

Carp Road Widening (CP000929) Frequently Asked Questions

	Theme	Questions	Responses
1	Scope of the project	Why doesn't the project include Carp Road between Hazeldean Road and Stittsville Main Street?	<p>The need to widen Carp Road between Hazeldean Road and Stittsville Main Street was reassessed through the Transportation Master Plan 2025 (TMP) using travel demand forecasts to year 2046 and the Official Plan's population and employment projections. Based on the analysis, it was determined that widening of Carp Road between Hazeldean Road and Stittsville Main Street is not required to accommodate projected travel demand to 2046. This conclusion will be revisited as part of the next TMP update, taking into account any changes in growth projections, development patterns, or travel behavior.</p> <p>Regarding pedestrian movements along Carp Road south of Hazeldean Road, there is an existing sidewalk along the east side of Carp Road from Hazeldean to Stittsville Main Street.</p>
2	Concerns about detour traffic	How will increased detour traffic on my street be managed during construction?	Planned detour routes during construction will be reviewed prior to construction. Temporary traffic calming measures will be investigated.
3	Concerns about the roundabout	<p>Why is there a roundabout at Carp Road & Echowoods Avenue?</p> <p>Will this be an accessible crossing for pedestrians?</p>	<p>Traffic modelling completed for Carp Road, which accounted for 2046 estimated traffic volumes, resulted in a roundabout being a more efficient intersection layout when compared to a signalized intersection. The roundabout will reduce the lane density of the north-south Carp Road traffic when compared to current levels. The modelling results show that there will be sufficient gaps for side street traffic to enter the roundabout, as well as an overall improvement in delays to side street movements through the intersection. Pedestrian crossovers with flashing beacons (PXO's) will be provided at each of the four roundabout legs. This will give pedestrians and dismounted cyclists priority over traffic. These elements are consistent with current provincial standards for roundabout design.</p>

4	Hydro poles	Can the City bury hydro (power) lines currently on poles along Carp Road?	Currently, there are no plans to bury hydro overhead lines within the project limits. In accordance with City policy for roadways of this classification, hydro lines are typically accommodated above ground unless there is a technical requirement to bury them. The project team is in coordination with Hydro One and Hydro Ottawa, who will determine if buried lines are warranted on Carp Road.
5	Concerns about development speed	<p>Please slow down development while this construction is being done. Slow down development in Stittsville.</p> <p>Can the City provide measures that will ensure developments along Hazeldean Road and Carp Road will be staggered to minimize travel impacts and uphold safety measures.</p>	<p>We understand the pace of growth and ongoing construction in Stittsville can be a concern for residents. Under the Planning Act, the City is required to review development applications submitted by property owners. The City cannot refuse to review or delay applications. Planning staff review each proposal on its own merits, based on the Provincial Planning Statement, the City's Official Plan, and other relevant City bylaws and guidelines. The Act also sets timelines that the City must follow when reviewing applications.</p> <p>The City has established methods to help coordinate the timing of private developments with the timing of various City projects to help mitigate impacts to communities. For example, the City's planned construction projects are posted on the City's website. When a property owner proposes a new development, City staff advise the owner of upcoming projects proposed or underway near their development site. Note that property owners proposing to conduct construction works in the public right of way must obtain a City permit to do so.</p>
6	Construction schedule	Can I have a schedule of the utility connections (internet, hydro, Enbridge, water, storm, sanitary) or a rough timeline of when the listed utilities will be connected to property line?	Construction schedules will be shared with impacted residents closer to construction start.
7	Concerns about impacts to Highway 417	As traffic increases on Carp Road (and therefore highway 417 off ramps), is construction of a signal at the eastbound offramp warranted?	The Highway 417 freeway ramps are under the jurisdiction of the Ministry of Transportation (MTO). Coordination with the MTO is ongoing. Any warrants for signalization will be a determination of the Ministry.
8	Concerns with sidewalks and cycle tracks	Are sidewalks and cycle tracks necessary on Carp Road?	In accordance with Council-approved City policies, the corridor is designed to support and safely balance all modes of transportation. Implementation of sidewalks and cycle tracks are per the City of Ottawa's approved Transportation Master Plan, to improve alternate modes of travel for both current and future land users. The inclusion of sidewalks on City Streets also falls under the City's Strategic Road Safety Action Plan.

9	Concerns about large vehicle movements	Will large vehicles be able to make U-turns at intersections?	Rothbourne Road and Westbrook Road intersections will account for larger vehicles making U-turns. The roundabout can also accommodate turning movements for larger vehicles.
10	Timbermere Sign	Will the large "Timbermere" lighted entrance sign at Kittiwake Drive and Carp Road remain?	Adjustments to Kittiwake Drive geometry will be required to accommodate the new traffic circle proposed as the intersection. Impacts to the location of the Timbermere sign will be determined during the detailed design phase.
11	Impacts to mailbox locations	Will the super mailboxes along and adjacent to Carp Road be impacted?	Some adjustment to the mailbox location is anticipated, which will be determined by Canada Post during the detailed design phase.
12	Concern with lack of 2-way left turn lane on Carp Road	Will the absence of a continual 2-way left turn lane on Carp Road reduce accesses to businesses along Carp Road?	The maintenance of a continuous 2-way left turn lane (CTWLT) was deemed unsafe for the conditions on this section of Carp Road, due to space requirements for new protected intersection features (reducing the length of usable CTWLT space) and inequitable access for all properties along Carp Road. This recommendation was validated by an independent safety review. Accesses to properties will be facilitated by U-turns at intersections plus the new roundabout.