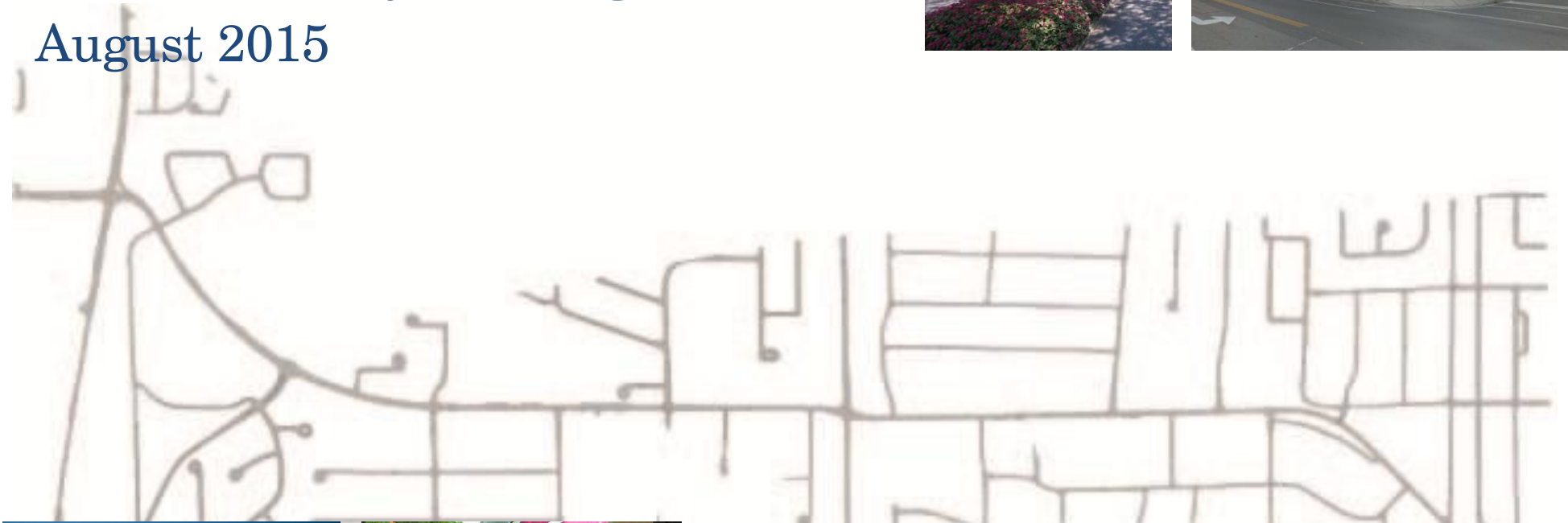
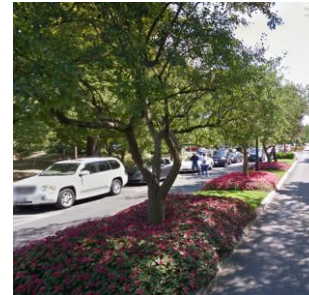


# Stittsville Main Street Community Design Plan

August 2015



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**OTTAWA CITY COUNCIL**  
**Wednesday, 26 August 2015, 10:00 a.m.**  
**Andrew S. Haydon Hall, 110 Laurier Avenue West**  
**MINUTES 16**

8. COMMUNITY DESIGN PLAN, OFFICIAL PLAN AMENDMENT AND ZONING BY LAW AMENDMENT – STITTSVILLE MAIN STREET (NEIL AVENUE TO BELL STREET) – VARIOUS ADDRESSES

**COMMITTEE RECOMMENDATIONS AS AMENDED**

**That Council approve:**

1. **The Stittsville Main Street Community Design Plan as Council’s direction on the future development of the area, as contained in Document 2, as amended by the following:**

**That the following changes be made to Document 2 – Community Design Plan of the report:**

- a. **The boundaries of the Community Design Plan shown in Appendices A to G and associated Key Maps and figures be amended to reflect the boundaries as shown in the staff report and draft official plan amendment;**
- b. **Appendix C be further amended to remove “traditional mainstreet to be removed” from the map and legend to reflect the draft official plan amendment;**
- c. **Figures 5, 6 and 7 be amended to replace the text “Carp Road Node” with “Crossing Bridge”;**

**Please note: Amendments a, b and c incorporated in Document 2 – Community Design Plan**

2. **Amendments to the Official Plan, as contained in Document 3, including the addition of the Stittsville Main Street Secondary Plan; and**
3. **An amendment to Zoning By-law 2008-250 to implement the Stittsville Main Street Secondary Plan, as detailed and shown in Document 4.**

CARRIED

## Table of Contents

1.0 Introduction – 1	
1.1 Study Area – 1	
1.2 What is a CDP? – 1	
1.3 How to Use this CDP - 1	
1.4 CDP and Planning Framework – 2	
1.5 CDP Background – 3	
1.6 Study Goal and Objectives – 4	
1.7 Growth of Stittsville Main Street – 5	
1.8 What Makes Stittsville Main Street – 6	
2.0 Existing Conditions – 8	
2.1 Heritage Resources – 8	
2.2 Greenspace Network – 8	
2.3 Infrastructure – 8	
2.3.1 Wastewater Collection System – 9	
2.3.2 Water Distribution System – 9	
2.3.3 Stormwater Collection System – 10	
2.4 Transportation Facilities – 11	
3.0 Land Use, Height and Design Strategy - 14	
3.1 Traditional Main Street Corridor General Strategy – 15	
3.2 Crossing Bridge Precinct – 17	
3.3 Poole Creek Precinct – 19	
3.4 Village Centre Precinct – 21	
3.5 Southern Gateway Precinct – 23	

4.0 Implementation Strategy - 24	
4.1 Official Plan – Traditional Main Street Designation – 24	
4.2 Zoning – 25	
4.3 Built Heritage – 26	
4.4 Affordable and Accessible Housing – 26	
4.5 Infrastructure Improvements – 27	
4.6 Intensification Target – 27	
4.7 Greenspace Improvements – 28	
4.8 Transportation Improvements – 29	
4.8.1 Corridor Cross Section Guidelines – 30	
4.8.1.1 Crossing Bridge and Poole Creek Precincts – 30	
4.8.1.2 Village Centre and Southern Gateway Precincts – 31	
4.9 Capital Improvement Projects - 33	
4.10 Business Improvement Area - 35	
4.11 Stittsville Main Street Design Guidelines – 36	
4.11.1 Built Form - 36	
4.11.2 Architectural Direction – 37	
4.11.3 Landscape/Streetscape Design – 39	
4.11.4 Pedestrians and Cyclists - 40	
4.11.5 Vehicles and Parking - 40	
4.11.6 Servicing and Utilities - 41	
Annex 1: Examples of Appropriate Site Design, Architecture and Site Conversions - 42	
Annex 2: Public Consultation and the Planning Process – 45	
Annex 3: Transportation Analysis - 47	
Annex 4: Height Transition Diagram - 50	
Annex 5: Corridor Cross Section Guidelines - 51	
Annex 6: Architectural Renderings of Stittsville Main Street – Village Centre Precinct – 55	

Appendix A: CDP Boundary/Precincts – 58  
Appendix B: Urban Design Analysis – 59  
Appendix C: Official Plan/Transportation Master Plan Designations – 60  
Appendix D: Crossing Bridge Precinct – 61  
Appendix E: Poole Creek Precinct – 62  
Appendix F: Village Centre Precinct – 63  
Appendix G: Southern Gateway Precinct – 64  
Appendix H: Existing Right-of-Way Widths – 65  
Appendix I: Pedestrian and Cycling Network – 66  
Appendix J: Existing Peak Hour Intersection Traffic Volumes – 67  
Appendix K: Existing Weekday Morning Peak Hour Link Volumes – 68  
Appendix L: Existing Midday Peak Hour Link Volumes – 69  
Appendix M: Existing Weekday Afternoon Peak Hour Link Volumes – 70  
Appendix N: Community Transportation Capacity Improvements – 71

Note: All figures in this document are for illustration only and are not accurate with respect to dimensions of any particular property or location.

v

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Stittsville Main Street Corridor: Potential Traffic Operations Impact of Proposed Minimum Intensification Target, Ron Jack, Parsons, Ottawa  
Architectural Renderings shown in Appendix A by Barry J. Hobin & Associates Architects

## 1.0 INTRODUCTION

### 1.1 Study Area

The Community Design Plan (CDP) study area focuses on Stittsville Main Street. The study area is bound by Neil Avenue on the north end and Bell Street on the south end. The study area also includes intersecting streets, such as Carp Road on the north, and Abbott Street, in the centre of the historic village. Figure 1 is a map of the Study Area.

### 1.2 What is a CDP?

A Community Design Plan (CDP) establishes a vision and planning framework for strategically-located areas in the City that are likely to experience growth and change. They translate broad policies outlined in the City's Official Plan to the neighbourhood-level. Among other things, CDPs help prepare land for redevelopment by implementing zoning changes; informing the look and feel of redevelopment proposals and, prioritizing necessary capital projects, like streetscaping and park development, to contribute to the livability of the area. This change is anticipated to begin in the near future, but will unfold over many years as redevelopment of both public and private lands occurs. Because CDPs are typically implemented slowly, over time, as the market demands, they have planning horizons of +20 years. The

CDP will ultimately shape all new physical changes of both private and public lands, ensuring a desirable urban fabric that represents the community's vision for the area. CDPs are not for neighbourhoods that wish to "freeze" areas from change. CDPs are created based on principles of collaborative community building with affected residents, property owners, businesses and residential neighbourhood groups.

### 1.3 How to use this CDP

The Stittsville Main Street CDP is a Council-approved policy document that documents the planning process, recommends changes to the Official plan and the incorporation of new policies in a Secondary Plan specific to the Study Area. The CDP will be used by city staff, the community and proponents to inform the planning and review of development proposals occurring on public and private lands in the study area, and also forms the basis for any future zoning for the land. The Plan also assists in identifying and prioritizing capital projects undertaken by City Departments.

Reference this CDP document during the: Development Review Process; Parkland Acquisition process; Infrastructure Renewal process; etc. As professionals follow the CDP policies in their work, the vision and objectives of the CDP will ultimately be realized.



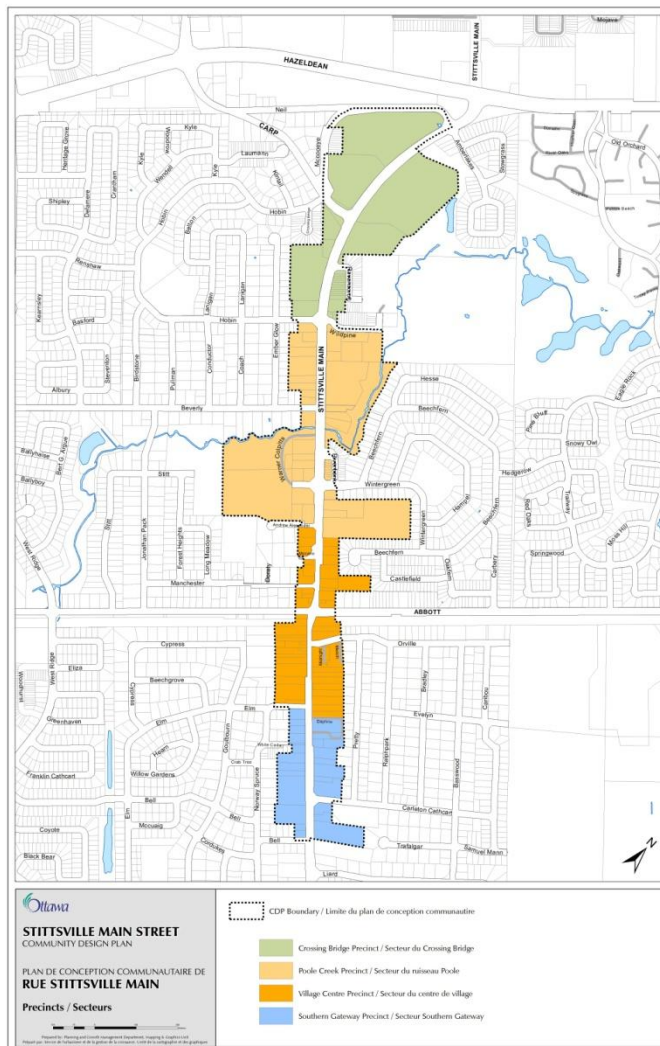


Figure 1 (Appendix A): CDP Study Area

## 1.4 CDP and Planning Framework

The City has provided a planning framework with the adoption of the Official Plan in 2003, which included the “Traditional Mainstreet” designation for part of Stittsville Main Street. With the finalization of a new comprehensive Zoning By-law in 2008, the City has also applied a zoning approach to Mainstreets based generally on the policies in the Official Plan. The purpose of this CDP was to review these generic planning decisions for Stittsville Main Street to determine if they remain relevant in this Main Street. The City’s Official Plan anticipates a more detailed planning approach to guide development along the Main Street corridor in Section 2.5.6 and 3.6.3 of the Official Plan as follows:

*“This Plan anticipates that most of the change in the City will occur in the Central Area, Town Centres, Mixed-Use Centres, Developing Communities and Mainstreets... To accomplish this, the Plan proposes an approach to collaborative community building that emphasizes shared values and mutual obligation and builds trust and responsibility within the community. ...*

*Community Design Plans will be the backbone of any significant change in a community...[Their] purpose...is to implement the principles and*



*policies of the Official Plan at the community scale. (Section 2.5.6)*

*... Mainstreets, or portions thereof, represent important areas for the preparation of Community Design Plans (Section 3.6.3)*

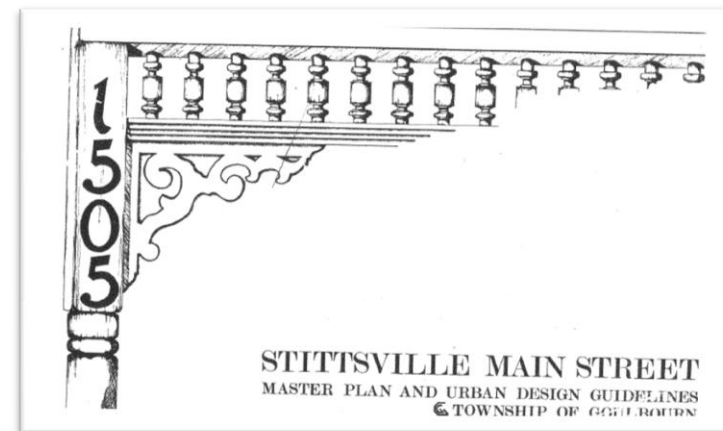
*Community Design Plans will be implemented through a variety of mechanisms .... They will be approved by City Council and may be implemented as Secondary Plans by amendment to this [the Official] Plan. ... Once City Council approves a Community Design Plan or other comprehensive policy plan, the approved plan will guide future development of the area. (Section 2.5.6)*

## 1.5 CDP Background

The policy direction of the Official Plan (OP) is intended to focus on specific areas for intensification of development in the urban area, such as Traditional Mainstreets, in order to create compact, mixed use and walkable environments that support the use of transit, cycling and walking. Stittsville Main Street is designated as one such Traditional Mainstreet, which comes with policy direction regarding the desired form of development.

However, for Stittsville Main Street this direction is modified by a specific OP policy that refers back to the Master Plan and Urban Design Guidelines of the former Goulbourn Township. This policy requires that..."any new construction of buildings, structures or modifications, alternations and additions to existing buildings or structures, which have the affect of altering exterior character along the Stittsville Main Street frontage shall be evaluated in the context of"...the Stittsville Main Street Master Plan and Urban Design Guidelines (May, 1988) and the Stittsville Main Street Design Guidelines (Totten, Sims, Hubicki Associates). The guidelines attempt to maintain the scale of development in the historic core area (Village Centre Precinct, Appendix A) at 1 ½ storey structures, with areas to the north and south of this, permitting buildings up to three storeys but with a more open deployment and rural character.

3



The relationship of this policy to the core direction of the Traditional Mainstreet designation in the OP has created ambiguity with respect to how prescriptively the Master Plans of the former Goulbourn Township are to be interpreted. On November 24, 2010 Councillor Qadri brought a motion to City Council asking for a work plan from the Planning and Growth Management Department to develop either site-specific design guidelines or a Community Design Plan for Stittsville Main Street and a rationale as to which is most appropriate to provide for a development framework. It was decided that a new CDP would be the best planning tool to clarify this conflict and provide a development framework.

This CDP is intended to provide new policy direction that is aligned with the overriding strategic directions of the OP while respecting the existing community character. The zoning and other implementation measures will naturally follow from this direction.

## 1.6 Study Goal and Objectives

The Plan is intended to provide a broad and integrated twenty-year vision and guidance for the growth of the area. The goals of this Community Design Plan are based on the Design Objectives and Principles of the Official Plan (Section 2.5.1), the Design Considerations of Annex 3, as well as the “Design Guidelines for Development along Traditional and Arterial Mainstreets”. While the plan analyses the potential of a complete

development of the available land within the study area it is likely that the growth scenario described in this plan will evolve slowly beyond the projected timeframe.

Notwithstanding the pace of growth within this Mainstreet corridor, this plan will provide policy direction from which the enabling conditions for sustainable development will emerge and be of sufficient detail to guide change in both the public and the private realms, as implemented through Urban Design Guidelines, Capital Projects and Zoning Bylaw provisions. The following objectives and deliverables are considered important to the achievement of this goal:

- Create a vision for the future development of the Main Street;
- Provide an urban design strategy including a framework of urban form components, open space, parks, buildings (setbacks, height, bulk, massing) and streetscape;
- Assess transportation conditions for Stittsville Main Street considering pedestrian and cycling facilities, public transit and vehicle capacity; and provide direction for future road improvements;
- Assess sewer and water capacity and storm water management;
- Undertake a natural environment survey of sensitive areas, impacts and mitigating measures;
- Resolve any conflicts within the existing policy framework affecting the study area, and

- Formulate an implementation strategy with resulting zoning by-laws and design guidelines.

## 1.7 Growth of Stittsville

The settlement of the Stittsville area dates back to the early 19<sup>th</sup> century. Originally sold as 100 acre farms, the land was later subdivided into small lots as new settlers arrived. Jackson Stitt, an Irish immigrant and shoemaker moved to the area in the mid 19<sup>th</sup> century where he established a shop and became, in 1854, the first postmaster. In 1857, the site was officially named Stitt's Corner and later Stittsville.

The development of Stittsville was originally focused along the highway (now Hazeldean Road); however in 1870 a fire swept the village destroying almost the entire building stock. In the same year the Canada Central Railroad linking Carleton Place to Ottawa was completed. This spurred rebuilding of the village and rapid growth of the renewed village centred on the railroad. As a result of this chain of events the majority of Stittsville's older building stock is today concentrated around the railroad crossing. The junction of Main Street and Abbott Street at the railway crossing became the centre of development from the mid 19<sup>th</sup> century. Growth was quite slow during this period, as is shown by a comparison of the 1879, 1906 and 1925 maps (Figure 2).

The village centre contained the railway station, the post office, a hotel, stores, and limited industrial activity. Until the 1950s there were two distinct areas, the traditional railway village and the intersection with Hazeldean road to the north. The development along Stittsville Mainstreet is the result of shifting importance of these two areas commercially.

The rate of growth increased in the 1950s. The expansion of the residential base in particular can be seen in the comparison of the 1958 and 1983 maps (Figure 2) and especially between 1983 and present, during which timeframe a rapid amount of suburban growth has occurred in the community. (Figure 3)

Retail growth has been concentrated at the north end of the study area in the form of retail plazas and large format food stores that serve the growing residential community.

In comparison to the rate of growth in the neighbourhoods surrounding Main Street, the rate of residential growth on Stittsville Main Street over the past 20 year period has been relatively slow. A total of 132 dwelling units have been constructed since 1994 including 58 seniors units, which is an average rate of 6.6 dwelling units/year. This trend suggests that a strong demand for residential development on Main Street has not been prevalent, and that future growth along Main Street may be slow and incremental.

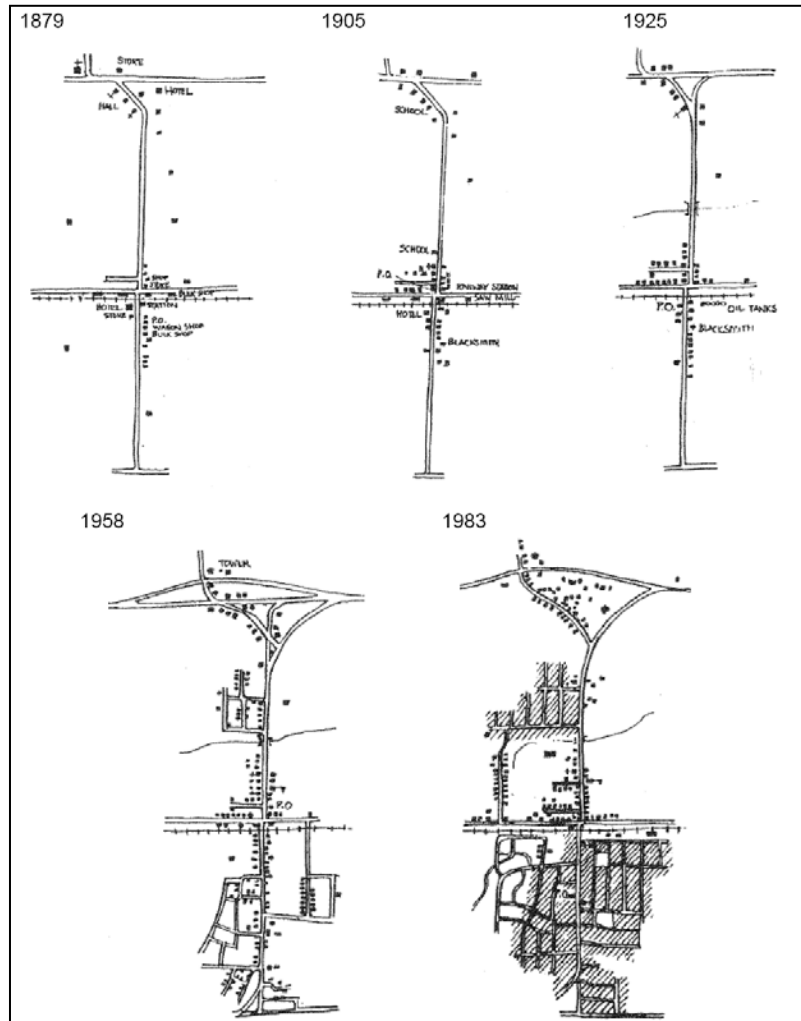


Figure 2: (Stittsville built form 1879 to 1983)

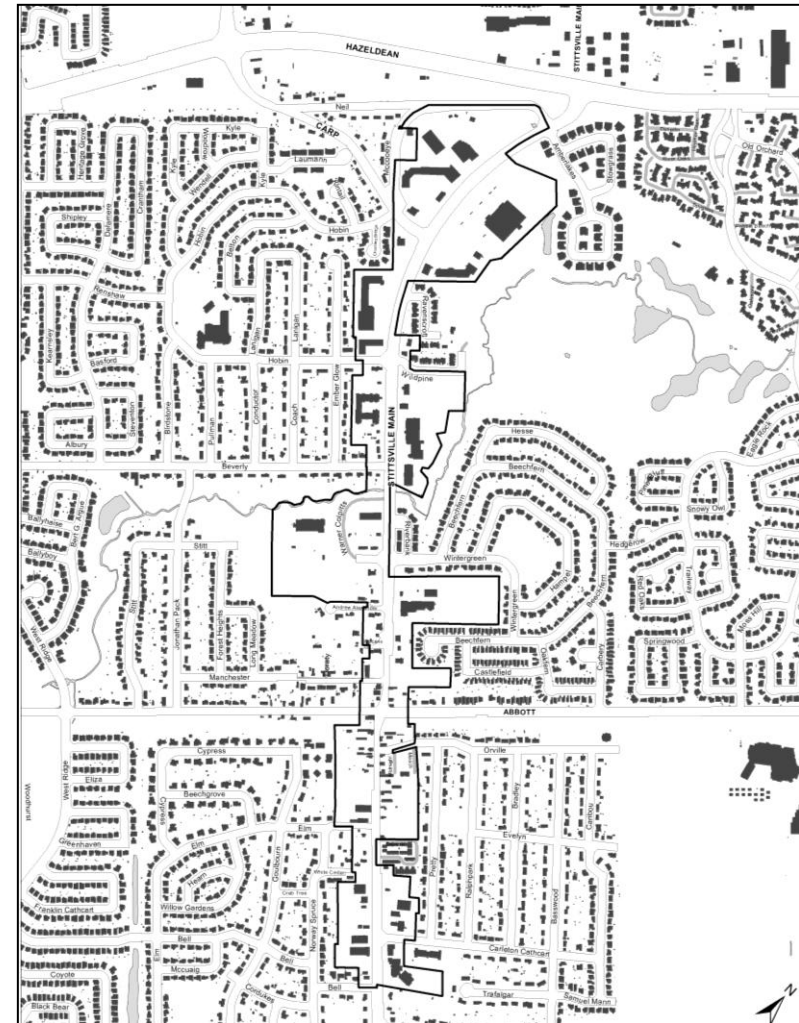


Figure 3: (Stittsville built form present)

## 1.8 What makes Stittsville Main Street Unique?

The corridor is identified as a Traditional Mainstreet in Schedule B of the Official Plan; however it does not exhibit many of the prewar urban main street patterns of the majority of other streets so designated in the city. As the Official Plan (3.6.3) describes them, Traditional Mainstreets typically are set within a tightly knit urban fabric, with buildings that are often small-scale, with narrow frontages and set close to and addressing the street, resulting in a more pedestrian-oriented and transit-friendly environment.

The community's heritage as a rural village has created a main street that is unique to the community of Stittsville. Stittsville Main Street features a more dispersed village like built form arrangement of primarily residential type buildings, some of which have been converted to a variety of commercial uses. Some remnant industrial uses are found occupying large lots along the frontage. Institutional uses are also found along the corridor, including schools, and places of worship. There are a few civic buildings, including a library, post office and fire station. Some residential infill has occurred in the last two decades that is comprised primarily of townhouses or retirement homes. The majority of existing buildings are 1-2 storeys in height, with a few newer residential buildings constructed at a height of 3 storeys. Many buildings have significant set backs from the street, with

the exception of a collection of older buildings located in the village centre precinct.

The lot fabric along Main Street is also varied, with many former residential buildings now serving commercial purposes. There is also very little consistency in block depths and sizes. Many of the individual lots are narrow and deep due to their previous residential land use.

The surrounding residential context is low-density and suburban in nature, with homes in the 1-2 storey height range, set on large properties.

All of these elements combined create a unique village like context in which planned change and enhancement needs to be sympathetic to existing uses and incremental in scale and scope. It is the objective of this plan to provide a framework that is unique to the community of Stittsville.

7

## 2.0 Existing Conditions

### 2.1 Heritage Resources (Appendix F)

The historic core of Stittsville is located near the intersection of the former rail line and Stittsville Main Street and there are several buildings in this area that are recognized for their cultural heritage value. The former hotel located at 1510 Stittsville Main Street was



designated under Part IV of the Ontario Heritage Act by the former Goulbourn Township.

The rail corridor is currently utilized for a multi-use pathway, the Trans Canada Trail, which is further marked by the Village Square Park. The trail and park provide historic references to the significance of the railway to Stittsville.

The combination of the former hotel, the Trans Canada Trail and Village Square Park provide an ongoing reference to an important era in the history of Stittsville. An attempt will be made to integrate the other buildings identified on the Heritage Register into new development. A Cultural Heritage Impact Statement will be required for redevelopment of these properties.

## 2.2 Greenspace Network

The Stittsville Main Street corridor is generally well served by green space amenities along its 2 kilometre length. The combination of open space, natural features, trails, parks and school yards provides for a unique, attractive and useful attribute to Stittsville Main Street. Poole Creek and the Trans Canada Trail are key open space locations in the Mainstreet corridor that provide connections to the neighbourhoods beyond.

## 2.3 Infrastructure

The scope of the infrastructure assessment involved a planning level condition and capacity analysis of the water, wastewater and stormwater infrastructure serving the CDP area, with recognition of the potential intensification and redevelopment along Main Street.

The analysis addresses servicing availability within the CDP area for future intensification and identifies servicing constraints to be addressed prior to development.

Infrastructure Services Department monitors condition of the City existing infrastructure and identifies necessary reconstruction/rehabilitation needs. This could involve improvements to water, sewer, drainage and road works or other facilities such as water storage reservoirs or pumping stations as the condition of existing infrastructure deteriorates or the need for improvements to meet current design criteria and in some cases provision of additional capacity for the new development. There are no infrastructure reconstruction/rehabilitation projects anticipated along Stittsville Main Street before 2018. The CDP recommendations will be taken for consideration by the City staff when evaluating future infrastructure needs along the Main Street and in adjacent areas.

It should be noted that the planning level infrastructure analysis for this CDP does not preclude the need for each development proposal within the study area to



demonstrate that all servicing requirements can be met in accordance with Planning and Growth Management Department guidelines and engineering standards, and that the subject developments will not cause adverse impacts on surrounding properties, infrastructure and the natural environment.

### 2.3.1 Wastewater Collection System

Municipal sanitary sewers within the CDP area were constructed in 1979 and are fully separated conveying municipal wastewater only. The catchment area is serviced by the Stittsville Trunk Collector sewer, which drains along Abbott Street and the Trans-Canada Trail to the Hazeldean Pumping Station. Then it is pumped to the network of trunk sewers ending up in the Green Creek Wastewater Treatment Plant where it is treated before discharging to the Ottawa River.

From Carp Road a 350 mm diameter sanitary sewer drains south along Main Street to the intersection with Beverly Street. From the intersection with Beverly Street a 600 mm diameter sewer drains south to the intersection with Wintergreen Drive. Then the sewer turns east along Wintergreen Drive and continues to the Stittsville Collector along Abbott Street.

From Bell Street at the south end of the study area a 250 mm diameter sanitary sewer drains north along Main Street to the intersection with Abbott Street. At the

intersection with Abbott Street a 400 mm diameter sewer from the west and a 200 mm diameter sewer from east join together and the 450 mm diameter sewer drains north to the intersection with the Wintergreen Drive.

Based on planning level assessment the existing sanitary collection system along Main Street is considered to be in good working condition with sufficient capacity for the maximum potential development identified in the CDP.

### 2.3.2 Water Distribution System

The CDP area is serviced within the 3W Pressure Zone. There are no major operational issues within this zone related to capacity or pressure. However, peak hour pressures to the area immediately to the west and south of the study can drop to marginally below guideline pressures.

The 406 mm diameter watermain constructed in 1978 follows Main Street alignment from Hazeldean Road to the Bell Street. The watermain in Stittsville Main Street is 34 year old thin-walled Ductile Iron (Class 50) which has a history of premature deterioration and failure. As the planning horizon for the CDP is for the next 20 years, the City will need to monitor its condition and performance over the next few years and determine how best to manage renewal within the context of the CDP (replace or relin). At this time, the watermain is functioning as required and short-term renewal is not anticipated.

The capacity of the 406mm main is considered to have sufficient to accommodate maximum potential development identified in the CDP, including expected fire demands.

### 2.3.3 Stormwater Collection System

A piped stormwater collection system was installed along the Main Street CDP area during Stittsville Main Street reconstruction in 1991. Most of the CDP area drains to Poole Creek and then to the Carp River with two small sections at the south draining towards the Jock River watershed. The stormwater system in the CDP area is relatively new system consisting of reinforced concrete pipes, which can last up to 100 years. However there are known capacity issues associated with the system.

On July 24th 2009, parts of the city experienced a significant rainstorm event that resulted in nearly 1,500 occurrences of basement flooding. Most of the flooding was located in various areas of the City's west end, including Ward 6. Some of the affected areas were adjacent to the Main Street however the CDP area was not directly affected. Multiple investigations were undertaken to understand the flooding causes and identify potential solutions. It was established that the major cause of flooding in Stittsville was storm sewer surcharge due to the lack of an engineered overland flow drainage system. Storm sewer surcharge occurs when

flow in the local storm sewer is greater than the capacity of the sewer. In those instances, the water pressure rises and pushes water up through the house laterals where it then enters homes if no backwater valve is present or if the backwater valves fail.

Following the 2009 storm event, the City of Ottawa undertook a number of studies to assess the storm sewer flooding issues in the area including on-site investigations coupled with a detailed stormwater dual drainage analysis. The dual drainage system accommodates both minor and major drainage. In urban areas, the minor system consists of catch basins inlets directing the flows from more frequent, lower intensity rainstorms to underground storm pipe system, outletting to a local watercourse. During less frequent, high intensity storm events, the balance of the runoff (in excess of the minor flow) is accommodated by the major system, which consists of surface storage and overland drainage of runoff.

On the basis of the dual drainage analysis, inlet control devices (ICDs) were installed in catch basins in order to limit the capture rate to the minor system and to increase major system drainage. As a second line of defense, homes with basements at risk of flooding were equipped with backwater valves and sump pumps.

From the studies that were conducted following the 2009 storm event, it was concluded that the current trunk

sewer system along Main Street is now at maximum capacity. As a result, any future intensification will be required to include an on-site stormwater management plan to ensure no increase of flow to the existing stormwater infrastructure. This is necessary as intensification of an area typically increases the imperviousness of surfaces and creates additional runoff that should be managed within the CDP area before reaching the receiving stream. Subject to the City's approval, lot level measures such as bio-retention, green roofs, rain cisterns and permeable pavement should be considered in order to respect existing sewer capacities and mitigate potential impacts on the receiving Poole Creek watercourse. This approach is consistent with the recommendations presented in the Carp River Watershed/Subwatershed Study (Robinson Consultants, 2004).

All new applications for development or re-development within the Study area must be supported by a storm water management plan and report which demonstrates that all stormwater management requirements meet the expected level of service.

In some cases where it may not be practical to achieve the expected level of service (i.e. capture of ten year return period storm) for specific new development/intensification proposals, increasing the pipe sizes along segments of the stormwater system on Stittsville Main Street will have to be considered.

## 2.4 Transportation Facilities

Stittsville Main Street is an important transportation corridor in Stittsville. It has historically served as a main access route to the village from the surrounding countryside. In recent decades, as the residential community expanded around it, the emphasis became daily convenience trips to the commercial services that have become concentrated at the north end of the street around the Carp Road intersection. This has increased the volume of traffic that has become mixed with commercial vehicles related to construction in the area.

A Transportation Analysis was completed in support of the CDP. The analysis included the following signalized intersections (Hazeldean/Carp, Hazeldean/Stittsville Main, Hazeldean/Huntmar/Iber, Stittsville Main/Carp, Stittsville Main/Hobin, Stittsville Main/Beverly, Stittsville Main/Abbott, Stittsville Main/Carleton Cathcart, and Stittsville Main/Fernbank). As part of this Analysis, an Existing Transportation Conditions report was prepared.

Stittsville Main Street is a north-south arterial roadway with a two-lane cross section and auxiliary turn lanes provided at major intersections. The posted speed limit within the study area is 50 km/h and on-street parking is permitted on segments of Stittsville Main Street where parking bays are provided.

### On-Street Parking

There is an estimated supply of 40 on-street parking spaces along Stittsville Main Street. On-street parking is permitted for 1 hour from 7:00 AM to 7:00 PM, Monday to Friday and for 3 hours during weekday evenings/weekends/holidays. Parking is not metered.

### Right-of-Way

The Official Plan right-of-way protection policy for Stittsville Main Street is 37.5 m between Hazeldean Road and Carp Road, and 23 m south of Carp Road. The right-of-way protection policy for Carp Road is 23 m between Stittsville Main Street and Hazeldean Road. The widths of the actual existing right-of-ways are depicted in Appendix H.

### Travel Speeds

Speed survey data gathered by the City of Ottawa for Stittsville Main Street, Carp Road and Abbott Street is summarized in the analysis. The posted speed limit along each of Stittsville Main Street, Carp Road and Abbott Street East is 50 km/h. Along Abbott Street West the posted speed limit is 40 km/h. The average compliance level is approximately 30% with 85th percentile travel speeds approximately 10 km/h higher than the posted speed limit. Based on the available data, there does not appear to be any safety issues with respect to travel

speeds. Typically, concerns over travel speeds are raised when the 85th percentile speed is more than 15 km/h higher than the posted speed limit.

### Transit Service

Transit service along Stittsville Main Street is currently provided by OC Transpo Routes #96, 201, 203, 261 and 263. Black Route #96 provides frequent all-day service. Red Routes #201 and 203 provide limited service, and Green Routes #261 and 263 provide weekday morning and afternoon peak hour service only.

The City's Official Plan and the Transportation Master Plan identify future plans for the Hazeldean Road and Stittsville Main Street, as Transit Priority Corridors. In these corridors the City will be planning for "transit signal priority and road widening to provide queue jump lanes at selected intersections. Transit priority measures along Hazeldean Road are identified as part of the City's affordable network, but the identified transit priority measures for Stittsville Main Street are identified in the Ultimate Network Concept (2031).

### Pedestrian/Cycling Network

With regard to pedestrians and cyclists, Appendix I depicts the location of existing sidewalks along both sides of Stittsville Main Street. Sidewalks along the east side of Stittsville Main Street begin at Brigade Road in

the south and continue past Hazeldean Road in the north. Sidewalks along the west side of Stittsville Main Street begin at Elm Crescent in the south and continue past Hazeldean Road in the north.

The Primary Urban Cycling Network in the Transportation Master Plan, designates Stittsville Main Street, Hazeldean Road and Carp Road as “Spine routes”. Currently, there are bicycle lanes along both sides of Hazeldean Road east of Stittsville Main Street and along part of Carp Road. As depicted in Appendix I, there are multiple existing off road pathways that serve the community, including the east-west Trans Canada Trail located south of Abbott Street.

### Modal Shares

The 2011 TRANS O-D survey modal share percentages for the Kanata/Stittsville community were in the order of 65% with approximately 15% auto passengers, while transit and other non-auto modal splits were in the order of 10% and 5%, respectively. The peak directional transit ridership during peak hours is in the 21% to 24% range.

### Rail Corridor - Carleton Place Subdivision

The City has purchased the Carleton Place Subdivision rail corridor, formerly owned by Canadian Pacific Railway, for purposes of protection of the corridor or rights-of-way for future transportation and utility use. According to Official Plan policy such rights-of-way may

in the interim be used for recreational and agricultural uses with the future use for a transportation or utility corridor taking priority over interim uses. Provision will be made for recreational uses to continue, wherever possible. At this time a multi-use pathway, the Trans Canada Trail, has been developed along this rail rights-of-way. The Official Plan, Transportation Master Plan, Ottawa Cycling and Pedestrian Plans all have a planning horizon year of 2031 and show this corridor as accommodating a multi-use pathway, however its ultimate use in future decades may be for transportation and utility uses that will be determined more precisely at a future time.

### Traffic Volumes

Current peak hour traffic volumes are illustrated in Appendix J. Appendices K, L and M depict a colour coded assessment of Stittsville Main Street traffic volumes per lane during the weekday morning, midday, and afternoon peak hours, respectively. Midday and morning peak hour volumes range between 200 to 700 veh/h per lane and afternoon peak hour volumes are in the order of 300 to 900 veh/h per lane.

### Intersection Performance

The existing traffic operations at study area intersections were reviewed using the SYNCHRO (V8) traffic analysis software. The subject intersections were assessed in

terms of the volume-to-capacity (v/c) ratio and the corresponding Level of Service (LoS) for critical movement(s). The subject intersections ‘as a whole’ were assessed based on a weighted v/c ratio and the Synchro model output of existing conditions is provided in the analysis. Study area intersections ‘as a whole’ are operating at an acceptable LoS ‘D’ or better during both peak hours, with respect to the City of Ottawa operating standards of LoS ‘D’ or better ( $0.90 > v/c > 0.00$ ). With regard to ‘critical movements’ at study area intersections, they are also noted as currently operating at an acceptable LoS ‘D’ or better during peak hours, with the exception of the failing eastbound left-turn at the Hazeldean/Carp intersection during the afternoon peak hour.

#### Traffic Safety

Based on the available data, there does not appear to be any safety issues. The roadways within the study area are also noted as being relatively straight and level, resulting in good sight-lines/visibility and vehicle traction, respectively. A detailed analysis is provided in the existing transportation conditions report.

#### Planned Study Area Road and Transit Network Modifications

According to the City’s Transportation Master Plan, future transportation network considerations that could/will

affect the Stittsville Main Street Corridor are depicted on Appendix N and include:

- The proposed Kanata West North-South Arterial (Robert Grant Avenue) from Fernbank Road to Abbott Street as two lanes by 2019 (to be completed in 2015), and from Abbott Street to Palladium Drive as four lanes by 2025, will provide relief to Stittsville Main Street;
- The planned widening of Carp Road to four lanes from Hazeldean Road north to Highway 417, by 2020-2025;
- The Stittsville Main Street Extension from Maple Grove Road to Palladium Drive as two lanes is in the 2026 to 2031 time frame;
- Bus Rapid Transit (BRT), proposed between Highway 417 and Fernbank Road is not in the 2031 “affordable plan”. What is in the “affordable plan” are three new park and ride lots and transit priority at key intersections; and
- Transit Priority has also been identified for both Hazeldean Road and Main Street, but not within the TMP’s “affordable plan”.

### 3.0 Land Use, Height and Design Strategy

The following policies for the Stittsville Main Street corridor and its precincts provide direction to its future



land use, height, and design. The General Strategy below is to be applied throughout the Traditional Mainstreet designation, unless specifically stated otherwise. The policy with respect to the areas identified as Precincts provide further direction for those areas of distinct character.

### 3.1 Traditional Mainstreet Corridor General Strategy

The objectives of the Traditional Mainstreet designation are desirable and useful tools to guide the future development and redevelopment of Stittsville Mainstreet, including the creation of a pedestrian and transit friendly environment, encouraging good quality design and public and private investment. However, the scale of development particularly the building heights encouraged on Traditional Mainstreets elsewhere in the city are not considered appropriate on Stittsville Mainstreet due to the nature of the low-density surrounding residential context, the large lot fabric within the corridor which can support increased densities at lower heights, and the community desire to maintain a more human scale village atmosphere.

In order to achieve the land use, height, transition and urban design objectives for this Mainstreet the following policies apply to all lands located within the Stittsville Main Street Traditional Mainstreet designation, unless stated otherwise:

#### Height, Transition and Built Form

1. Notwithstanding any other policy in the Official Plan the maximum building height will be limited to four-storeys for all buildings.
2. New buildings proposed to be located abutting the intersection corners with Carp, Hobin, Beverly, Abbott, Orville, Elm and Carleton Cathcart roads shall have a minimum building height of 2-storeys and be articulated to enhance the street edge through ample glazing and street front access.
3. Buildings constructed directly adjacent to the front and/or corner lot line will have a setback of the front and/or corner side façade above 2-storeys in order to reduce the sense of overlooking height from the pedestrian viewpoint and to respect the existing built form of 2-3 storeys.
4. To provide an appropriate transition in height in the rear yard the implementing zoning by-law shall require an angular plane to create building step backs above a building height of 2-storeys abutting a residential zone.
5. New buildings shall have a built form that encloses and defines the street edge. The implementing zoning by-law shall require maximum front and corner side yard setbacks to achieve this goal.
6. All new buildings located directly adjacent to Stittsville Main Street shall orient the main entrance to face Stittsville Main Street.

## Land Use

7. In order to promote an active pedestrian environment and the social and economic role of Stittsville Main Street, new Buildings with a mix of non-residential uses on the ground floor and residential and/or office uses above (mixed-use building) are encouraged.
8. Developments not yet constructed that:
  - a. received site plan control approval prior to the adoption of this Secondary Plan; and,
  - b. comply with the zoning by-law as it read on the day immediately prior to the adoption of this Secondary Plan,

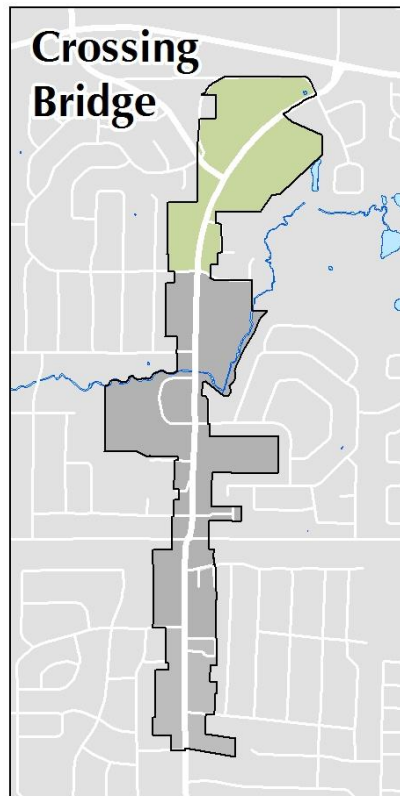
but do not conform to the policies of this Secondary Plan will be permitted to be built through a site specific exception in the Zoning By-law. However, following the adoption of this Secondary Plan, any revision to the approved Site Plan requiring a site plan approval, or an amendment or variance to the Zoning By-law to permit a change to such developments shall be evaluated based on the policies of this Secondary Plan.

## Transportation

9. The city shall upgrade the pedestrian, cycling and transit facilities available on Stittsville Main Street at the time of road reconstruction.
10. The City shall pursue opportunities to secure public pedestrian linkages as shown on Appendix B to the Main Street corridor from the surrounding residential neighbourhoods at the time of site development where a connection is possible to the abutting neighbourhood.
11. Additional on-street parking is encouraged and should be provided by the City at the time of road reconstruction.
12. Where the right of way of Stittsville Main Street does not meet the minimum width requirements as identified in the Official Plan, the city may require the dedication of a road widening at the time of development or redevelopment of land fronting the Stittsville Main Street Corridor.



### 3.2 Crossing Bridge Precinct (Appendix D)



#### Existing Conditions:

The area immediately adjacent to the intersection of Carp Road and Stittsville Main Street has experienced a

significant expansion of commercial development over the last two decades. This development is characterized by primarily single storey buildings set to the rear perimeter of properties with large expanses of surface parking fronting on the street. This layout is typical of the box retail developments found elsewhere in the city and is intended to accommodate vehicular access. Due to the design and the scattering of land uses in parking areas it is not an environment that is safe or pleasant for pedestrians or cyclists.

This area contains the main retail focus for the community and travelling public and has evolved to serve the motoring public arriving and departing from Hazeldean Road and the 417 Highway to the north and east of historic Stittsville. Because it has attracted a greater diversity of retail and is located closer to the geographic centre of Stittsville this area also serves the local neighbourhoods for daily shopping needs.

This precinct is bound by the Crossing Bridge community to the west and Amberlakes to the east. There is a hydro-corridor that bisects this precinct and a large stormwater management facility on the east side located between Amberlakes and the major food store.

Part of this precinct that lies north of Carp Road is not currently included in Traditional Mainstreet designation. The OP land use designation of the lands north of Carp Road is General Urban Area and it is zoned General

Mixed Use which allows for a variety of commercial and non-commercial uses.



Recommendations:

- Due to the difference in designation between the General Urban Area portion of this precinct and the balance of the Main Street, the objective to have the same design review and the same streetscape treatment along the full length of Stittsville Main Street cannot be achieved. Therefore it is recommended that the section of Stittsville Main Street between Neil Avenue and

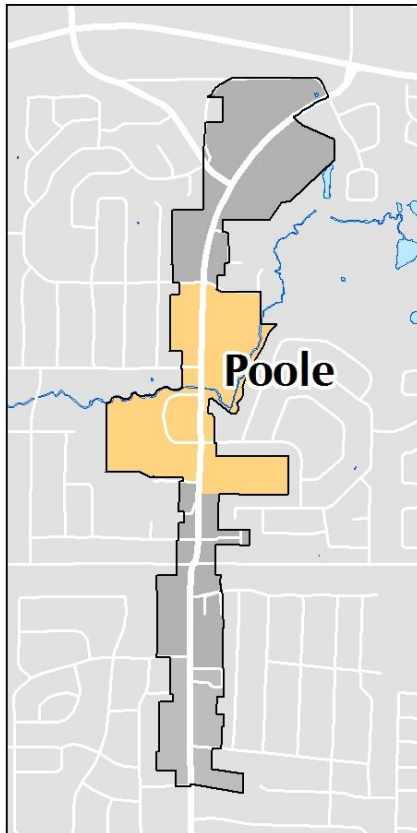
Carp Road is changed from General Urban Area to Traditional Mainstreet in an effort to encourage a more compact, mixed use form of development. A consistent approach to land use designation and zoning ensures that the look and feel of Stittsville Main Street is consistent and the goal of creating a vibrant main street throughout the corridor is achieved.

- A new Main Street gateway should be provided to define the northern end of the corridor at the time of road reconstruction or if capital funds are made available in advance.





### 3.3 Poole Creek Precinct (Appendix E)



#### Existing Conditions:

This precinct, which extends from the intersection of Hobin Street and Wildpine Court to Andrew Alexander

Street, contains an extensive but mixed pattern of single use developments on large lots. The land uses include townhouses, Stittsville Manor Retirement Home, Poole Creek Manor, houses on large lots some of which have been converted to commercial uses, Holy Spirit Elementary School and the Johnny Leroux Community Centre and park, Stittsville Plaza, St. Andrew Presbyterian Church, and Frederick Banting Alternate School (formerly Stittsville Public School).

Many of the lots in this precinct are largely unused or underused with either extensive lawn or parking areas. While there are a wide range of uses, they are dispersed within a low density pattern. They serve the wider community giving priority to vehicle access. The pattern of development in this precinct provides considerable opportunity for intensification and re-development. This will provide the opportunity to combine uses on individual lots in order to encourage pedestrian accessibility and provide services to the more immediate residential neighbourhoods as well as the greater community. The CDP explores the means to achieve a stronger main street environment in this precinct.

Open Space and natural areas are also prominent in this Precinct. Poole Creek runs west to east adjacent to the community centre and is bridged at Main Street. This creates an open space and natural area which provides a significant amenity that could be better identified and connected as part of the public realm of Main Street.

## Recommendations:

Due to the large amount of community, institutional and open space located in this corridor, efforts need to be made to maintain, enhance and promote the prominence of these spaces and their important role in the overall community. Achieving this goal will require co-ordination between the City, School Boards and private land owners. The following measures are recommended to achieve the goal of enhancing and maintaining these important areas located within this precinct:

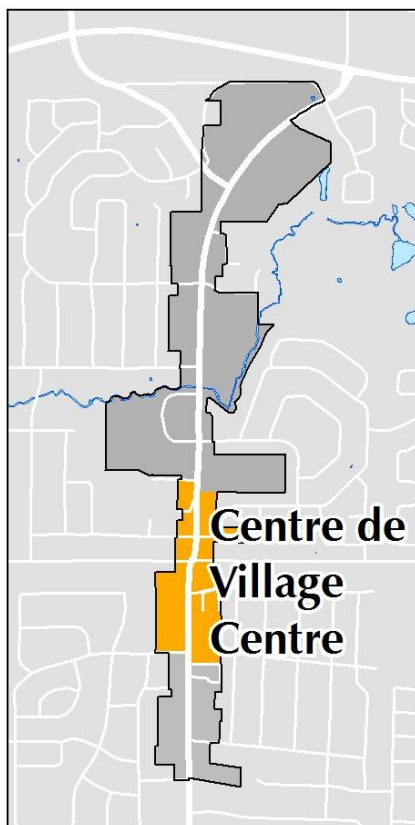
- Poole Creek is identified as a part of the City's Natural Heritage System and crosses the CDP study area. Any new development or proposed redevelopment of lands adjacent to Poole Creek shall meet all applicable Conservation Authority regulations to the satisfaction of the Mississippi Valley Conservation Authority. Specific policies applicable to the Poole Creek Corridor are identified in the Official Plan and Subwatershed Study and shall be implemented at the time of site development or redevelopment.
- The City shall maintain the trail along the creek and extend it to the north on the west side of Poole Creek with rights-of-way/open space blocks being secured as development occurs on abutting lands. Design and construction of these pathways will be subject to Mississippi Valley Conservation

Authority approval and comply with the City of Ottawa Parks and Pathways manual.

- A public pedestrian access to the Johnny Leroux Community Centre shall be provided at the time of site re-development as identified on Appendix B.
- As part of any future reconstruction of Stittsville Main Street the City should ensure that the bridge crossing over Poole Creek is designed to enhance views of the creek and provide enhanced pedestrian access to the adjacent trail network.
- A portion of the existing school yard (playing fields) located beyond 120 metres of the front lot line of 1453 Stittsville Main Street (Frederick Banting Secondary School) should be maintained for public open space purposes. The pathways and park block accessing 1453 Stittsville Main Street are also to be maintained and connected to provide necessary north, south and west pedestrian connections if and when the site is redeveloped.



### 3.4 Village Centre Precinct (Appendix F)



#### Existing Conditions:

The area south of Andrew Alexander Court to Elm Street is characterized by a narrower right-of-way with some

shallower lots north of Abbott Street. The existing right of way is quite narrow at 15 metres although it is designated for widening to 23 metres in the Official Plan. The existing pattern is typical of the scale of development in the late 19th century that was immediately adjacent to the railway. Unfortunately the heritage quality of this precinct has deteriorated relative to the time when it was reviewed in association with the existing Master Plan and Urban Design Guidelines. Some of the buildings from that time remain, which are primarily simple one and two storey houses. These are widely distributed fronting on the street. One exception is a larger three-storey brick structure that was originally a hotel. The subject building located at 1510 Stittsville Main is designated under Section IV of the Ontario Heritage Act.

The Village Square Park is located on the southeast corner of Abbott Street and Stittsville Main Street. This park provides a landmark site, at the centre of the original village that is tied to its railway heritage. The design of this park reflects its former railway use while providing a public leisure and gathering spot for residents. The Trans Canada Trail crosses Stittsville Main Street at this location, thus providing an excellent pedestrian and cycling connection to the centre of the original village.

The lots south of Abbott Street and the Trans Canada Trail are quite deep at 90 metres and of varied widths with a considerable potential for infill development. There has recently been some infill development

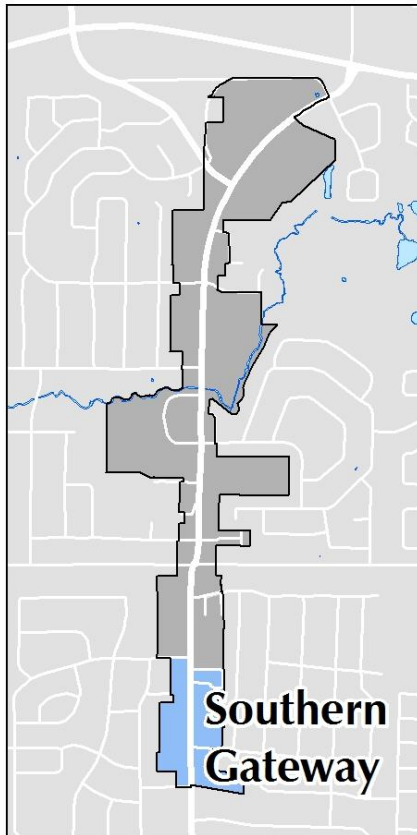
approved in the Village Centre including a stacked townhouse project on the south side of Orville Street and a mixed use building and stacked dwelling units at 1491 and 1493 Stittsville Main Street.

#### Recommendations:

- The Village Centre precinct is a key location for mixed-use buildings to enhance the traditional village atmosphere. The zoning by-law shall require new development or redevelopment and major additions to older buildings to include non-residential uses at street level to promote pedestrian use and commercial premises serving both residents and users of the Trans Canada Trail.
- In order to ensure that the design of new or renovated buildings integrate into the existing building fabric of the street and maintain village character, proponents shall demonstrate how the key elements of scale and detail from the traditional two (2) to three (3) storey buildings and the narrow lot sizes of the Stittsville Main Street corridor have been incorporated into the building design.



### 3.5 Southern Gateway Precinct (Appendix G)



#### Existing Conditions:

The precinct south of Elm Street continues the irregular pattern of deep lots that are generally 90 metres deep

and holds considerable development potential. The existing right-of-way widens to 21 and 25 metres although it is designated as 23 metres in the Official Plan. The street cross section accommodates a generous boulevard between the sidewalk and curb. There are remnant single detached houses, some of which have been converted to commercial uses and infill bungalow townhomes. There are also some purpose-built commercial buildings.

Remnant industries and outdoor storage also remain, although they are non-conforming to the zoning. The south end of this precinct is anchored by the fire station and public library at Bell Street. This civic complex provides a fitting terminus landmark at the south end of the Traditional Mainstreet. Further south along Stittsville Main Street is a stable low-rise residential neighbourhood.

#### Recommendations:

- In order to further enhance the Civic Complex's role as an anchor for this precinct an outdoor landscaped feature, public art and/or public plaza shall be provided to function as a southern gateway to Main Street on the publicly owned south east corner of the intersection of Carleton Cathcart Street and Stittsville Main Street.



## 4.0 Implementation Strategy

The following section outlines the means that will be used to implement the strategic directions of this Plan.

### 4.1 Official Plan – Land Use

An Official Plan amendment is required to implement key components of the Stittsville Main Street Community Design Plan (CDP). A secondary plan for Stittsville Main Street will be added to Volume 2A of the Official Plan in order to achieve the goals of this CDP. The secondary plan will include land use, height, built form and

transportation policies based on Section 3 of this document. The secondary plan will also clearly define the limits of the Traditional Mainstreet designation. The portion of Stittsville Main Street between Carp Road on the north and Bell Street on the south will remain as a Traditional Main Street. Hazeldean Road will also retain its Arterial Main Street designation. Hazeldean Road provides the appropriate location for auto oriented uses and can accommodate larger format retail.

The Official Plan amendment will also extend the Traditional Mainstreet designation north to Neil Avenue. The intent of the applying the Traditional Mainstreet designation for the section of Stittsville Main Street between Carp Road and Neil Avenue is to progress towards a more compact, mixed-use, pedestrian and transit oriented built form that encloses and defines the street edge and provides direct pedestrian access to the sidewalk. Very deep lots and a 30 metre wide road right of way in this precinct provide considerable potential for development with retail at grade and residential or office uses above.

The Major Open Space and Urban Natural Feature areas associated with Poole Creek and Johnny Leroux Community Centre will also remain unchanged and are identified as Open Space in the secondary plan.

Small portions of the existing Traditional Mainstreet designation where stable low-rise residential

communities abut Stittsville Main Street (Ravenscroft Court, Riverbank Court and Daphne Private) and 20 Orville Street (Meach Private) will be designated Low-Rise Residential in the secondary plan to reflect their existing land use which is not anticipated to change in the next 20 year time horizon. Developing Low-Rise Residential communities including 4 Orville Street and 1493 Stittsville Main Street (Reverie Private) will also be designated low-rise residential to reflect the approved and zoned residential land uses.

The Institutional land use designation applies to the existing school yard (playing fields) located beyond 120 metres of the front lot line of 1453 Stittsville Main Street (Frederick Banting Secondary School) The current Institutional zoning shall remain in place to reflect the existing land use. Low-Rise Residential land uses as outlined in the Secondary Plan are also permitted subject to a zoning by-law amendment shall be required.

## 4.2 Zoning

The general approach to the proposed zoning of the lands within the study area is to implement the intent of the area specific recommendations of this document in conjunction with the Official Plan goals. The following provisions are proposed as part of the new Traditional Main Street Subzone 9 (TM9 H (15)) Zoning:

- The maximum building height will be limited to 15 metres and four storeys.
- The minimum building height at key intersections as identified in the CDP shall be 2 storeys.
- Any part of a building above 7.5 metres, shall require a minimum front and/or corner yard setback of 2 metres.
- No part of a building on a lot with a rear lot line abutting a residential zone may project above a 45 degree angular plane measured at a height of 7.5 metres from a point 10 metres from the rear lot line, projecting upwards towards the front lot line.
- The front and corner side yard setback will be a maximum of 3 metres.
- If there are high voltage power lines present near the front lot line then the maximum front yard setback requirement is 5 metres instead of 3 metres.
- When an outdoor commercial patio is located in a front yard, then the maximum front yard setback requirement can be increased to 6 metres instead of 3 metres.
- The front yard setback requirement may be increased to 4.5 metres where a front porch is provided.
- A minimum of 50% of the lot width within 3 metres of the front lot line, must be occupied by building walls if the lot is less than 90 metres wide unless



high voltage power lines are present near the front lot line, in which case a 5 metres setback applies.

- A minimum of 30% of the lot width within 3 metres of the front lot line, must be occupied by building walls if the lot is 90 metres in width or wider unless high voltage power lines are present near the front lot line, in which case a 5 metres setback applies.
- At least 80% of the windows and doors facing Stittsville Main Street must consist of transparent glazing.
- The GM 19 zone at the north end of Stittsville Main Street will be amended to the TM9 H(15) zone.
- A building setback of 7.5 metres shall be provided from any interior side lot line abutting a residential, open space and environmental protection zone.

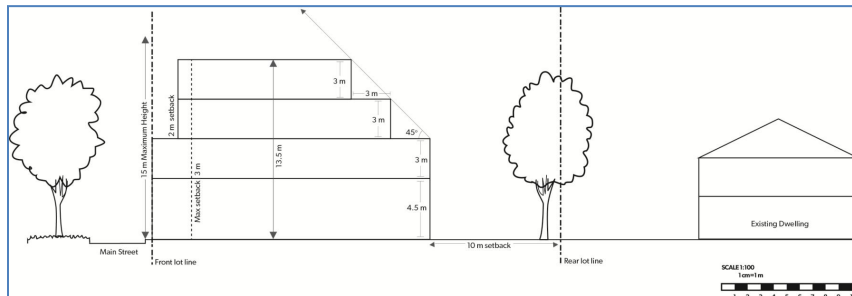


Figure 4 (Annex 3)

### 4.3 Built Heritage

The buildings currently identified on the heritage reference list as shown on Appendix F, shall be added to the Heritage Register. A Cultural Heritage Impact Statement shall be undertaken as part of a Site Plan Control application for redevelopment of a property that is included on the Heritage Register as shown on Appendix F. The study will consider how the building can be integrated in new development/re-development. New development located on a lot adjacent to a building included on the Heritage Register shall be sensitive to the character of the existing building and ensure that the design of the new development does not present negative impacts on the existing heritage character.

### 4.4 Affordable and Accessible Housing

New residential developments will offer affordable housing with direct access to transit to afford the creation of social cohesion and a rich mix of experiences for residents and businesses. The City will require that the housing affordability objectives of the Official Plan will be achieved by ensuring that a range of housing types and tenures are encouraged for residential uses. In order to meet Official Plan policies, 25% of all rental and ownership housing shall be affordable. The City shall also facilitate partnerships with the non-profit and private sectors to develop affordable rental housing for



households below the 30<sup>th</sup> income percentile as defined in the Official Plan.

Accessibility shall also be considered in the design of all new buildings, housing and public spaces including street and open space design. Existing buildings will also be required to consider and incorporate accessibility measures at the time of redevelopment or conversion.

#### 4.5 Infrastructure Improvements

Stittsville Main Street has not been identified at the present time (2015) with a "need" for any reconstruction or rehabilitation. The "need" could range from water, sewer, road or drainage or any combination thereof. It does not necessarily mean full road reconstruction. The Asset Management Branch of the City of Ottawa Infrastructure Service Department will undertake a preliminary assessment of the infrastructure needs within the CDP area beyond 2015. Integration of the CDP planning process with future capital programs will enable the redevelopment of the area to take place sequentially.

#### 4.6 Intensification Target

Consistent with the growth management strategy in the Provincial Policy Statement and the Official Plan, the City sets targets for the intensification of dwellings and jobs within the urban area of the city. The target areas include properties within and contiguous to Traditional

Main Streets. Figure 5 outlines the targeted number of new dwelling units by 2031 for the precincts within the Stittsville Main Street corridor. They expand on the targets outlined in the Residential Land Strategy for Ottawa 2006 – 2031 (February, 2009).

The Residential Land Strategy also included an ultimate target of 1725 dwelling units for Stittsville Main Street beyond the 2031 time frame. A redevelopment scenario for the entire corridor based on the proposed zoning limit of 4-storeys could ultimately allow for this target to occur beyond 2031. If the entire corridor were redeveloped a total of 2198 dwelling units and 50,000 sq. m. of commercial/office could be possible as identified in Figure 6.

2031 Target - Stittsville Main Street Corridor:

Precinct	Commercial (gfa)	Dwelling Units
Crossing Bridge Precinct (Hazeldean to Hobin and Wildpine)	12000 sq. m.	113
Poole Creek Precinct (Hobin to Andrew Alexander)	9000 sq. m.	161
Village Centre Precinct (Andrew Alexander to Elm)	6000 sq. m.	129
Southern Gateway Precinct (Elm to Bell)	5000 sq. m.	97
Total	32000 sq. m.	500

Figure 5

2031+ Zoning Envelope – Complete Redevelopment:

Precinct	Commercial (gfa)	Dwelling Units
Crossing Bridge Precinct (Hazeldean to Hobin and Wildpine)	18750 sq. m.	496
Poole Creek Precinct (Hobin to Andrew Alexander)	14062.5 sq. m.	709
Village Centre Precinct (Andrew Alexander to Elm)	9375 sq. m.	567
Southern Gateway Precinct (Elm to Bell)	7812.5 sq. m.	426
Total	50000 sq. m.	2198

Figure 6

It is also important to consider the existing rate of growth in the Corridor when determining future growth rates. Based on current building permit data for Stittsville Main Street, the average annual residential building permit rate is 6.6 dwelling units per year (1994-2014). If this rate were to double we could expect a development scenario of a total of 240 dwelling units and 32,000 sq. m. (gfa) of commercial space. It should be noted that the residential growth rate on Stittsville Main Street between 2001 and 2014 was only 1.9 dwelling units per year.

Building Permit Average Rate Doubled – 2031 Projection:

Precinct	Dwelling Units
Crossing Bridge Precinct (Hazeldean to Hobin and Wildpine)	54
Poole Creek Precinct (Hobin to Andrew Alexander)	77
Village Centre Precinct (Andrew Alexander to Elm)	62
Southern Gateway Precinct (Elm to Bell)	47
Total	240

Figure 7

In conclusion, the maximum height limit of 4-storeys and built form requirements implemented by this CDP and subsequent Secondary Plan would allow for the density targets outlined in the 2009 Residential Land Strategy to be achieved over a 20+ year time horizon.

#### 4.7 Greenspace Improvements

New development along the corridor will bring a more ordered landscape, which will require a more efficient use of the existing greenspace, which is reflected in the following proposals:

- The trail along Poole Creek will be maintained and extended to the north on the west side of Poole Creek with rights-of-way/open space blocks being secured as development occurs. Design and

construction of these pathways will be subject to Mississippi Valley Conservation Authority approval and comply with the City of Ottawa Parks and Pathways manual.

- A pedestrian access to the Johnny Leroux Community Centre shall be provided at the time of site re-development as identified on Appendix B.
- The Village Square Park and the Trans Canada Trail that runs through it will be maintained as a central landmark open space, with the area immediately abutting the west side of Stittsville Main Street will be upgraded by the City and Community, to provide a similar treatment to the east side of the street to serve as an enhanced access point to the Trans-Canada Trail.
- Should Fredrick Banting Secondary School ever be closed and sold by the Ottawa Carleton District School Board for private development purposes, the City will exercise its options to acquire a portion of the school yard (playing fields) at 1453 Stittsville Main Street for park purposes. Such a strategy should form part of a parks plan for Stittsville Main Street that establishes priorities for the use of cash-in-lieu of parkland contributions from projects within the study area.
- Identify Stittsville Main Street as a priority location for street tree planting. Street trees should be planted where space allows in conjunction with Forestry Services at the time of road reconstruction.

- A pedestrian walkway is recommended on the east side of Stittsville Main Street for the full depth of the lot in line with the Elm Street intersection at the time of development provided there is an ability to extend this connection to Pretty Street as shown on Appendix B.
- Attempt to secure a parcel of land to provide for a pedestrian walkway through the residential property located between Stittsville Main Street and Pretty Street.
- At the time of site re-development, enhancements to the existing pedestrian connection between the city owned parking lot located at 1532 Stittsville Main and Goulbourn Street to the west should be provided.

#### 4.8 Transportation Improvements

Stittsville Main Street and the mix of uses along it have historically served as the village core of Stittsville. From its time as a village in the former Goulbourn Township it has been designated as a mixed-use area. Its current designation as a Traditional Main Street carries this function into the future with a more intensive and compact mix of uses. In order to serve this ongoing development the street needs to serve a broader spectrum of users, including a greater emphasis on transit, pedestrians and cyclists. The ultimate goal is to create a “complete street” that can accommodate all users and modes of transportation.

To serve this function it is important that every opportunity for pedestrian access from surrounding neighbourhoods be taken. The pedestrian and cycling facilities along the street also can be improved.

The Regional Road Corridor Design Guidelines provides direction regarding the design and right of way protection for urban main streets in Ottawa. It notes that urban main streets “generally have historically narrow ROWs and are usually found in denser urban or village areas with a mix of at-grade retail and residential uses in a continuous edge of closely set, low and mid-rise buildings with individual street entrances. There is both on and off road parking. There is a high potential for traffic of all modes.” The ROW is typically 23m (protected), but 26m accommodates all road components more appropriately. The current Stittsville Main Street Corridor ranges from 15 to 30 metres (Appendix E)

These guidelines outline key elements when retrofitting an urban main street:

- raised planting beds along the curb in-lieu of wider sidewalks;
- curb lane “bump-outs” for landscaping, bike parking, transit stops and for defining street parking areas;
- pedestrian level lighting;

- curb lanes as either a shared vehicle-bike lane, or a parking lane, or both depending on peak-hour requirements;
- parking lane on one side of the street to create wider sidewalks; and;
- additional ROW, if available, use to create (in order of priority): wider sidewalks, more cycling space and space for street trees.

The following precinct specific right of way cross-section guidelines have been developed as a guide to implementing the overall goals of this CDP and the Regional Road Corridor Design Guidelines at the time of future road reconstruction. Future detailed design will be required for any future road works and will be subject to further technical review.

#### 4.8.1 Corridor Cross Section Guidelines

##### 4.8.1.1 Crossing Bridge and Poole Creek Precincts

The road right of way is 30 metres wide in both precincts, affording space for a full range of transportation modes. The Official Plan requires a 37.5 m right of way protection in the Crossing Bridge precinct between Carp Road and Hazeldean Road. Both figures 8 and 9 are provided to demonstrate potential cross-sections for both road segments.

Stittsville Main Street north of Carp Road shall include the following components:

- 2.0 m wide public sidewalk
- integrated 2.0 m cycle track;
- adequate room for street tree planting;
- 2-4 travel lanes with potential for 2 curb lanes to be utilized for parking in off-peak periods;
- bus platforms at transit stops.

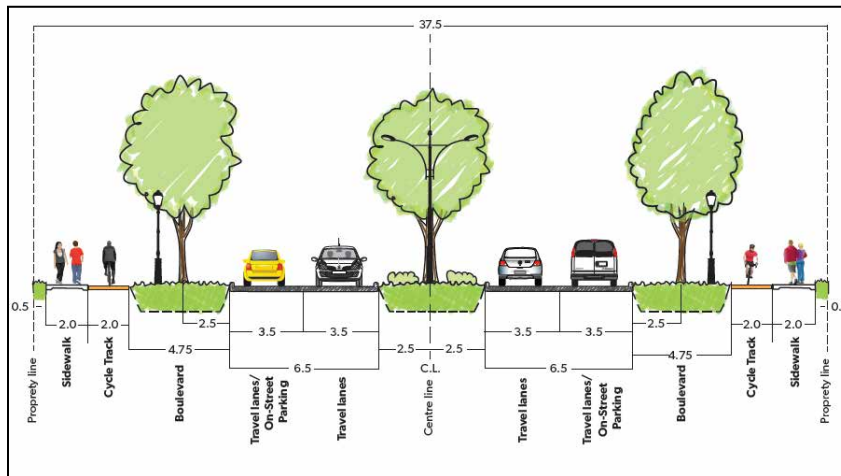


Figure 8 – Carp Road to Hazeldean Road (Annex 5)

Stittsville Main Street south of Carp Road shall include the following components:

- 2.0 m wide public sidewalk
- integrated 2.0 m cycle track;
- adequate room for street tree planting;
- on-street parking; and;
- 2 travel lanes.

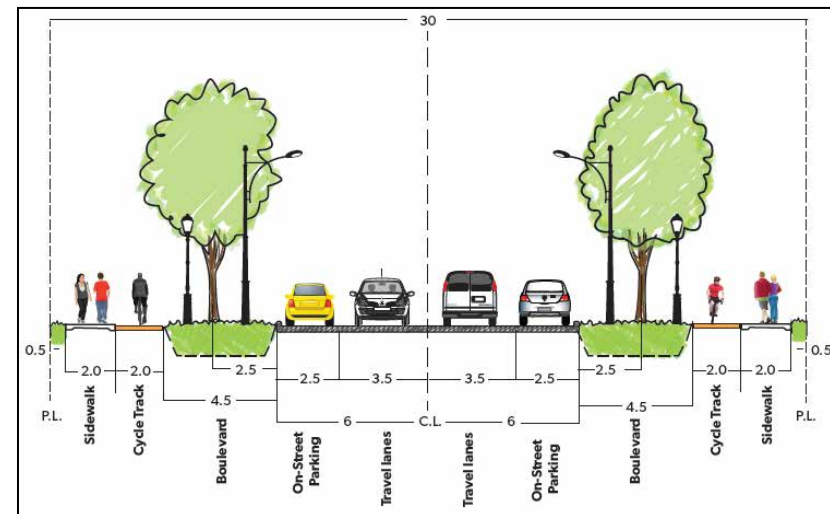


Figure 9 – Carp Road to Wintergreen Drive (Annex 5)

#### 4.8.1.2 Village Centre and Southern Gateway Precincts

The Village Centre Precinct features the narrowest part of the street at 15 metres wide. In order to properly accommodate all modes of transportation in the Village



Centre Precinct and allow for on-street parking, the right-of-way protection as outlined in the Official Plan (23 metres) should be secured at the time of development unless there is a conflict with a building identified on the Heritage Register. A 23 metre right-of-way will allow for all necessary street elements while maintaining the character and pedestrian focused environment that have traditionally existed in the Village Centre. The road opens up in the Southern Gateway precinct and ranges from 21 to 25 metres. The Official Plan requires a minimum right of way protection of 23 metres. This requirement for 23.0 metres shall be maintained. Figure 10 and 11 are provided to demonstrate potential cross-sections for both the Village Centre and Southern Gateway Precincts.

Stittsville Main Street south of Wintergreen Drive shall ultimately include the following components:

- 2.0 m wide public sidewalk;
- Integrated 1.75 m cycle track north of Abbott Street and the Trans Canada Trail (Option 2)
- street trees (with structural soil trenches where necessary);
- on-street parking;
- bump-outs or bus-bulges located at transit stops;
- 2 travel lanes; and
- Provide turning lanes where warranted at the time of road reconstruction.

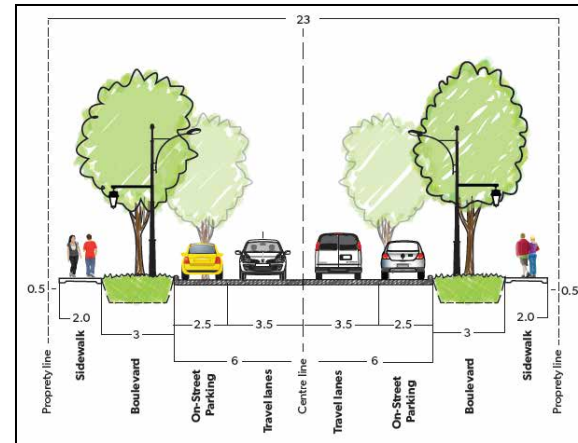


Figure 10 – Option 1 – Wintergreen Drive to Bell Street (Annex 5)

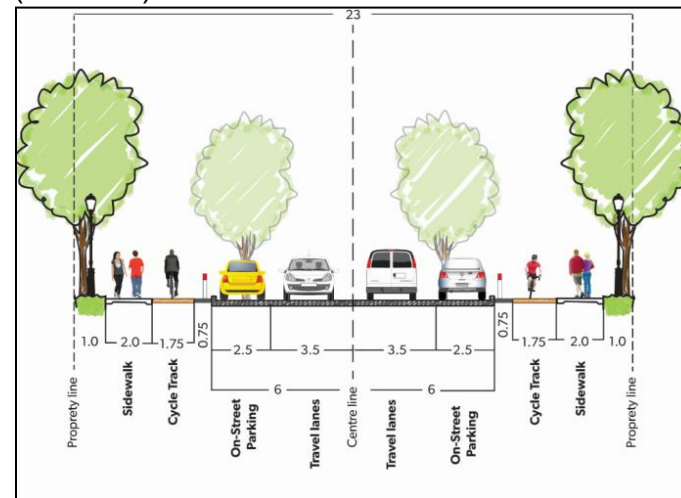


Figure 11 – Option 2 – Integrated Cycle Track - Wintergreen to Bell Street (Annex 5)

## 4.9 Capital Improvement Projects

The following capital improvements shall be implemented by the city in conjunction with the community, and private landowners as part of site development/re-development and future capital works projects undertaken within the Stittsville Main Street Corridor.

1. Streetscape Improvements – At the time street reconstruction, The City shall provide upgraded street design treatments, such as transit platforms and shelters, widened sidewalks, decorative streetlights, street trees, benches, and refuse containers.

### Benches



(Existing Condition)

New benches

### Street Lighting



(Existing Condition) New heritage inspired lighting.

2. Cycling Facilities – The City shall provide for the accommodation of cyclists within the Stittsville Main Street right of way at the time of road reconstruction through the possible use of integrated cycle tracks.
3. Community Gateway Markers – In association with street reconstruction or private development, provide a landscape gateway feature to the Traditional Main Street at locations generally identified in the Urban Design Analysis (Appendix B).
4. Poole Creek Pathway – In association with private development and area land owners extend the public

pathway along Poole Creek to the north on the west side of Poole Creek. Design and construction of these pathways will be subject to Mississippi Valley Conservation Authority approval and comply with the City of Ottawa Parks and Pathways manual.

5. Poole Creek Bridge – As part of any future reconstruction of Stittsville Main Street the City should ensure that the bridge crossing over Poole Creek is designed to enhance views of the creek and provide enhanced pedestrian access to the adjacent trail network.



(Existing Condition at Poole Creek)

6. Landmark public art pieces – This plan identifies the Village Square Park, Johnny Leroux Community Centre, and the Public Library/Southern Civic Complex as key locations for Public Art installations at the time of street reconstruction and/or when capital funds are available.



Public Art – Ottawa

7. The City and Community should explore opportunities to enhance the western Trans Canada Trail entrance with a similar landscape treatment on as currently exists on the east side of Stittsville Main Street.
8. The City shall consider re-use/re-development of the former Fire Station located at 1631 Stittsville Main Street for community uses such as a Farmer's Market or community performance space.
9. The Asset Management Branch will undertake a preliminary assessment of the infrastructure needs within the CDP area beyond 2015.
10. The burial of overhead wires on Stittsville Main Street should be considered at the time of road reconstruction.

#### 4.10 Business Improvement Area

This plan recommends the establishment of a BIA (Business Improvement Area) for Stittsville Main Street be explored by local business owners. There are 18 existing BIAs located within the City of Ottawa. Many of these BIAs provide improvement opportunities and support for main streets including:

- Wellington Street/Village
- Westboro Village
- Quartier Vanier
- Somerset Village
- Preston Street
- Manotick
- Glebe
- Bank Street
- Downtown Rideau
- Carp Village

#### Ottawa's Business Improvement Areas – Overview

“BIAs come into existence when local business and property owners join together to improve, promote and undertake projects that will result in a stronger and more competitive commercial main street. With the City's support, they organize, finance and complete local improvements and promotional events from their common location within a defined commercial area.”

The range of activities that a BIA can undertake include:

- Marketing: Understanding who area customers are, and creating effective promotions to retain and expand the customer base.
- Business recruitment: Working with property owners to ensure that available space is occupied, and that optimum business and service mix is achieved and maintained.
- Streetscape improvement and other amenities: Providing more customer-friendly lighting, signage, street furniture, planters, banners and sidewalk treatment.
- Seasonal Decorations: Creating a unique and pleasant environment for customers and staff of all businesses, retail and non-retail, through the use of decorations that are appropriate to the season and holiday.
- Special events: Organizing and partnering in special events that highlight the unique attributes of the area and increase customer visits.”

35

#### 4.11 Stittsville Main Street Design Guidelines

In order to create a context sensitive design for Stittsville Main Street it is important to understand the history, character and design elements that provide Stittsville Main Street with a unique opportunity. A significant element in this character is village character of Stittsville Main Street and the surrounding community, which varies



greatly from other Traditional Main Streets in urban Ottawa. Many lots on Stittsville Main Street are narrow and deep, have limited rear access. The surrounding streets and lot fabric is also very rural in character. Many streets do not have sidewalks or curbs, and feature detached dwellings on large lots with wide frontages.

The resulting Design Guidelines attempt to bridge the gap between the village/suburban character of Stittsville with the (2006) design guidelines for Traditional Main Streets located in a more urban context. The subject design guidelines will be utilized by the City, Community and Private landowners as a guidance tool at the time of site development and/or redevelopment.

\* The images used in these guidelines are intended to illustrate general design principles and are not accurate with respect to zoning for specific locations.

#### 4.11.1 Built Form

- a. The permitted height range for Stittsville Main Street is between 1 and 4 storeys.
- b. New buildings proposed at key intersections (Carp, Hobin, Beverly, Abbott, Orville, Elm and Carleton Cathcart) should be taller (minimum 2 storeys) and articulated to enhance the street edge through ample glazing and street front access.

- c. If a 3<sup>rd</sup> and or 4<sup>th</sup> floor are proposed, the top two floors will be set back 2 metres at the front and/or corner lot line to reduce the impression of further enclosing height from the pedestrian viewpoint.



4-storey building with step back above second floor

- d. The front and corner side yard setback will be a maximum of 3 metres for new buildings, to direct built form to define the street edge and promote a high level of pedestrian activity and engagement.



- e. Front and corner side yard setbacks can be increased to accommodate strategic public spaces such as commercial patios and porches.
- f. A building setback of 10 metres shall be provided from any rear lot line abutting a residential zone.
- g. A building setback of 7.5 metres shall be provided from any interior side lot line abutting a residential zone.
- h. In addition to a 10 metre setback, a 45 degree angular plane shall be utilized to create building step backs beyond a building height of 7.5 metres abutting a residential zone to provide an appropriate transition in height. (Annex 3).
- i. Provide pedestrian weather protection such as colonnades, individual canopies, awnings and balconies

#### 4.11.2 Architectural Direction

- a. Ensure the storefront design conforms generally to that of an early to mid- 20<sup>th</sup> century storefront, having recessed entry areas, large display windows with base panels, storefront and building cornices, with a sign band above and a bay width of generally 7.5 to 9.0 metres.

- b. When infilling development consider the scale of building components and form to create a composition that is compatible with the existing buildings.
- c. Window glazing shall be maximized on street frontages and areas directly visible from public streets and spaces (avoiding tinted and reflective glass) to help bring life and visual interest to the pedestrian realm.
- d. The building elevations facing Main Street shall have a minimum of 50% of its façade comprised of windows and entrances and, in the case of a corner lot, the entrance may be in an angle at corner walls facing a street intersection. At least 80% of the windows and doors must consist of transparent glazing.

37



Glazing facing the Public Realm

- e. Building materials should include the following: brick, metal, glass, wood, stone and other natural materials.
- f. Longer building facades shall be broken up to include a variety of architectural treatments to give the impression of multiple smaller occupancies. This will add interest to the pedestrian realm.
- g. Buildings should be articulated to enhance the street corner. Treatments could include building setbacks (max 3m), a 45 degree cut, or the inclusion of a public amenity space such as seating and patios to further augment the pedestrian realm.
- h. Buildings shall be detailed, and articulated on all four sides, particularly where facing active public areas.
- i. Signage shall also be located and designed to enhance the architectural theme, scale, and proportions and minimize stand alone signs.
- j. Rooftop mechanical equipment should be screened wherever possible.
- k. Architectural design within the Village Centre Precinct should consider traditional details like the following:



Double Hung Windows



Trim



Gables

#### 4.11.3 Landscape/Streetscape Design

- a. When possible, street trees should be deciduous canopy trees planted every 7-10m that in time will grow such that the canopy height provides shade while maintaining views to signage and building entrances.
- b. Create attractive public and semi-public outdoor amenity spaces such as green spaces with trees, pocket parks, courtyards, outdoor cafés, seating and decorative pools or fountains.
- c. Locate streetscape elements in the boulevard clear of the unobstructed 2.0 metre sidewalk, including trees, benches, newspaper boxes, bicycle parking, and parking meters.
- d. Pedestrian scale heritage inspired lighting and signage shall be considered as one means of further enhancing the pedestrian experience and overall architectural theme.



- e. Along store frontages maximize hard surface areas to accommodate pedestrian amenity space i.e. patios, benches, planters, etc.



- f. Bus stops should include opportunities for standing, sitting and the provision of shelters. Unique materials should be explored to compliment the village theme.
- g. Salt-tolerant, resilient, landscaping shall be used adjacent to sidewalks and paved surface.
- h. Protect and feature heritage, specimen and mature trees on site by minimizing grade changes.

- i. Use landscaping in tandem with decorative fencing to screen parking areas and provide an edge to the pedestrian realm.
- j. Opportunities to landscape walkways and sidewalks should be implemented where possible to create an aesthetically pleasing environment.

#### 4.11.4 Pedestrians and Cyclists

- a. Locate front doors to face the main street and be directly accessible from the public sidewalk.
- b. All development at grade shall be pedestrian oriented and barrier free.
- c. Cycling facilities shall be provided near building entrances and shall be incorporated into other amenities such as landscaping, benches, public art, etc.



#### 4.11.5 Vehicles and Parking

- a. Parking is not permitted in the provided and required front and corner side yard.
- b. Share vehicular access to parking areas between adjacent properties in order to reduce the extent of interruption along the sidewalk and the streetscape.
- c. Consider providing a north/south vehicular access lane to provide access to deep properties located on the east side of Stittsville Main Street between Orville Street and the southern boundary of the precinct. A connection to this vehicular access should be provided across from the Elm Crescent intersection.



- d. Consider providing a north/south vehicular access lane to provide access to deep properties located on the west side Stittsville Main Street between Elm Crescent and Abbott Street.
- e. Parking areas shall be screened and landscaped to buffer the pedestrian realm.
- f. Provide appropriately landscaped connections between parking and public space.
- g. Reduction of parking ratios is encouraged over time when additional on-street parking is provided and cycling and improved transit service is available.

- d. Waste and recycling shall be screened or located within buildings where possible.
- e. Screening materials should complement the landscape and architectural elements of a site development.
- f. Services located between commercial development and existing residential areas shall be screened.
- g. Efforts should be made to minimize on-site grading changes and to match existing on-site grades where possible, at the time of site development.

#### 4.11.6 Servicing, Utilities and Grading

- a. Service areas should be shared, when possible, amongst tenants to reduce the number of servicing and loading areas.
- b. Servicing areas shall be few, and located away from pedestrian areas.
- c. All servicing, utility, loading and mechanical equipment shall be screened to the greatest extent possible.





## Annex 1 - Examples of Appropriate Site Design, Architecture and Site Conversions

### 1. Stittsville Optometry – New Infill Commercial/Office Development



#### Key highlights:

- 2-storey height
- Front porch
- Located close to the street with parking at the rear
- Gables
- Double-hung windows
- Attractive signage, lighting and landscaping.

### 2. Dr. Jack Newton – Family Dentistry – Conversion of Existing Detached Dwelling to Professional Office



#### Key highlights:

- Additional Glazing facing Main Street.
- Parking is not located in the front yard.
- Retention of existing mature trees.
- Attractive signage

### 3. Alice's Café - Carp Village – New Mixed Use Building



#### Key Highlights:

- Mixed Use
- Heritage inspired building design
- Porch
- Gables
- Double hung windows
- Pedestrian friendly
- Parking located at the rear

### 4. Granite Ridge Low-Rise Apartments – New Residential



#### Key Highlights:

- 3.5 Storey design
- Strong use of masonry
- Gable roof design
- Parking located at the rear of the buildings
- Pedestrian access from the street to residential units.

## 5. Linden Park Private – New infill Residential - Ottawa



### Key Highlights:

- 3-Storey townhome design
- Use of a private street
- Garages recessed, and front doors projected
- Use of masonry and double hung windows



## Annex 2: Public Consultation and the Planning Process

Work on the Stittsville Main Street CDP was initiated in the summer of 2012 following an open house in Stittsville on May 29, 2012, organized by Councillor Qadri titled Stittsville of Tomorrow: From a Suburban to an Urban Village. Following this a Public Advisory Committee consisting of representatives from various sectors of the community and the Technical Advisory Committee, including subject experts from the relevant City portfolios, were selected.

On November 1, 2012, a “visioning workshop” was held in Stittsville to kick off the Stittsville Main Street Community Design Plan. Residents, business and land owners, and village association members were all welcome to attend this public meeting and provide input to the vision and guidance for the growth of the area.

Feedback collected from round table discussions led to some common themes. Stittsville Main Street should:

- Include a mix of commercial and residential development featuring small commercial enterprises at grade and residential above in low-rise buildings;
- Preserve built heritage and encourage new uses in existing buildings;

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

A “vision statement” for the project has emerged from this discussion as follows:

***Create a community destination with a commercial and residential main street that preserves heritage and village character and is pedestrian and cyclist-friendly.***

45

The second public open house took place on April 11, 2013 and presented the findings with respect to the existing conditions of Stittsville Main Street. The results of an on-line ideas campaign were also presented at this meeting. These included many comments and suggestions that were provided by the larger community in Stittsville for the future development of their main street. Some indication was also given of the direction the CDP was taking in response to the analysis of existing conditions and the public input.

Following the second open house work began in drafting the policy direction for the Main Street corridor in general and its various precincts more specifically. Work also proceeded on the Implementation Strategy, which includes policy with respect to Built Heritage, Affordable Housing and the Intensification Target for the Mainstreet corridor, along with the related OP and Zoning amendments, Capital Improvement Projects and Design Guidelines.

Following further input from the project PAC a public open house was organized for January 16, 2014 at the Johnny Leroux Centre in Stittsville. A moderated discussion panel presented the various aspects of the CDP, including the community viewpoint represented by members of the PAC, the transportation study consultant and the project manager who presented the draft CDP. Following a question and answer period, the moderator indicated how further comments could be sent to the project website for consideration by staff, along with the timing of a report to Planning Committee and City Council.

A further public open house was requested by the Councillor and held on May 27, 2014 at the Pretty Street Community Centre. Revisions to the CDP were presented, followed by a question and answer period.

A subsequent meeting with the PAC was held in January 2015, to discuss additional changes to the CDP related to height, density and transportation.

A final open house was held in May 2015 to present the final recommendations.

Final revisions were made to the CDP document and the related Secondary Plan was finalized, which incorporates the Land Use and Design Strategies from the CDP. These final draft documents were circulated and a final report was prepared to recommend their approval to Planning Committee and City Council.



## Annex 3: Transportation Analysis

The transportation analysis included 3 technical memorandums which consisted of existing transportation conditions and two separate analyses of different development intensification scenarios.

### 1. Stittsville Main Street Corridor – Existing Transportation Conditions

Parsons Consulting (formerly Delcan Consulting) analyzed the existing transportation conditions in 2013 and prepared an updated technical memorandum in January, 2014 outlining the existing transportation conditions.

#### Memorandum Conclusions:

The technical memorandum provides detailed information regarding the study area's existing transportation conditions for all travel modes. The memorandum presents the most recent data and the existing traffic conditions along the Main Street throughout the study area. It includes relevant aspects of the City's 2013 Transportation Master Plan.

The memorandum includes a variety of information regarding existing and future area conditions including the following:

- Area Road Network
- Right-of-Way
- On-Street Parking
- Travel Speeds
- Transit Operations
- Pedestrian/Cycling Network
- Modal Shares
- Traffic Volumes
- Intersection Performance
- Traffic Safety
- Planned Study Area Road and Transit Network Modifications

### 2. Technical Memorandum – August 28, 2013 – Transportation Analysis

47

The first analysis dated August 28, 2013 reviewed the transportation implications (intersection operation) of the proposed “upset zoning envelope” scenario proposed for the Main Street corridor as provided by the City.

The proposed upset zoning envelope included:

- Specialty Retail ..... 584,077 ft<sup>2</sup>
- Office (25%) ..... 194,692 ft<sup>2</sup>
- Residential:
  - Townhomes: 185 units
  - Low-rise towns: 176 units

- Mid-rise apts: 2987 units

Total: 3348 dwelling units

Memorandum Conclusions:

Parsons provided the following conclusion based on the “upset zoning envelope” development scenario as outlined above:

Acknowledging the many assumptions made herein with regard to development type and amount, traffic generation and traffic assignment, it is our opinion that the proposed intensification along the Main Street corridor associated with the “proposed upset zoning” is most likely acceptable, but probably pushing the limit from a transportation perspective.

On a site-by-site basis, there may also be issues and constraints.

- The level of identified intensification associated with the proposed “upset zoning envelope” will likely not be achieved in total over time,
- With increases in overall mixed-use and with planned improvements to transit over the next 10 to 20 years, the percentage values assumed herein for the combined transit/bike/walk travel modes are likely low; and

- With the provision of the North-South Arterial (Stittsville By-Pass) from Fernbank Road north to Highway 417, both existing and projected Main Street “through traffic” will divert to this route as more of Main Street’s capacity is taken up by more locally generated vehicle travel.

### 3. Technical Memorandum – October 23, 2013 – Transportation Analysis

The second analysis dated October 23, 2013 reviewed the transportation implications (intersection operation) of the “minimum intensification target” scenario proposed for the Main Street Corridor as provided by the City. The “minimum intensification target” included:

- Specialty Retail ..... 258,342 ft<sup>2</sup>
- Office (25%) ..... 86,144 ft<sup>2</sup>
- Residential:
  - Townhomes: 78 units
  - Low-rise towns: 77 units
  - Mid-rise apts: 1395 units

Total: 1550 units

This document illustrates the transportation impacts of the subject scenario.

## Memorandum Conclusions:

Parsons provided the following conclusion based on the “minimum intensification target” development scenario as outlined above:

Acknowledging the many assumptions made herein with regard to development type, traffic generation and traffic assignment, it is our opinion that the development potential along the Main Street corridor associated with the proposed “minimum intensification target” is quite acceptable from a transportation perspective.

Even when not accounting for the likely overestimation, only up to 60 vph per key movement (one new vehicle per minute) would have to be removed from the Main/Carp intersection for all study area intersections to operate at acceptable levels of service.

On a site-by-site basis, there may be issues and constraints, but overall this proposed intensification is likely in the right range.

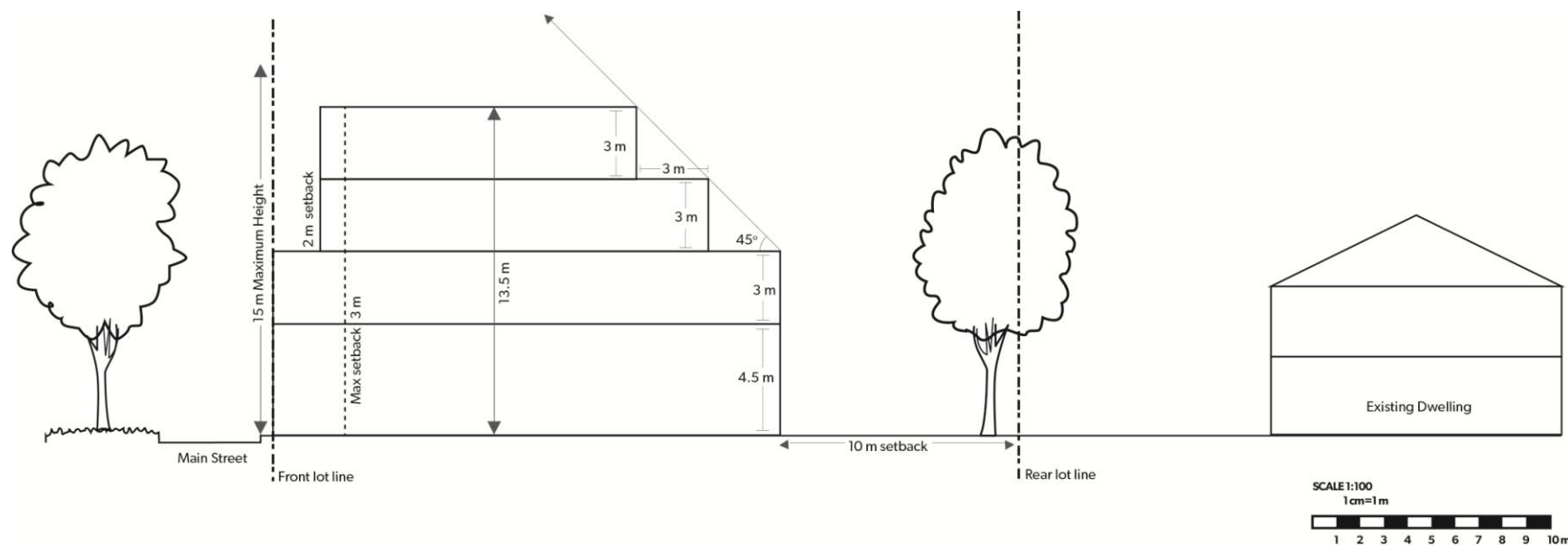
There is comfort in making this comment for the reasons mentioned previously, and summarized as follows:

- The level of identified development associated with the “minimum intensification target” will itself not likely be fully achieved in the twenty year

period projected by this plan given the slow pace of development experienced in the last twenty years;

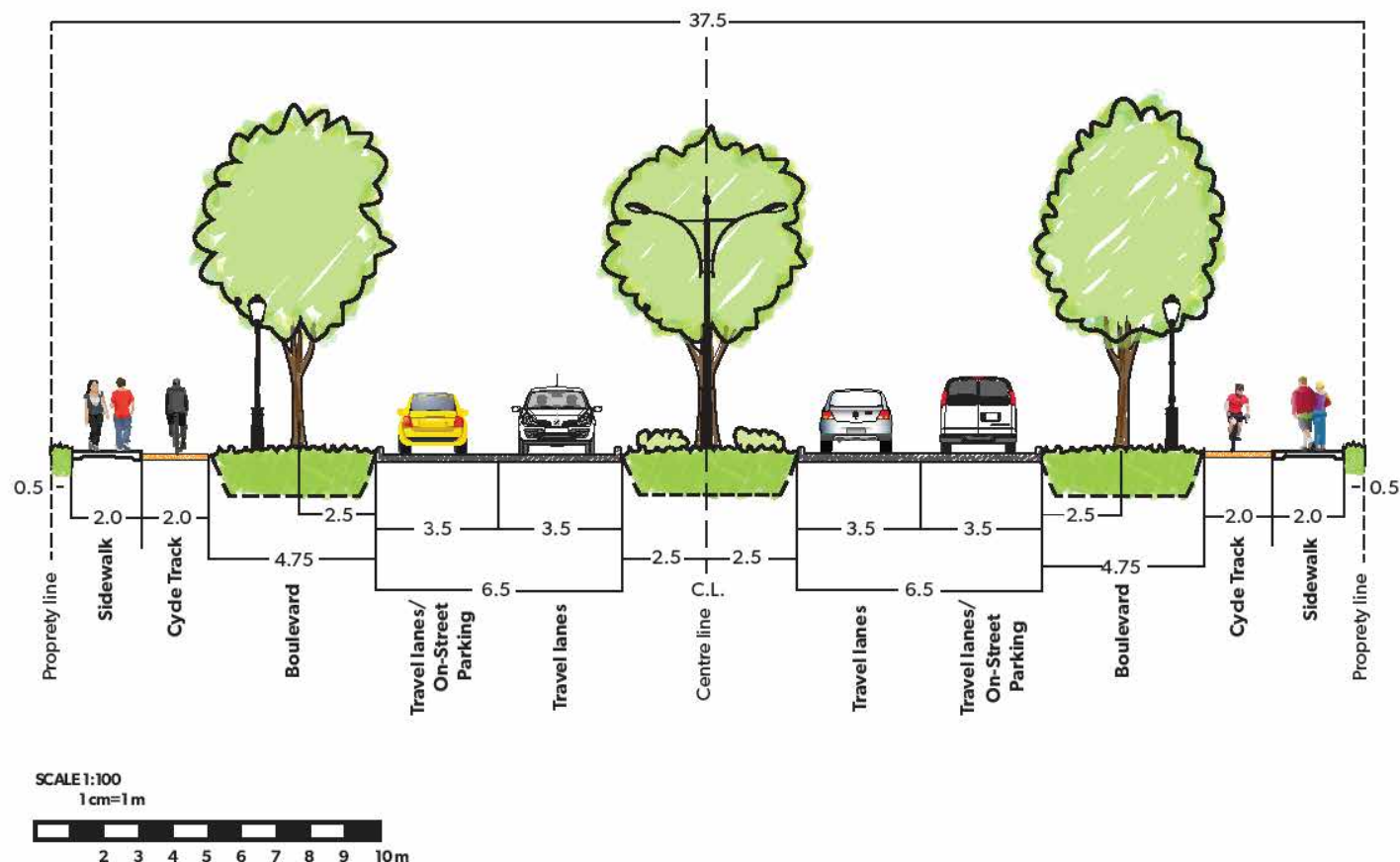
- With increases in overall mixed-use and with planned improvements to transit over the next 10 to 20 years, the percentage values assumed herein for the combined transit/bike/walk travel modes are likely low; and
- With the provision of the North-South Arterial (Stittsville By-Pass) from Fernbank Road north to Highway 417, both existing and projected Main Street “through traffic” will divert to this route as more of Main Street’s capacity is taken up by more locally generated vehicle travel.

## Annex 4: Height Transition Diagram



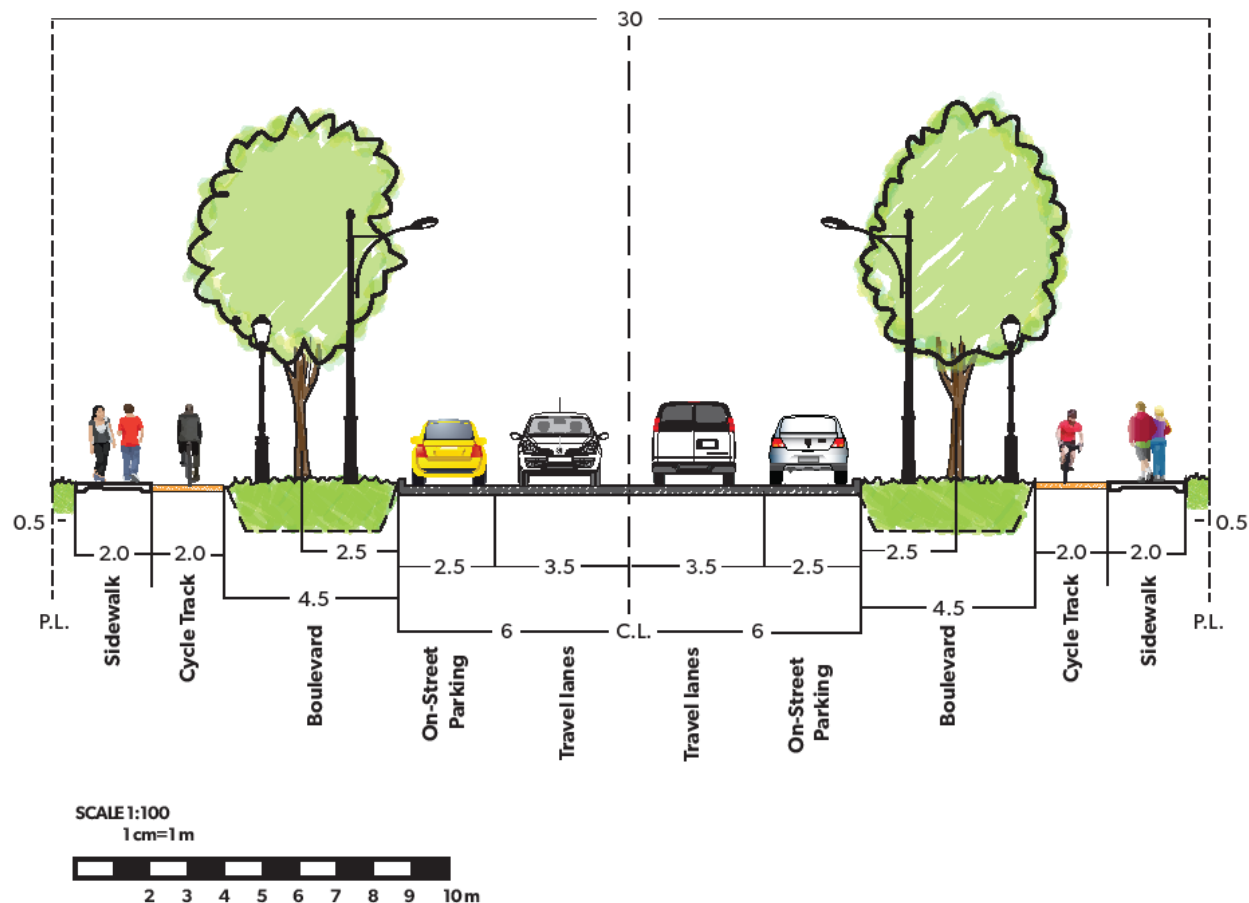
## Annex 5: Corridor Cross Section Guidelines

### 1. 37.5 metre cross section – Carp Road to Hazeldean Road

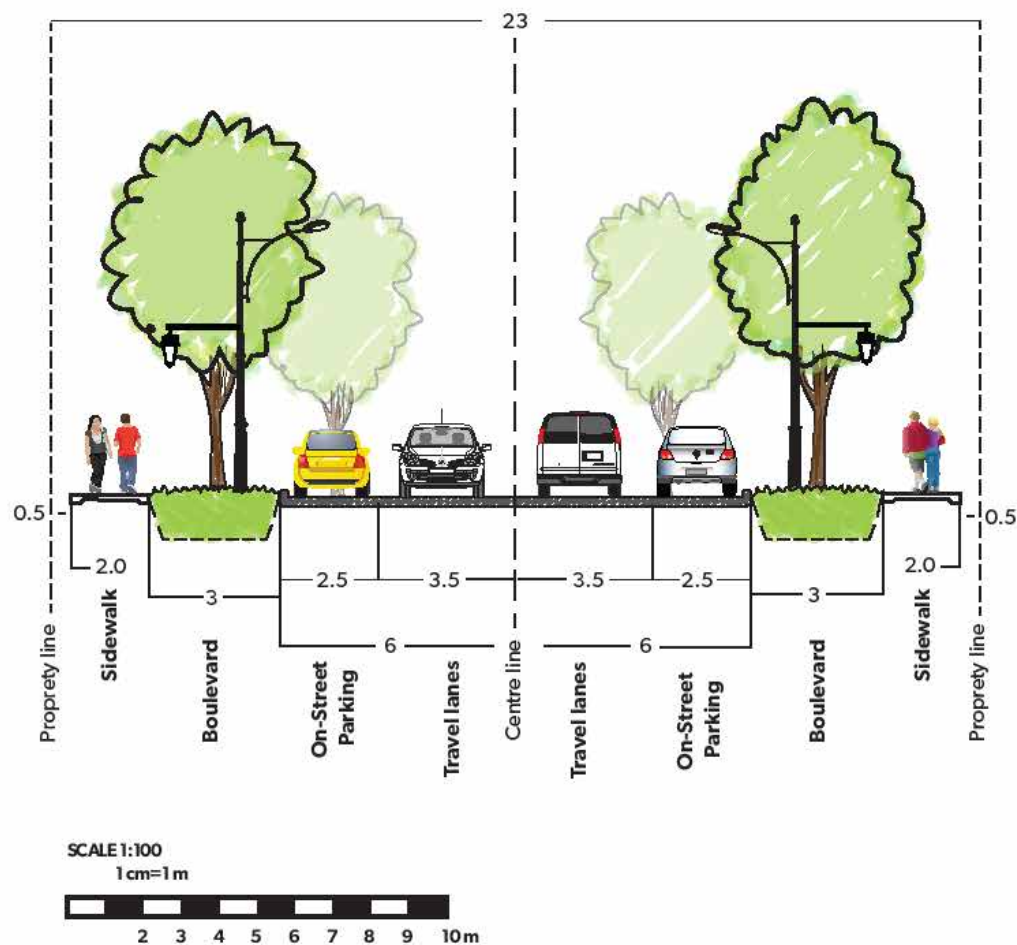




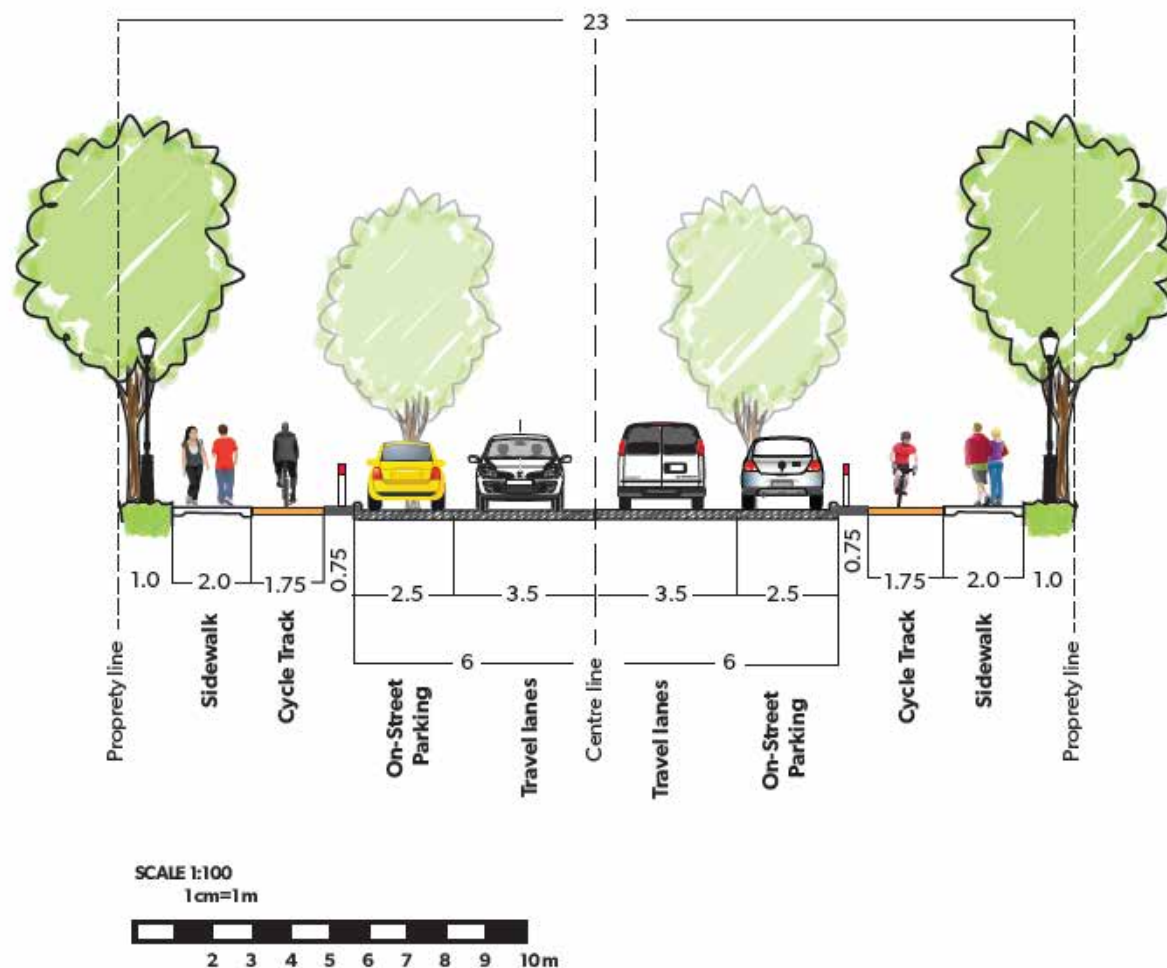
## 2. 30.0 m cross section – Carp Road to Wintergreen Drive



### 3. 23.0 m cross section – Wintergreen Drive to Bell Street – Option A



#### 4. 23.0 m Cross Section – Wintergreen to Bell Street- Option B – Integrated Cycle Track



## Annex 6: Architectural Renderings of Stittsville Main Street – Village Centre Precinct





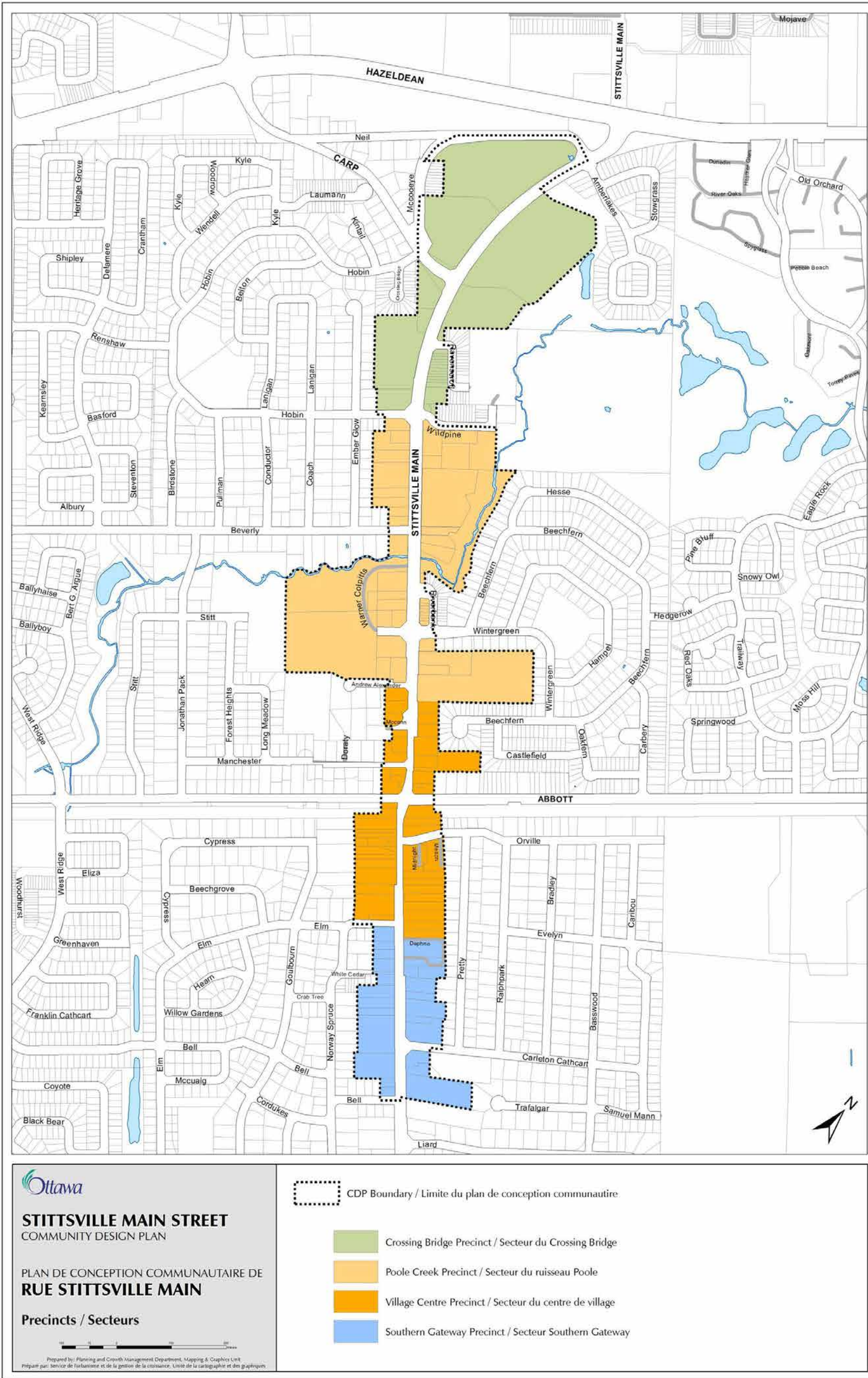






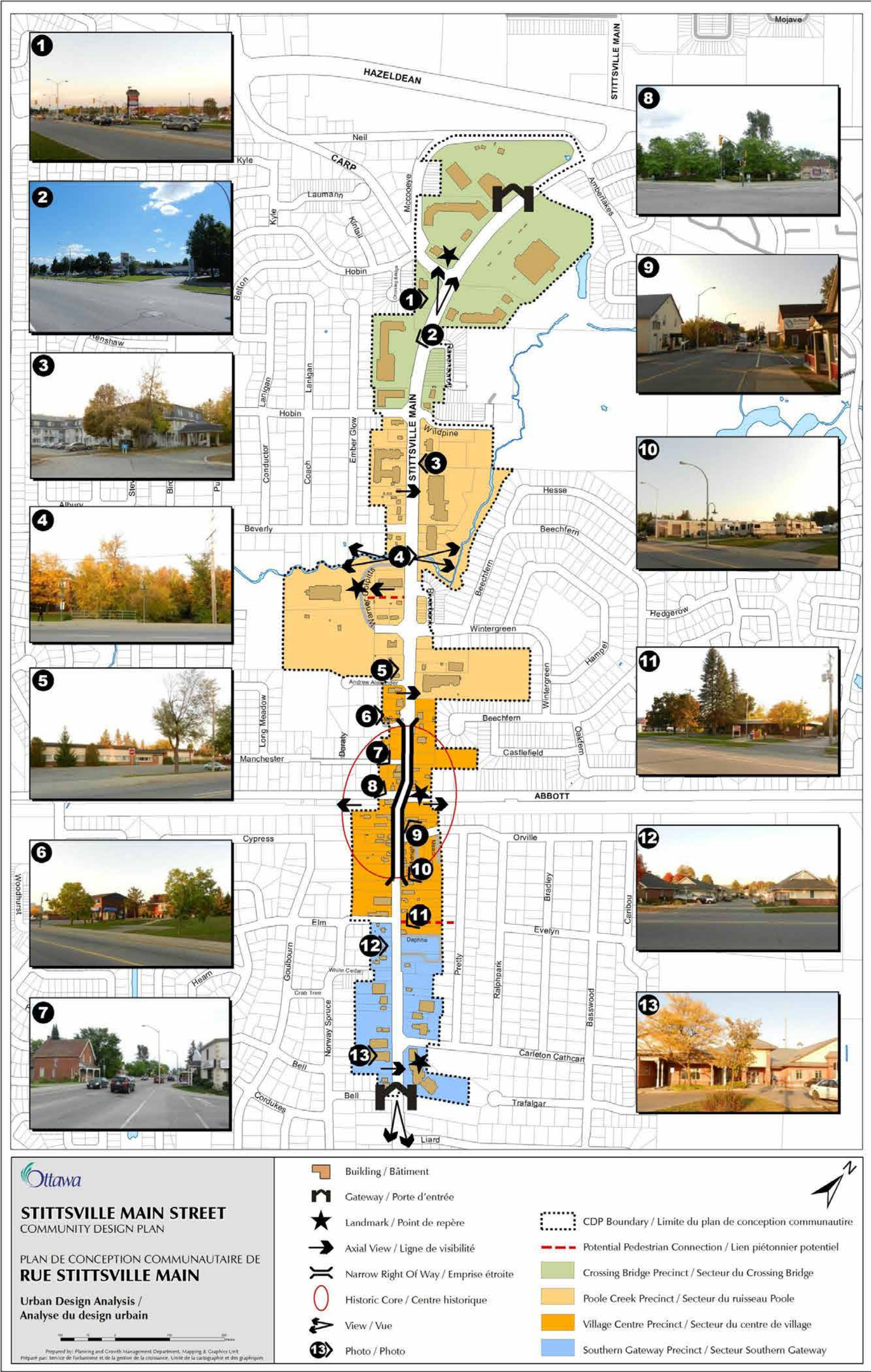


Appendix A – CDP Boundary/Precincts



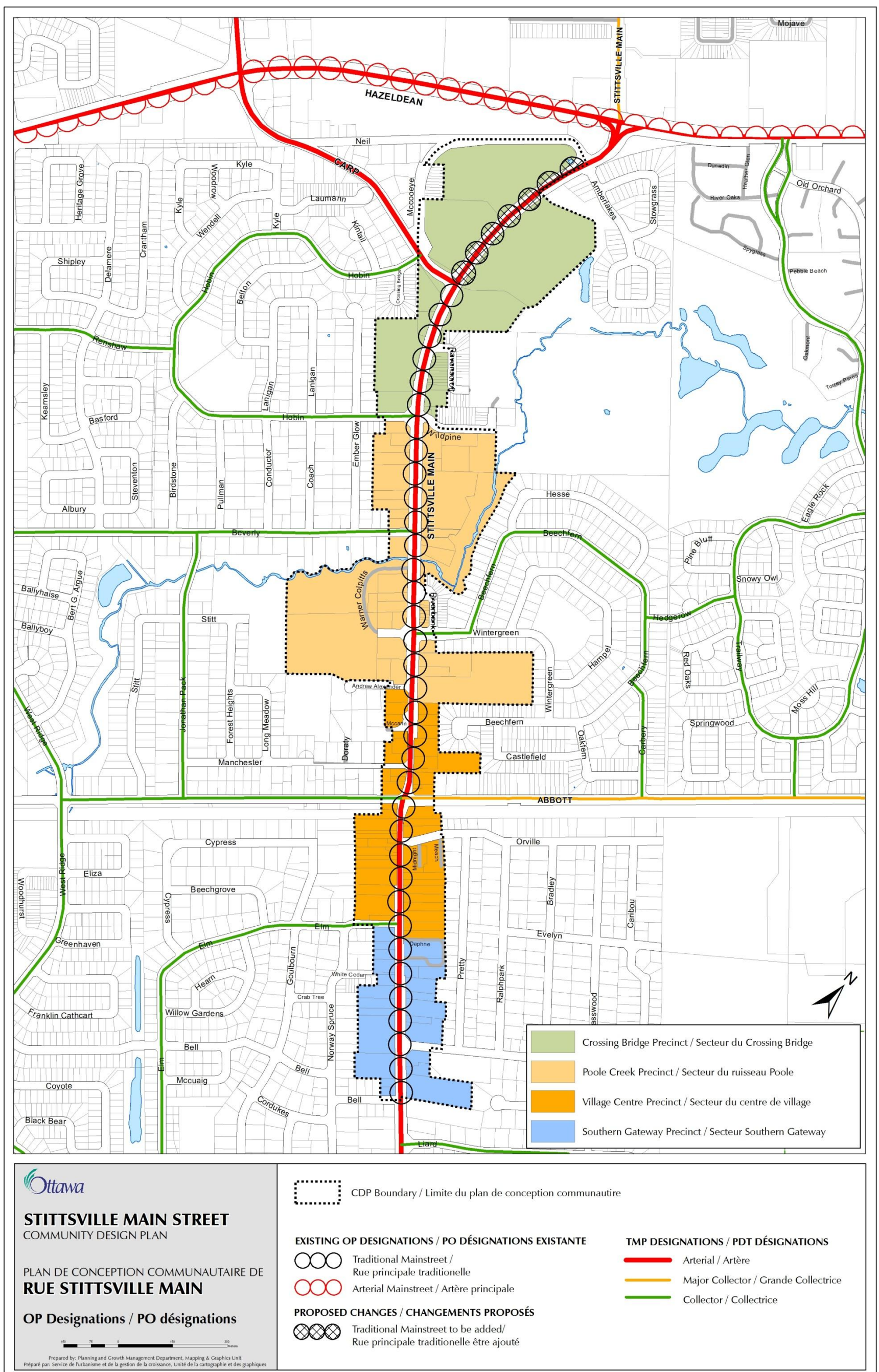


Appendix B – Urban Design Analysis





## Appendix C – Official Plan/Transportation Master Plan Designations



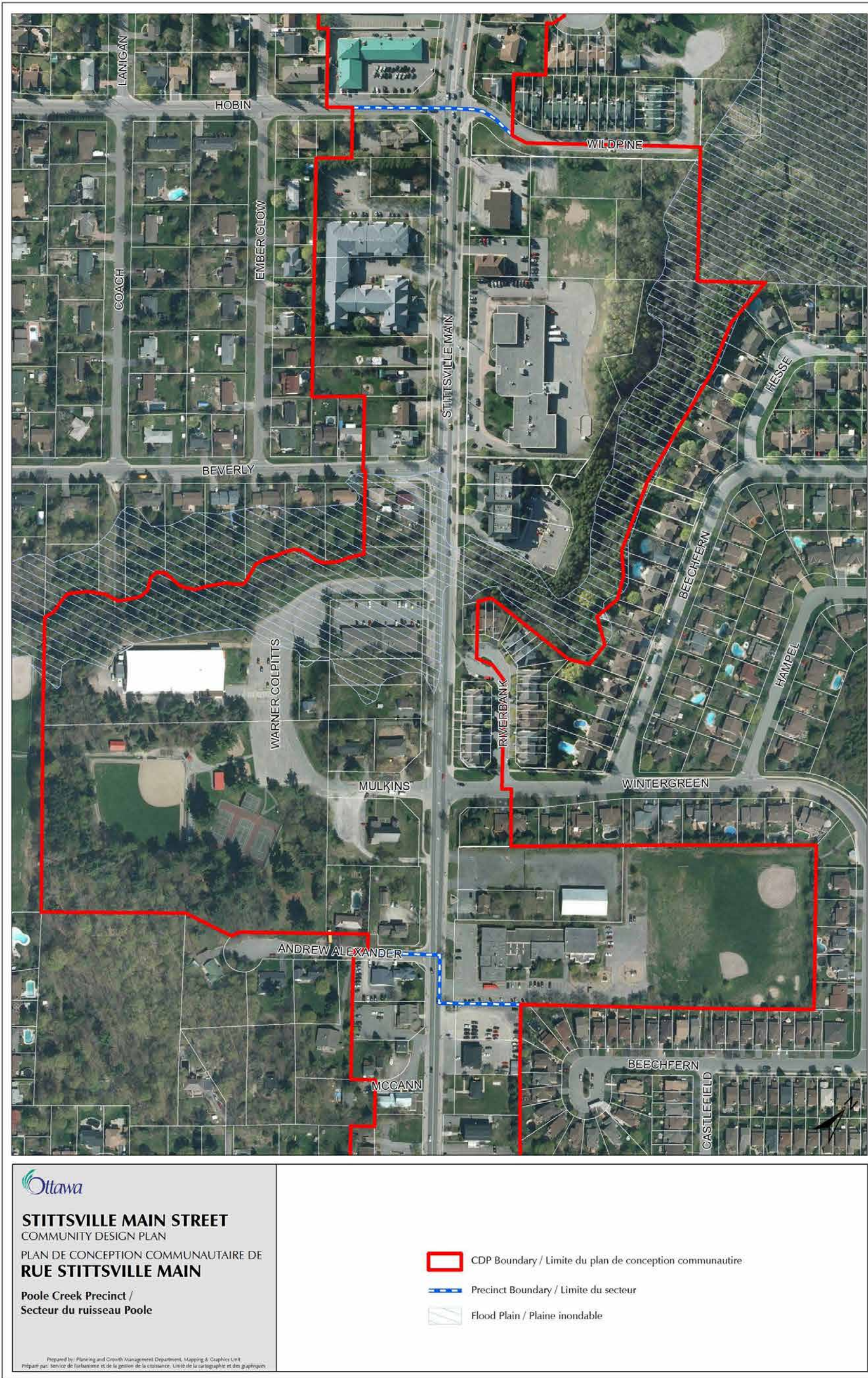


Appendix D – Crossing Bridge Precinct



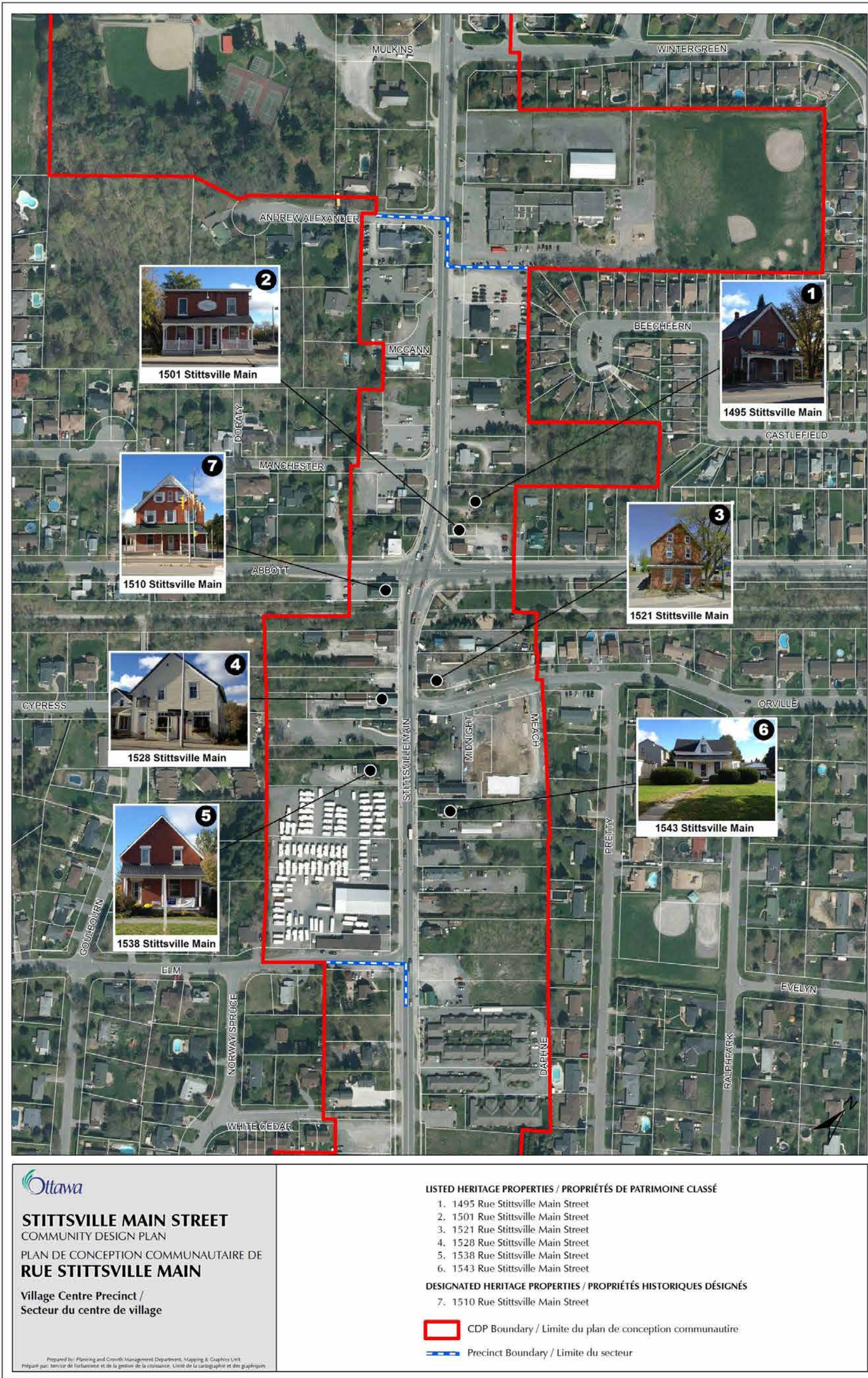


Appendix E – Poole Creek Precinct



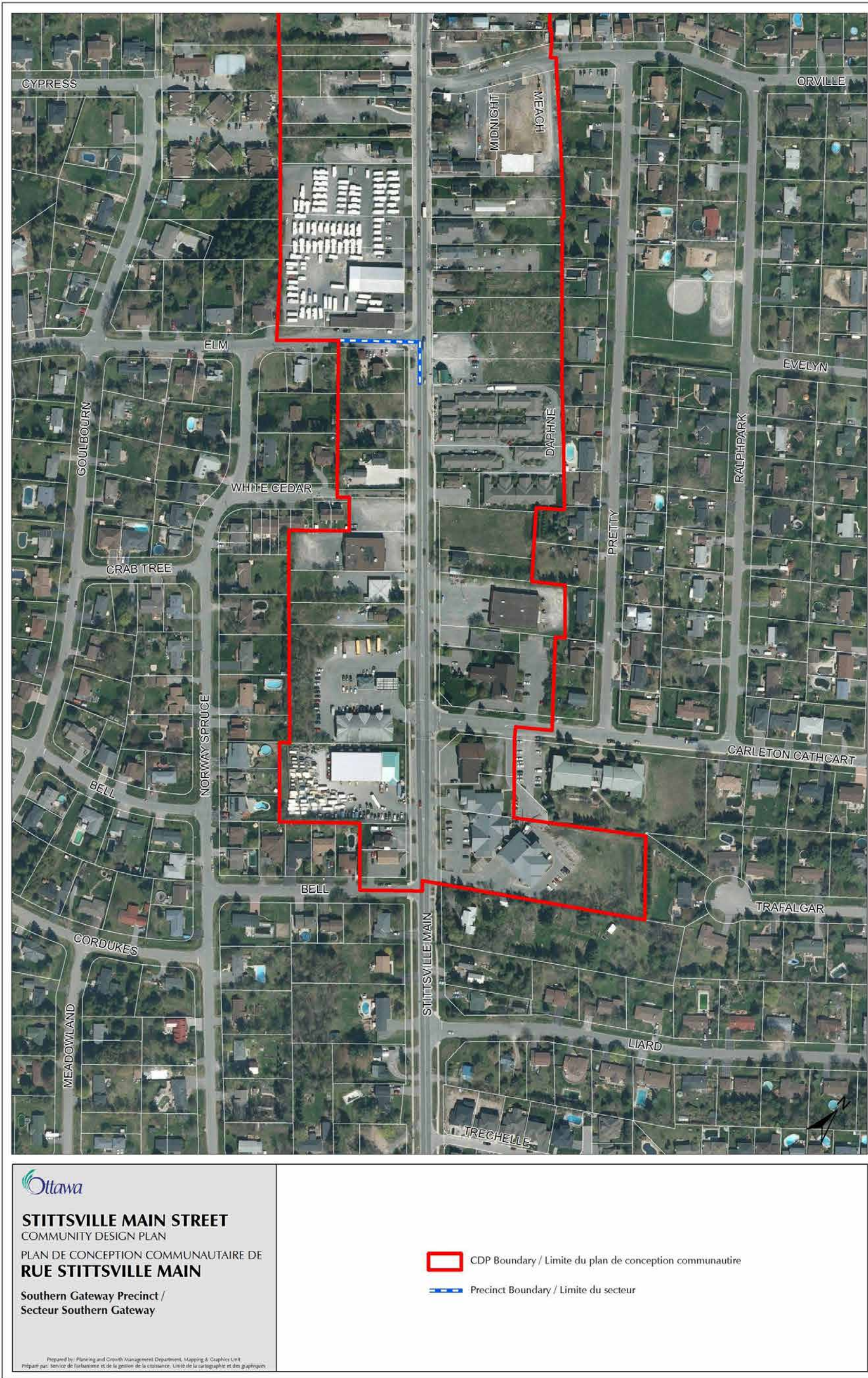


Appendix F – Village Centre Precinct



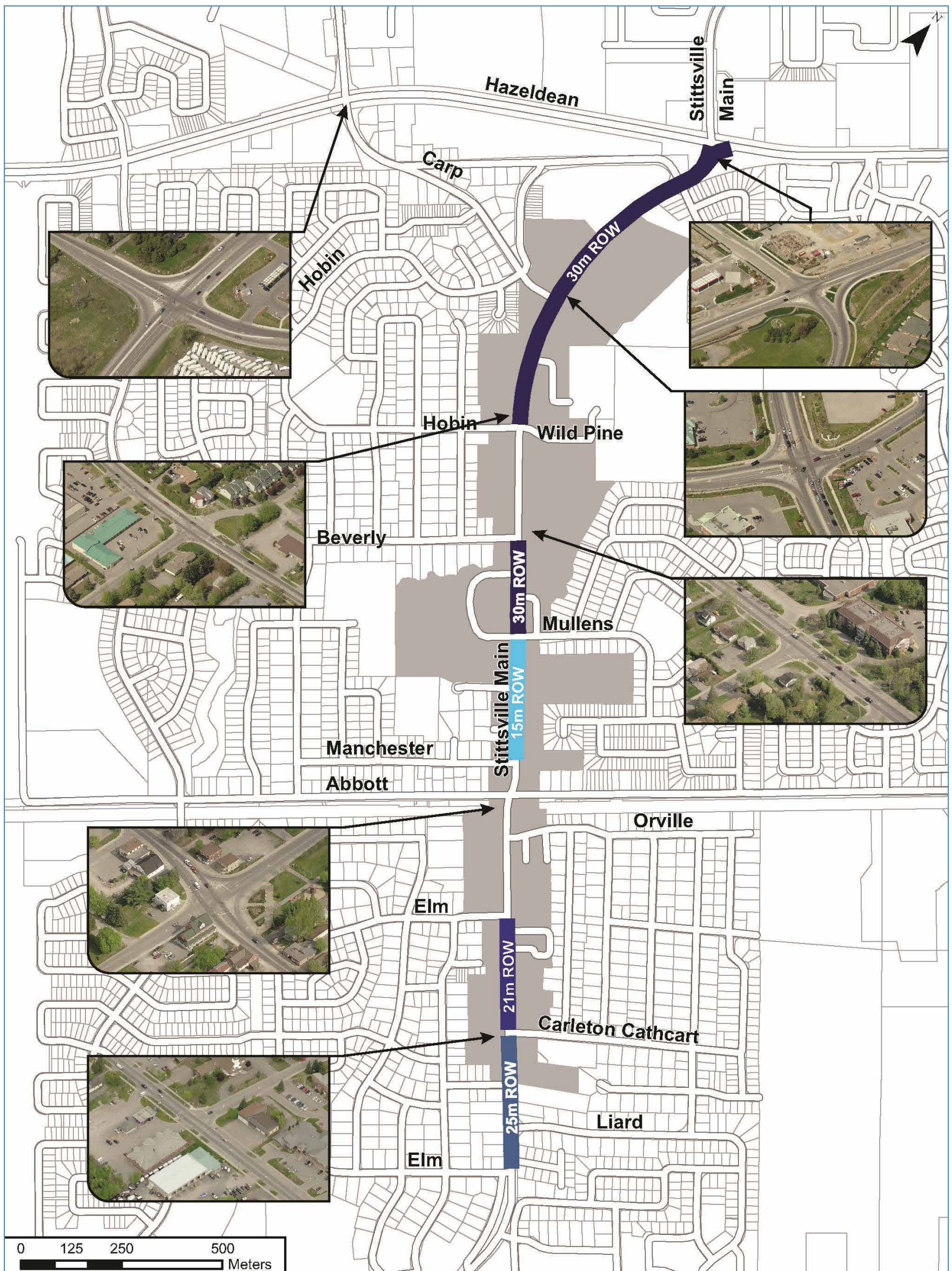


Appendix G – Southern Gateway Precinct



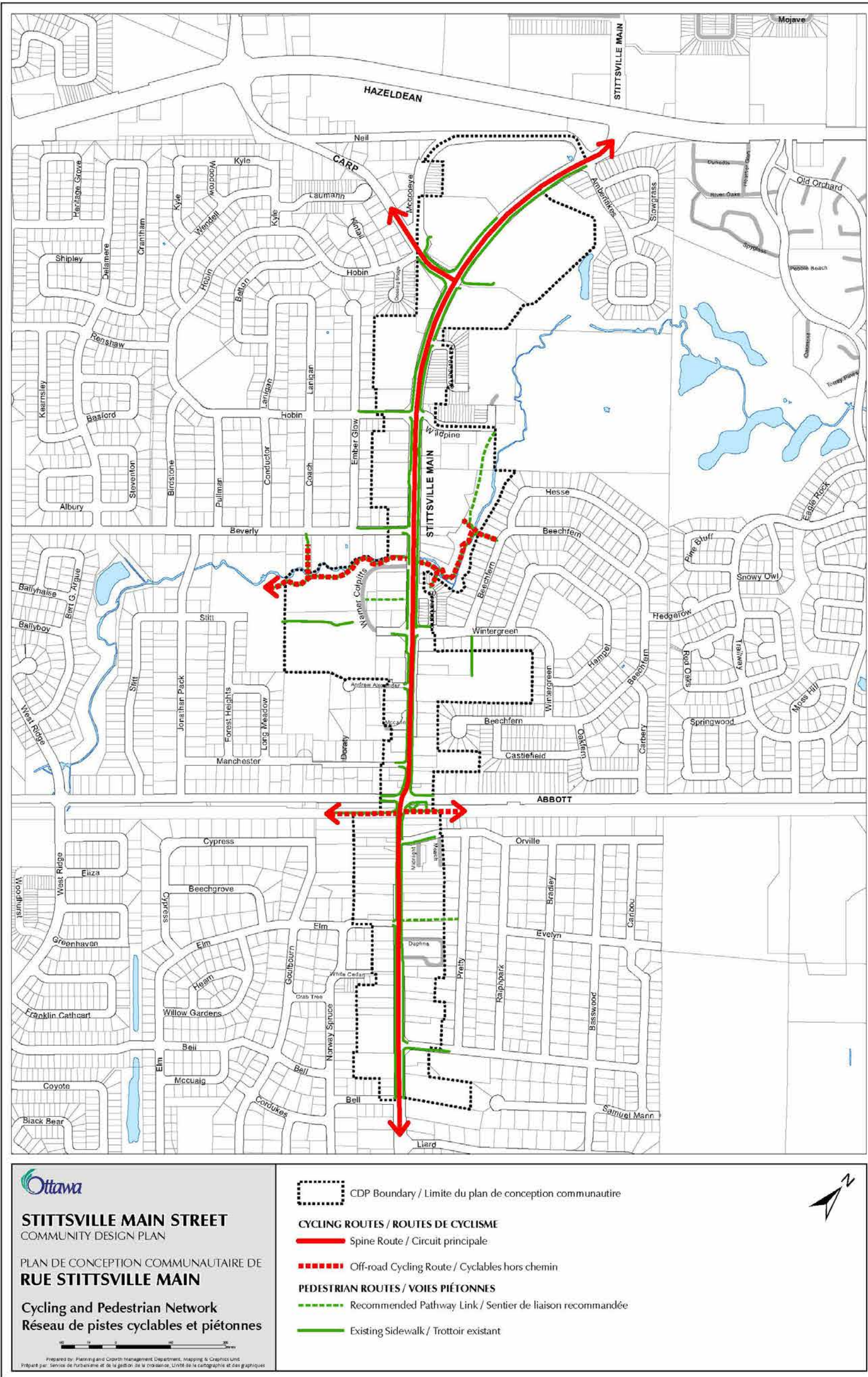


## Appendix H – Existing Right-of-Way Widths



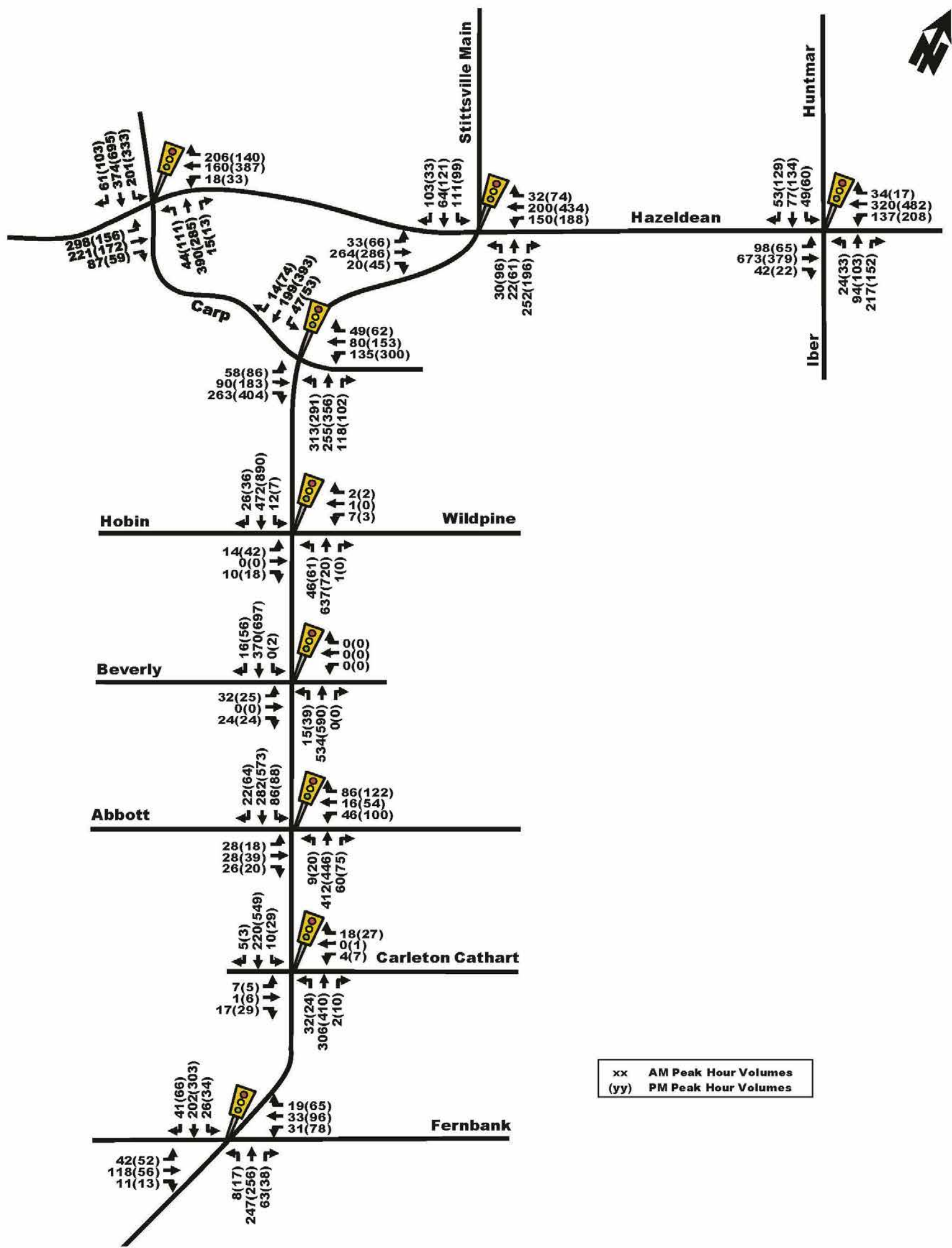


Appendix I – Pedestrian and Cycling Network

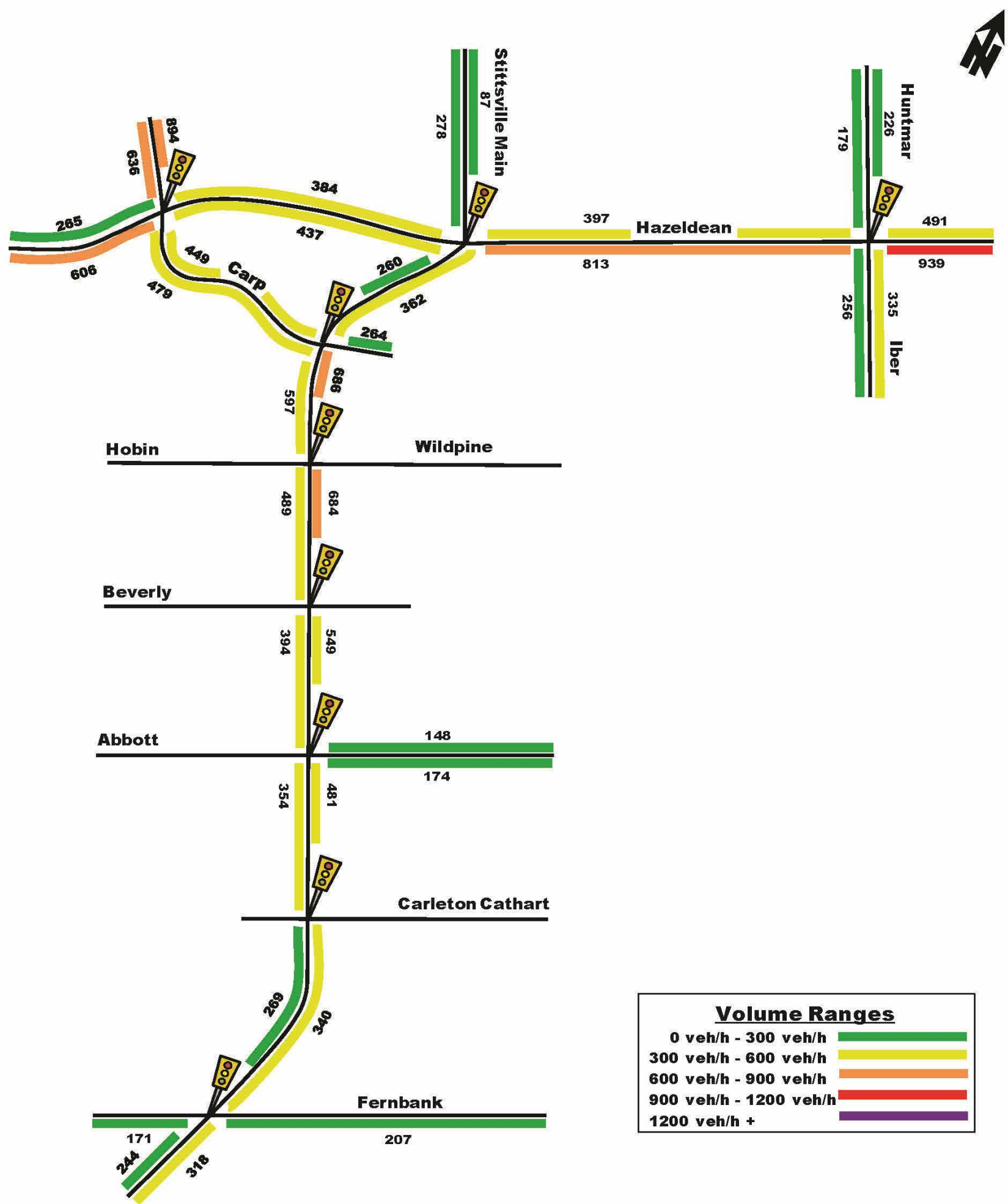




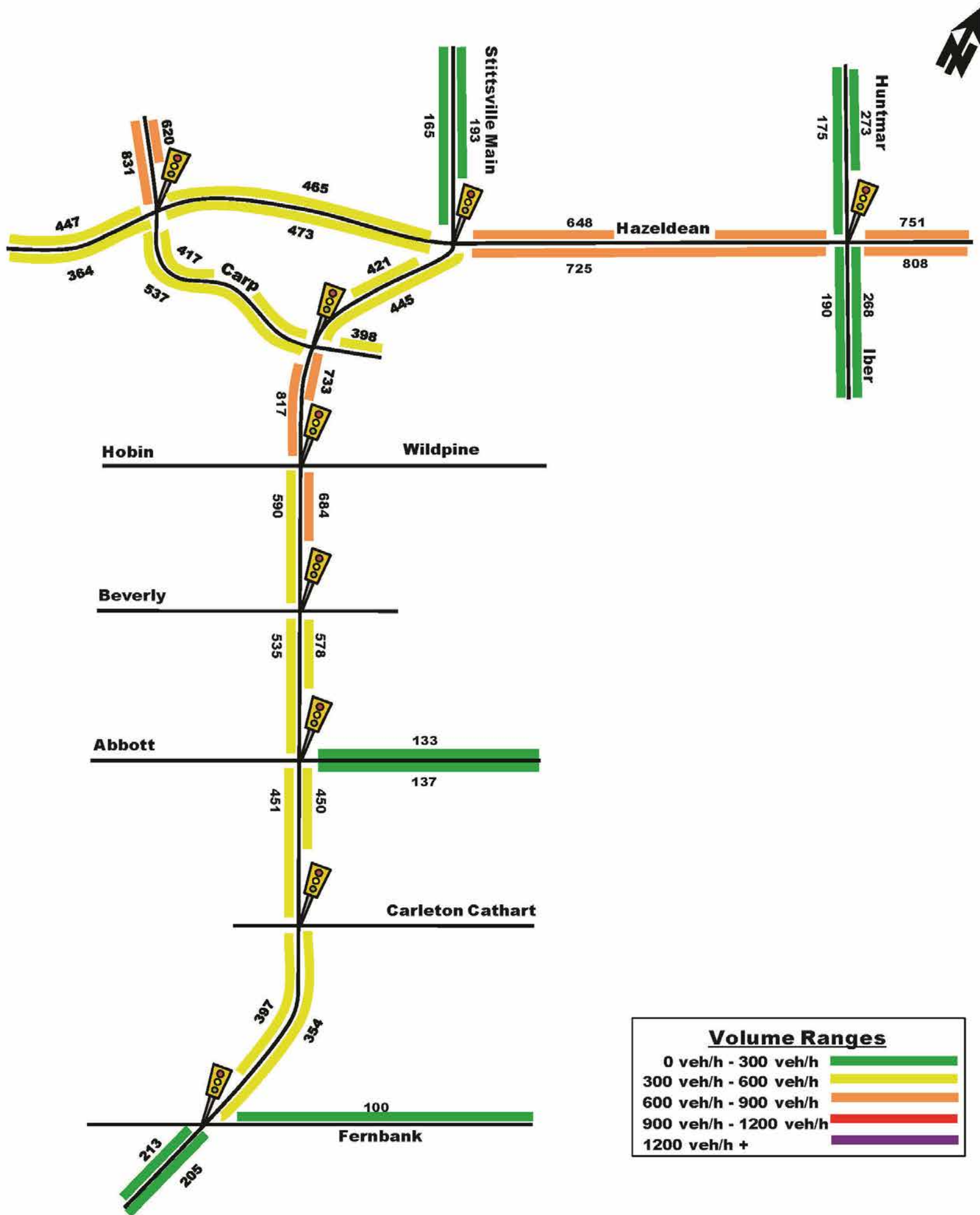
Appendix J – Existing Peak Hour Intersection Traffic Volumes



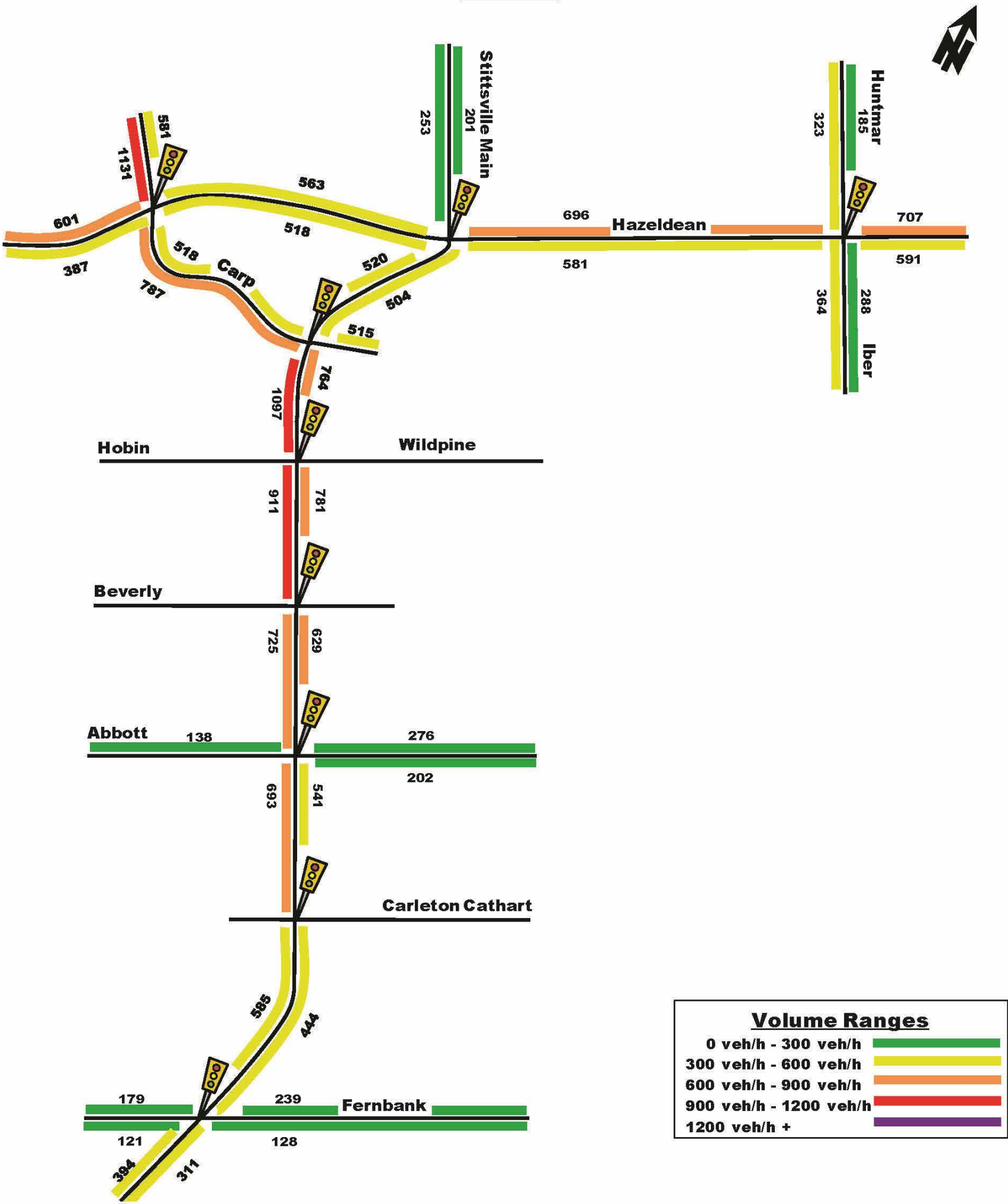
## Appendix K – Existing Weekday Morning Peak Hour Link Volumes



Appendix L – Existing Midday Peak Hour Link Volumes

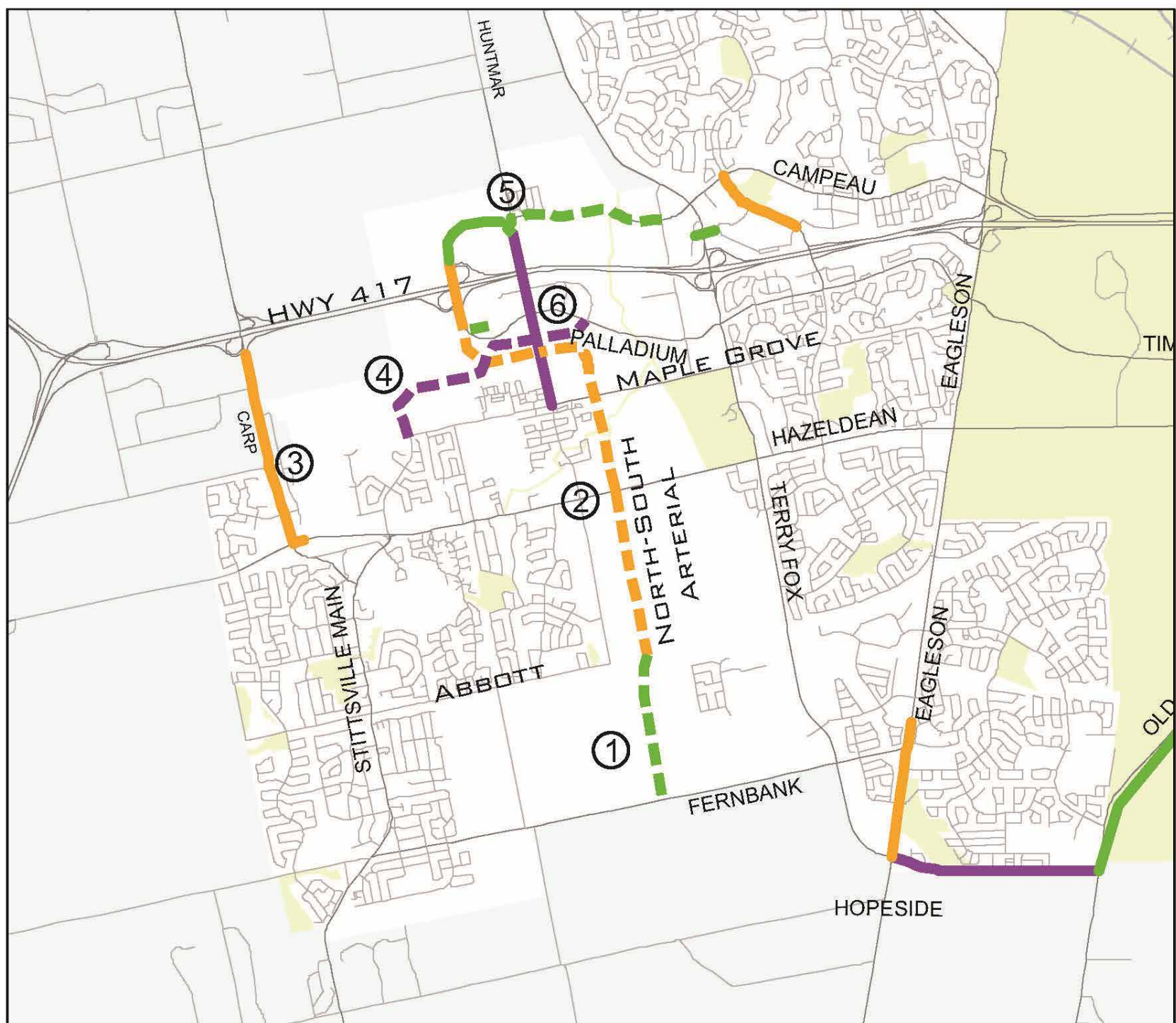


Appendix M – Existing Weekday Afternoon Peak Hour Link Volumes





## Appendix N – Community Transportation Capacity Improvements



### New Road Capacity

- ① North-South Arterial,  
2 lanes Fernbank to Abbott
- ② North-South Arterial,  
4 lanes Abbott to Palladium
- ③ Carp Road Widening to 4 lanes,  
Hazeldean to Highway 417
- ④ Main Street Extension,  
2 lanes Maple Grove to Huntmar
- ⑤ Campeau Drive Extension,  
4 lanes Didsbury to Palladium
- ⑥ Huntmar Widening to 4 lanes,  
Maple Grove to Campeau

### Timing as per 2013 TMP: Affordable Network

Phase 1 (2014 - 2019) Widening	
Phase 1 (2014 - 2019) New Road	
Phase 2 (2020 - 2025) Widening	
Phase 2 (2020 - 2025) New Road	
Phase 3 (2026 - 2031) Widening	
Phase 3 (2026 - 2031) New Road	

### Transit

Both the Transitway Extension along the North-South Arterial to Fernbank, and Transit Priority Measures along Hazeldean Road and Stittsville Main Street are included in the City's Rapid Transit and Transit Priority Networks.

However, only the Hazeldean Road Transit Priority Measures are included in the City's 2031 "Affordable Network".