00	\$ 2,250.00	\$ 83,250.00
.22	Tactile Delineator Paver	L999.05	m	1154.00	\$ 300.00	\$ 346,200.00
.23	Catchbasin including leads	N370.01	ea.	13.00	\$ 5,000.00	\$ 65,000.00
.24	Adjusting or Rebuilding Catch Basins, any size, any type including twin	L360.03	ea.	16.00	\$ 900.00	\$ 14,400.00
.25	Thermoplastic Pavement Markings	L999.04	m <sup>2</sup>	251.00	\$ 200.00	\$ 50,200.00
.26	Pavement Marking - Permanent (line)	L999.05	m	1673.00	\$ 3.00	\$ 5,019.00
.27	Pavement Marking - Permanent (symbol)	L999.06	ea.	99.00	\$ 90.00	\$ 8,910.00
.28	Signage	L999.07	ea.	36.00	\$ 450.00	\$ 16,200.00
.29	Signage (School zone enhancement)	L999.08	LS	1.00	\$ 6,000.00	\$ 6,000.00
NEW CONSTRUCTION - Subtotal						\$ 1,995,694.00
<b>2.3 LANDSCAPING</b>						
.1	Tree Removal, Protection & Triming	T999.01	LS	1.00	\$ 5,000.00	\$ 5,000.00
.2	New Trees (50mm Cal.)	T999.01	ea.	85.00	\$ 800.00	\$ 68,000.00
.3	Turf Areas (In Boulevard Topsoil And Seed)	T999.02	m2	583.00	\$ 10.00	\$ 5,830.00
.4	Potential Greening Zones (Naturalized Low Maintenance)	T999.04	m2	118.00	\$ 75.00	\$ 8,850.00
.5	Raised Median Plantings	T999.05	m2	34.00	\$ 500.00	\$ 17,000.00
.6	Decorative Pavers	T999.06	m2	23.00	\$ 200.00	\$ 4,600.00
.7	Site Furniture - (Accessible Benches)	T999.07	ea.	30.00	\$ 2,500.00	\$ 75,000.00
.8	Site Furniture (Bike post & ring)	T999.09	ea.	12.00	\$ 1,500.00	\$ 18,000.00
LANDSCAPING - Subtotal						\$ 202,280.00
<b>2.4 STREETLIGHTING</b>						
.1	City Design Fees (10%)	S999.01	LS	1.00	\$ 4,200.00	\$ 4,200.00
.2	Luminaire Bracket and Concrete Foundation for Aluminum Streetlight Pole	S999.02	ea.	13.00	\$ 9,000.00	\$ 117,000.00
.3	Existing Streetlight Pole Removal	S999.02	ea.	7.00	\$ 500.00	\$ 3,500.00
.4	Remove, Salvage, Relocate Ex. Pole, Luminaire, Bracket c/w new foundaiton & Duct Modificaitons	S999.03	ea.	7.00	\$ 6,000.00	\$ 42,000.00
STREETLIGHTING - Subtotal						\$ 166,700.00
<b>2.5 TRAFFIC SIGNALS</b>						
.1	City Design Fees (10%)	J999.01	LS	1.00	\$ 50,000.00	\$ 50,000.00
.2	Traffic Signal Plant	J999.02	ea.	2.00	\$ 250,000.00	\$ 500,000.00
TRAFFIC SIGNAL - Subtotal						\$ 550,000.00
<b>Road Segment (Construction) - Subtotal</b>						<b>\$ 3,171,858.00</b>



Project Name: STITTSVILLE MAIN STEET PUBLIC REALM PLAN  
 Location: Hazeldean Road to Liard Street  
 Subject: RMA Class 'C' Cost Estimate  
 Date: 5/30/2022  
 Job #: 478022

Item	Description	Code	Units	Quantity	Unit Rate	Extension
<b>SOUTH SIDE OF ANDREW ALEXANDRER CT. TO NORTH SIDE OF DAPHNE CT. (~600m)</b>						
<b>3.1 REMOVALS</b>						
.1	Earth excavation - grading, including all removals	L120.02	m <sup>3</sup>	3992.00	\$ 48.00	\$ 191,616.00
<i>REMOVALS - Subtotal</i>						\$ 191,616.00

<b>3.2 NEW CONSTRUCTION</b>						
.1	Granular 'A'- Road(150mm)	L210.01	t	188	\$ 38.00	\$ 7,144.00
.2	Granular 'B' Type II- Road (500mm)	L210.02	t	600	\$ 28.00	\$ 16,800.00
.3	Performance Graded Superpave 12.5mm Level D (PG 64-34) (40mm)	L380.20	t	48.00	\$ 315.00	\$ 15,120.00
.4	Performance Graded Superpave 19mm Level D (PG 64-34) (100mm)	L390.05	t	119.00	\$ 285.00	\$ 33,915.00
.5	Granular 'A' Cylce track & MUP's (150mm)	L999.01	t	769.00	\$ 38.00	\$ 29,222.00
.6	Granular 'B' Type II- MUP/ Cycle track (300mm)	L999.02	t	1473.00	\$ 28.00	\$ 41,244.00
.7	HL3F mix with PGAC 58-34 for Cycle Tack (50mm)	L265.04	t	243.00	\$ 275.00	\$ 66,825.00
.8	HL3F mix with PGAC 58-34 for Driveway (50mm)	L265.04	t	144.00	\$ 275.00	\$ 39,600.00
.9	Granular 'A' sidewalks and islands (100mm)	L210.01	t	616.00	\$ 38.00	\$ 23,408.00
.10	Concrete sidewalks and Islands	L250.06	m <sup>2</sup>	2334.00	\$ 190.00	\$ 443,460.00
.11	Granular 'A' bus pad (200mm)	L210.01	t	13.00	\$ 38.00	\$ 494.00
.12	2.2m x 5.8m Concrete bus pad	L250.09	ea.	2.00	\$ 4,750.00	\$ 9,500.00
.13	Granular 'A' for transit platforms (200mm)	L210.01	t	31.00	\$ 38.00	\$ 1,178.00
.14	Concrete transit platform (150mm)	L265.04	m <sup>2</sup>	59.00	\$ 225.00	\$ 13,275.00
.15	Granular 'A' for monolithic (100mm)	L250.06	t	83.00	\$ 38.00	\$ 3,154.00
.16	Monolithic concrete sidewalks and islands	L250.07	m <sup>2</sup>	314.00	\$ 275.00	\$ 86,350.00
.17	Granular 'A' for concrete blvd (150mm)	L210.01	t	251.00	\$ 38.00	\$ 9,538.00
.18	Concrete blvd (500mmx500mm saw-cut)	L999.03	m <sup>2</sup>	633.00	\$ 250.00	\$ 158,250.00
.19	Concrete barrier curb as per SC1.1	L260.01	m	346.00	\$ 152.00	\$ 52,592.00
.20	TWSI	L250.11	m <sup>2</sup>	53.00	\$ 1,300.00	\$ 68,900.00
.21	Directional TWSI	L999.04	m <sup>2</sup>	25.00	\$ 2,250.00	\$ 56,250.00
.22	Tactile Delineator Paver	L999.05	m	1147.00	\$ 300.00	\$ 344,100.00
.23	Catchbasin including leads	N370.01	ea.	7.00	\$ 5,000.00	\$ 35,000.00
.24	Adjusting or Rebuilding Catch Basins, any size, any type including twin	L360.03	ea.	8.00	\$ 900.00	\$ 7,200.00
.25	Thermoplastic Pavement Markings	L999.04	m <sup>2</sup>	89.00	\$ 200.00	\$ 17,800.00
.26	Pavement Marking - Permanent (line)	L999.05	m	1238.00	\$ 3.00	\$ 3,714.00
.27	Pavement Marking - Permanent (symbol)	L999.06	ea.	67.00	\$ 90.00	\$ 6,030.00
.28	Signage	L999.07	ea.	21.00	\$ 450.00	\$ 9,450.00
<i>NEW CONSTRUCTION - Subtotal</i>						\$ 1,599,513.00

<b>3.3 LANDSCAPING</b>						
.1	Tree Removal, Protection & Trimming	T999.01	LS	1.00	\$ 5,000.00	\$ 5,000.00
.2	New Trees (50mm Cal.)	T999.01	ea.	24.00	\$ 800.00	\$ 19,200.00
.3	Turf Areas (In Boulevard Topsoil and Seed)	T999.02	ea.	267.00	\$ 10.00	\$ 2,670.00
.4	Site Furniture - (Accessible Benches)	T999.07	ea.	15.00	\$ 2,500.00	\$ 37,500.00
.5	Site Furniture - (3 Stream Receptacles)	T999.08	ea.	8.00	\$ 5,000.00	\$ 40,000.00
.6	Site Furniture (Bike post & ring)	T999.09	ea.	22.00	\$ 1,500.00	\$ 33,000.00
.7	Vertical Lighitng Feature	T999.10	ea.	10.00	\$ 12,000.00	\$ 120,000.00
<i>LANDSCAPING - Subtotal</i>						\$ 257,370.00

<b>3.4 STREETLIGHTING</b>						
.1	City Design Fees (10%)	S999.01	LS	1.00	\$ 34,200.00	\$ 34,200.00
.2	Concrete Foundation, Aluminum Streetlight Pole c/w Luminaire, Bracket and Pedestrain Light	S999.02	ea.	18.00	\$ 13,000.00	\$ 234,000.00
.3	Remove, Salvage, Relocate Ex. Pole, Luminaire, Bracket c/w new Foundaiton, Duct and Cable	S999.03	ea.	18.00	\$ 6,000.00	\$ 108,000.00
<i>STREETLIGHTING - Subtotal</i>						\$ 376,200.00

<b>3.5 TRAFFIC SIGNALS</b>						
.1	City Design Fees (10%)	J999.01	ea.	1.00	\$ 26,000.00	\$ 26,000.00
.2	Traffic Signal Plant	J999.02	ea.	1.00	\$ 250,000.00	\$ 250,000.00
.3	Relocate PXO (Between Abbott and Brae)	J999.03	ea.	1.00	\$ 10,000.00	\$ 10,000.00
<i>TRAFFIC SIGNAL - Subtotal</i>						\$ 286,000.00

**Road Segment (Construction) - Subtotal** \$ 2,710,699.00

Project Name: STITTSVILLE MAIN STEET PUBLIC REALM PLAN  
 Location: Hazeldean Road to Liard Street  
 Subject: RMA Class 'C' Cost Estimate  
 Date: 5/30/2022  
 Job #: 478022

Item	Description	Code	Units	Quantity	Unit Rate	Extension
<b>NORTH SIDE OF DAPHNE CR. TO SOUTH SIDE OF LIARD ST. (~500m)</b>						
<b>4.1 REMOVALS</b>						
.1	Earth excavation - grading, including all removals	L120.02	m <sup>3</sup>	3249.00	\$ 48.00	\$ 155,952.00
REMOVALS - Subtotal						\$ 155,952.00

<b>4.2 NEW CONSTRUCTION</b>						
.1	Granular 'A'- Road(150mm)	L210.01	t	99	\$ 38.00	\$ 3,762.00
.2	Granular 'B' Type II- Road (500mm)	L210.02	t	316	\$ 28.00	\$ 8,848.00
.3	Performance Graded Superpave 12.5mm Level D (PG 64-34) (40mm)	L380.20	t	25.00	\$ 315.00	\$ 7,875.00
.4	Performance Graded Superpave 19mm Level D (PG 64-34) (100mm)	L390.05	t	63.00	\$ 285.00	\$ 17,955.00
.5	Granular 'A' Cylce track & MUP's (150mm)	L999.01	t	584.00	\$ 38.00	\$ 22,192.00
.6	Granular 'B' Type II- MUP/ Cycle track (300mm)	L999.02	t	1119.00	\$ 28.00	\$ 31,332.00
.7	HL3F mix with PGAC 58-34 for Cycle Tack (50mm)	L265.04	t	185.00	\$ 275.00	\$ 50,875.00
.8	HL3F mix with PGAC 58-34 for Driveway (50mm)	L265.04	t	128.00	\$ 275.00	\$ 35,200.00
.9	Granular 'A' sidewalks and islands (100mm)	L210.01	t	502.00	\$ 38.00	\$ 19,076.00
.10	Concrete sidewalks and Islands	L250.06	m <sup>2</sup>	1902.00	\$ 190.00	\$ 361,380.00
.11	Granular 'A' bus pad (200mm)	L210.01	t	20.00	\$ 38.00	\$ 760.00
.12	2.2m x 5.8m Concrete bus pad	L250.09	ea.	3.00	\$ 4,750.00	\$ 14,250.00
.13	Granular 'A' for transit platforms (200mm)	L210.01	t	73.00	\$ 38.00	\$ 2,774.00
.14	Concrete transit platform (150mm)	L265.04	m <sup>2</sup>	138.00	\$ 225.00	\$ 31,050.00
.15	Granular 'A' for monolithic (100mm)	L250.06	t	45.00	\$ 38.00	\$ 1,710.00
.16	Monolithic concrete sidewalks and islands	L250.07	m <sup>2</sup>	170.00	\$ 275.00	\$ 46,750.00
.17	Granular 'A' for concrete blvd (150mm)	L210.01	t	75.00	\$ 38.00	\$ 2,850.00
.18	Concrete blvd(500mmx500mm saw-cut)	L999.03	m <sup>2</sup>	189.00	\$ 250.00	\$ 47,250.00
.19	Concrete barrier curb as per SC1.1	L260.01	m	233.00	\$ 152.00	\$ 35,416.00
.20	TWSI	L250.11	m <sup>2</sup>	37.00	\$ 1,300.00	\$ 48,100.00
.21	Directional TWSI	L999.04	m <sup>2</sup>	16.00	\$ 2,250.00	\$ 36,000.00
.22	Tactile Delineator Paver	L999.05	m	900.00	\$ 300.00	\$ 270,000.00
.23	Catchbasin including leads	N370.01	ea.	2.00	\$ 5,000.00	\$ 10,000.00
.24	Adjusting or Rebuilding Catch Basins, any size, any type including twin	L360.03	ea.	3.00	\$ 900.00	\$ 2,700.00
.25	Thermoplastic Pavement Markings	L999.04	m <sup>2</sup>	67.00	\$ 200.00	\$ 13,400.00
.26	Pavement Marking - Permanent (line)	L999.05	m	620.00	\$ 3.00	\$ 1,860.00
.27	Pavement Marking - Permanent (symbol)	L999.06	ea.	30.00	\$ 90.00	\$ 2,700.00
.28	Signage	L999.07	ea.	12.00	\$ 450.00	\$ 5,400.00
NEW CONSTRUCTION - Subtotal						\$ 1,131,465.00

<b>3.3 LANDSCAPING</b>						
.1	Tree Removal, Protection & Trimming	T999.01	LS	1.00	\$ 5,000.00	\$ 5,000.00
.2	New Trees (50mm Cal.)	T999.01	ea.	24.00	\$ 800.00	\$ 19,200.00
.3	Turf Areas (In Boulevard Topsoil And Seed)	T999.02	m <sup>2</sup>	622.00	\$ 10.00	\$ 6,220.00
.4	Decorative Gateway Plantings	T999.03	m <sup>2</sup>	11.00	\$ 150.00	\$ 1,650.00
.5	Potential Greening Zones (Naturalized Low Maintenance)	T999.04	m <sup>2</sup>	15.00	\$ 75.00	\$ 1,125.00
.6	Site Furniture - (Accessible Benches)	T999.07	ea.	15.00	\$ 2,500.00	\$ 37,500.00
LANDSCAPING - Subtotal						\$ 70,695.00

<b>3.4 STREETLIGHTING</b>						
.1	City Design Fees (10%)	S999.01	LS	\$ 1.00	\$ 600.00	\$ 600.00
.2	Concrete Foundation, Aluminum Streetlight Pole c/w Luminaire and Bracket	S999.02	ea.	12.00	\$ 9,000.00	\$ 108,000.00
.3	Existing Streetlight Pole Removal	S999.02	ea.	12.00	\$ 500.00	\$ 6,000.00
STREETLIGHTING - Subtotal						\$ 114,600.00

<b>3.5 TRAFFIC SIGNALS</b>						
.1	City Design Fees (10%)	J999.01	LS	1.00	\$ 25,000.00	\$ 25,000.00
.2	Traffic Signal Plant	J999.02	ea.	1.00	\$ 250,000.00	\$ 250,000.00
TRAFFIC SIGNAL - Subtotal						\$ 275,000.00

**Road Segment (Construction) - Subtotal** \$ **1,747,712.00**