

Huntmar Drive Widening (Campeau Drive to Maple Grove Road) and Stittsville Main Street Extension (Maple Grove Road to Robert Grant Avenue) Environmental Assessment (EA) Study

Introduction

Welcome to the first Public Consultation Event for the Huntmar Drive Widening and Stittsville Main Street Extension Environmental Assessment (EA) Study.

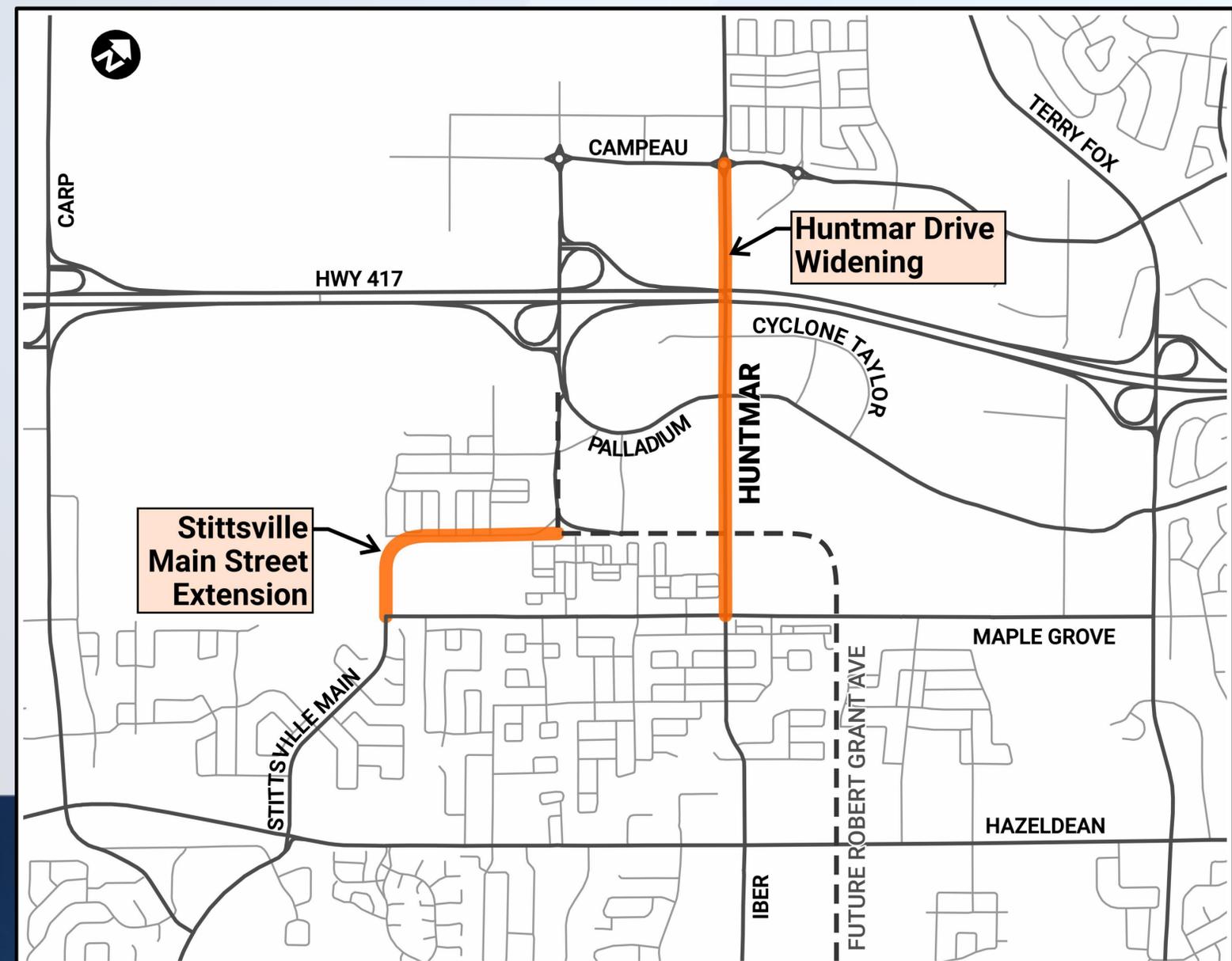
The project limits for the widening of Huntmar Drive start from Campeau Drive in the north and extend to Maple Grove Road in the south (approximately 1.7 km). The limits of the Stittsville Main Street Extension are from Maple Grove Road to Robert Grant Avenue. The projects limits are shown in adjacent figure.

The City's Transportation Master Plan (2013 TMP) identifies the widening of Huntmar Drive and the extension of Stittsville Main Street as part of the future roadway network in the area.

The City is welcoming feedback on the information presented at this time including the Preliminary Preferred Designs for the roadways **from June 15 until July 6, 2022**.

Details of how to provide feedback are provided on the city's project website: [Ottawa.ca/huntmardrivestittsvillmain](https://ottawa.ca/huntmardrivestittsvillmain)

Your input is important to the success of the study!



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Land Acknowledgement

- Ottawa is located on unceded territory of the Algonquin Anishinabe Host Nation.
- The peoples of the Algonquin Anishinabe Host Nation have lived on this territory for millennia.
- Today, Ottawa is home to approximately 40,000 First Nations, Inuit and Métis people.
- Ottawa's Indigenous Community is diverse, representing many nations, languages and customs.
- The City honours the land of the First Peoples, as well as all First Nations, Inuit and Métis in Ottawa and their valuable past and present contributions to this land.

Reconnaissance du territoire

- Ottawa est située sur un territoire non cédé de la nation hôte algonquine Anishinabe.
- Les peuples de la nation algonquine Anishinabe vivent sur ce territoire depuis des millénaires.
- Aujourd'hui, Ottawa compte environ 40 000 membres des Premières Nations, Inuits et Métis.
- La communauté autochtone d'Ottawa est diverse et représente de nombreuses nations, langues et coutumes.
- La Ville rend hommage au territoire des premiers peuples, ainsi qu'à l'ensemble des membres des Premières Nations, des Inuits et des Métis d'Ottawa, de même qu'à leurs précieuses contributions passées et présentes à ce territoire

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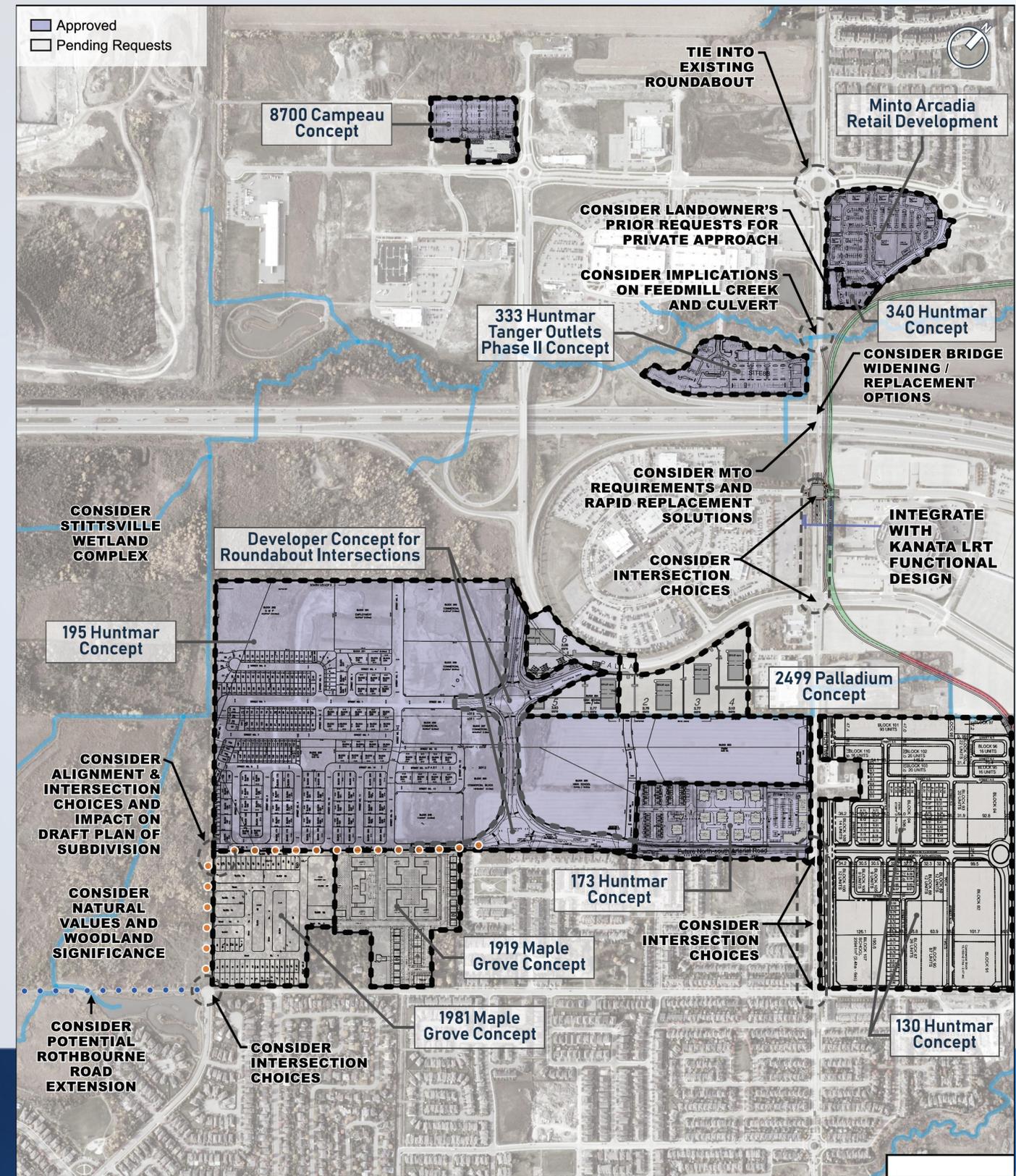
Study Objectives

- Investigate opportunities to improve Huntmar Drive for all modes (including bridge crossing opportunities over Highway 417), and for the extension of Stittsville Main Street, both as complete streets
- Accommodate all travel modes by including accessible features for walking, cycling, transit, autos and trucks that are compatible with surrounding land uses and developing communities
- Consult with a broad range of stakeholders, collect and consider feedback
- Coordinate with area developments and preliminary designs for the LRT extension and the planned extension of Robert Grant Avenue
- Establish right-of-way requirements and project cost estimates
- Prepare a Recommended Plan and Environmental Study Report

Study Area

Huntmar Drive – A range of land uses exist along the corridor, including the Canadian Tire Centre, retail, commercial, employment uses, housing, a private school, and vacant lands which are being planned for development.

Stittsville Main Street – This corridor is surrounded primarily by vacant lands which are being planned for residential development.



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Environmental Assessment Process

The Recommended Plan will be developed and evaluated in accordance with the requirements of the Ontario Municipal Class EA process for a Schedule C project and harmonized with the Ontario Ministry of Transportation (MTO) Class EA for Provincial Transportation Facilities if required.

This Study will be addressing Phases 1 to 4 of the Class EA Process:

Phase 1: Confirm the project need or opportunity.

Phase 2: Evaluate alternative solutions.

Phase 3: Evaluate alternative designs.

Phase 4: Complete an Environmental Study Report (ESR) that documents the study process and includes recommended mitigation measures and future commitments.

Phase 1 and 2 were originally completed as part of the 2013 TMP. As part of this Study, these two phases are reviewed and re-confirmed. Following completion of Phases 1 through 4, the Recommended Plan will be presented to the City's Transportation Committee and Council for approval.

Consultation

The project will then be considered to have EA approval. It will be able to proceed to Phase 5 (implementation), once funding is in place.

Stakeholder input occurs throughout the study process and includes:

- Three sets of consultation group meetings with agencies, community associations, special interest groups, landowners, businesses, and Accessibility Advisory Committee
- Two public consultation events
- Meetings with individual stakeholders on an as-needed basis
- Website for the project: Ottawa.ca/huntmardrivestittsvillemain
- Consultation with Indigenous Communities
- Master mailing list to receive updates on the project by request
- 30-day public review period of the completed ESR

Schedule

Consultation Group Meetings #1	Fall 2021
Consultation Group Meetings #2	Winter/Spring 2022
Public Open House #1	June 2022
Consultation Group Meetings #3	Fall 2022
Public Open House #2	Fall 2022
Recommended Plan to Transportation Committee	Winter 2023
30-day Public Review Period of Environmental Study Report (ESR)	Winter 2023

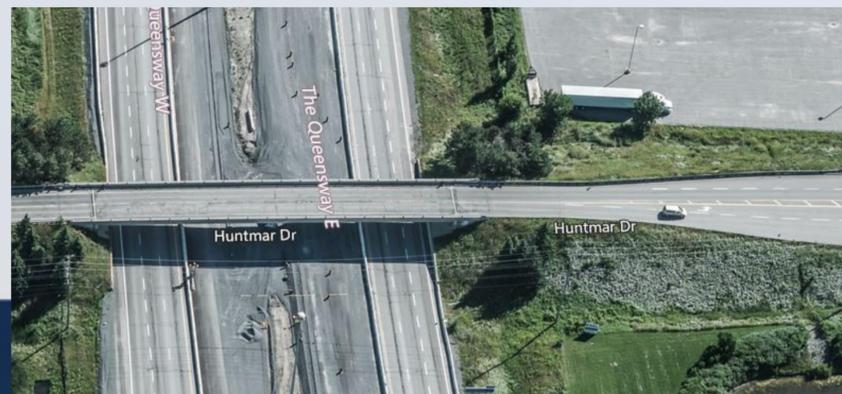


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What We've Heard so Far

Discussions and feedback received to-date has focused around the following themes:

- Need to provide transportation capacity to serve the area; coordinate with active subdivision developments
- The opportunity to construct both streets as complete streets featuring accessible sidewalks and cycle tracks
- Strong support for pedestrian/cycling facilities for both corridors as well as a safe crossing of HWY 417



- The opportunity for traffic calming elements on Stittsville Main Street
- Support for the safety and accessibility for all users of all ages and abilities to be considered in the design
- Desire for street tree planting along both corridors to improve the user experience
- Support for emphasizing sustainability in designs

Input will be used to refine the Preliminary Preferred Design.

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Project Need and Opportunity

Huntmar Drive:

- Need for additional multimodal transportation capacity to accommodate significant planned and in-progress development
- Opportunity to create a continuous, “complete streets” connection across HWY 417, including a potential active transportation bridge

Stittsville Main Street:

- Support the developing community with a new complete street that connects to the area's multi-modal transportation network

Regarding active transportation, the existing active transportation environment is insufficient; opportunities to improve include:



- “Complete Streets” design approach
- Integrated mobility through connections to future rapid transit
- Providing space for tree planting
- Providing an active transportation crossing of HWY 417



Regarding bus transit, without investment, roadway congestion will impact travel time and reliability of on-street bus transit.



Regarding vehicle travel, future traffic conditions will exceed existing capacity and level of service will fail

Responding to this need and opportunity, the map to the right illustrates a general concept for transportation proposed for the area



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Complete Street Approach

- Council approved Complete Streets Implementation Framework (2015) guides the planning, design, operations and maintenance of road infrastructure
- Recognizes roads as public spaces, and the need to provide safety, comfort and convenience to users of all ages and abilities, regardless of their mode of transportation
- The City is committed to developing networks of complete streets as opportunities arise through road renewal and new construction
- All streets can be a Complete Street, but recommendations may vary according to context

Hubs and Corridors →

Guiding land-use policy framework from the new City of Ottawa Official Plan (2021):

Hubs (at the Canadian Tire Centre)

- Centred on planned or existing rapid transit stations
- Diverse functions, mixed uses
- Higher density of development
- Higher level of transit connectivity
- Major employment centres

Corridors – Minor (along Huntmar Drive)

- Bands of land along specified streets, planned for higher density of development and a mix of uses.
- More dense than surrounding neighbourhoods, but less than hubs.

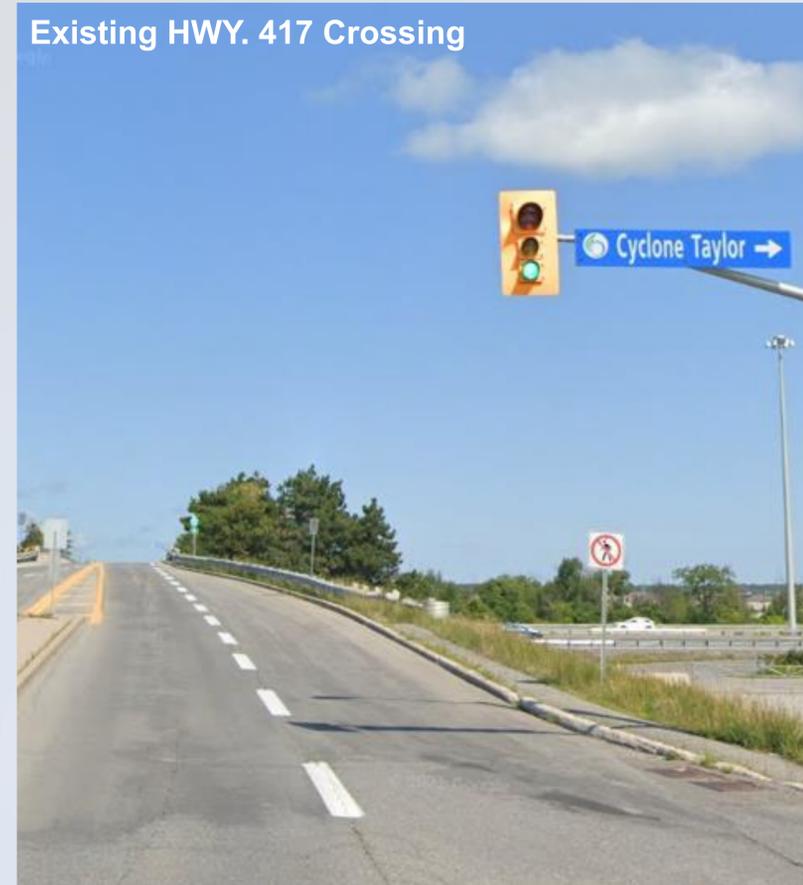
Official Plan – Land Use



Huntmar Drive Widening (Campeau Drive to Maple Grove Road) and Stittsville Main Street Extension (Maple Grove Road to Robert Grant Avenue) Environmental Assessment (EA) Study

Existing Transportation Conditions

- Huntmar Drive:
 - Is a 2-lane rural road in an aging condition
 - Has low pedestrian and bicycling volumes due to lack of facilities, particularly at the HWY 417 crossing
 - Local transit operates in mixed traffic, reliability is subject to congestion
 - Existing traffic volumes are at or above roadway capacity
- Absence of continuous Stittsville Main Street connection to the Arterial Road network creates a gap in overall transportation network



Projected Transportation Conditions

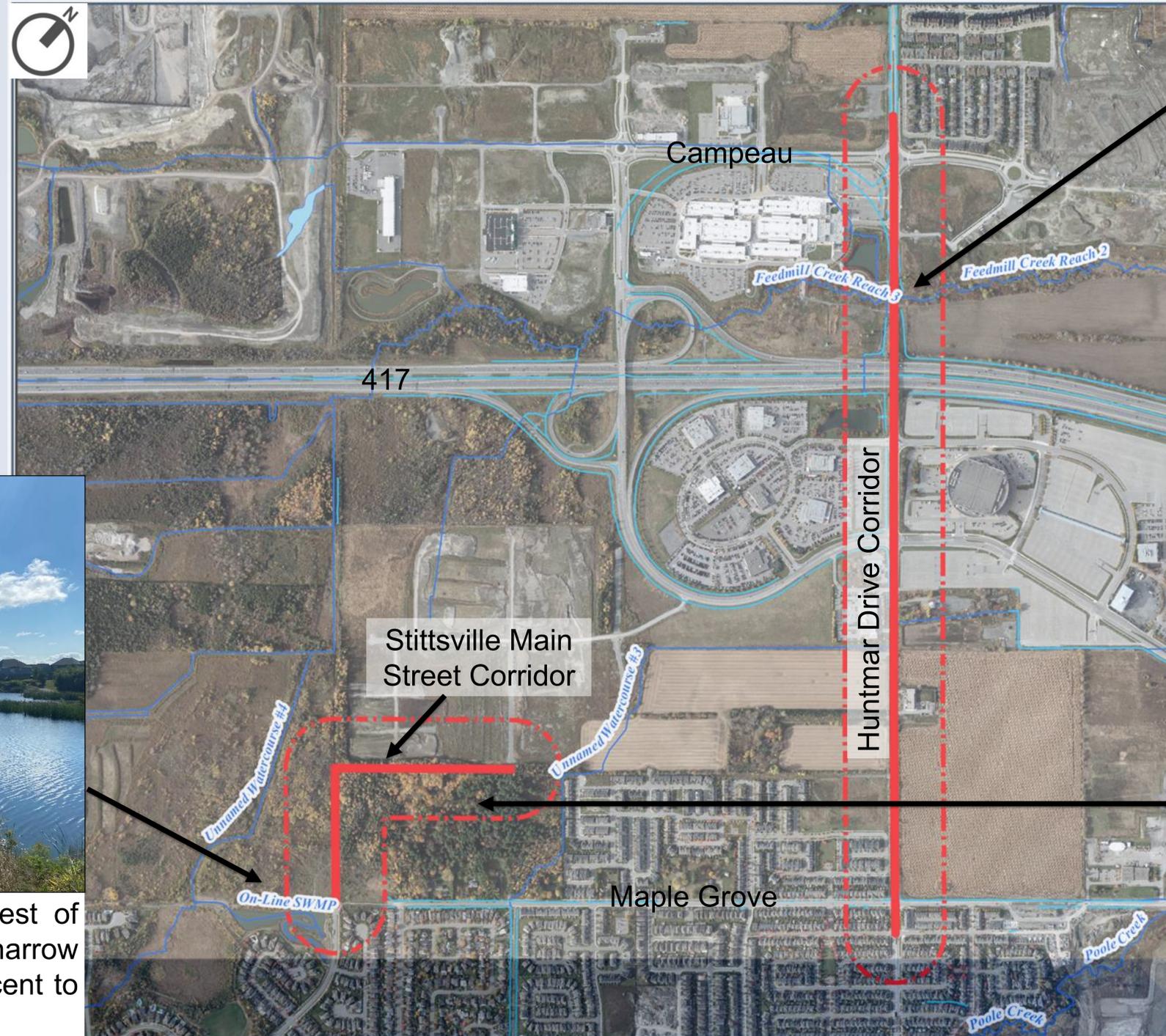
- Anticipated modal shift towards active modes, resulting from the extension of the O-Train LRT to Kanata and City-wide improvements to the walking and cycling networks
- Significant, high-density future growth projected for the Palladium “Hub” as well as ongoing development in the lands surrounding the Study Area will increase area travel demand
- Despite the modal shift, projected peak traffic volumes will exceed the capacity provided by a 2-lane Huntmar Drive and there is an opportunity to renew it as a 4-lane complete street



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Existing Conditions – Physical and Environmental

- Feedmill Creek is known fish habitat, the area around the creek on the west side of Huntmar Drive is recognized as significant valleyland.
- These characteristics will require specific design considerations and potential future approvals.



Feedmill Creek with cascade-like boulder features, showing riparian vegetation including cattails and Purple Loosestrife.



Stormwater Management Pond west of Stittsville Main Street, showing narrow naturalized marsh vegetation adjacent to manicured grass.



Stittsville Main Street corridor, looking northeast towards Maple Grove Woodlot (UNA 32), showing mixedwood canopy and trails.

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Evaluation of Alternative Solutions

Methodology and Criteria

The vision defined by the new draft TMP is that *“In 2046, Ottawa’s transportation network will be flexible, dependable, safe and efficient in meeting the evolving needs of residents and businesses across the City, while enabling the City to meet its climate change goals. The network will provide travel options for people regardless of their income, identity, or ability.”*

Planning Principles

Planning principles chosen for this study were based on those in the 2013 TMP and draft new TMP and include:

- Support a reduction in automobile dependence
- Integrate transportation and land use
- Protect the environment and enhance the economy
- Recognize and meet the diverse mobility needs of all residents, businesses and visitors
- Promote better public health
- Improve safety

Alternative planning solutions are functionally different but general ways of addressing a need or opportunity. The evaluation of alternative solutions process completed for this study includes re-validating the TMP recommended solutions for the two transportation corridors in consideration of the existing conditions in the Study Area, planning policy directions for growth as outlined in the City’s Official Plan and the re-confirmed need and opportunity for the study.

A range of alternative solutions were evaluated for Huntmar Drive, Huntmar Drive and 417 Crossing and Stittsville Main Street that would best meet the planning principles for each of the roadways as shown in the table below.

Huntmar Drive	Huntmar Drive and 417 Crossing	Stittsville Main Street
1. Do nothing	1. Do nothing	1. Do nothing
2. Construct new pedestrian/cycling facilities only	2. Remove bridge	2. Construct new pedestrian/cycling facilities only
3. Improve transit service within the Study Area	3. Repurpose existing bridge for northbound or southbound vehicle travel lanes and build parallel complete street bridge	3. Extend the facility as a complete street (TMP Solution).
4. Reconstruction. Provide additional capacity by widening and reconstructing Huntmar Drive as a Complete Street	4. Construct a replacement bridge for vehicles and a separate/parallel active transportation bridge	4. Do not extend the street north of Maple Grove Road, but, a) construct an appropriate intersection and easterly connection to existing Maple Grove Road, and b) construct a new road segment connecting the southerly extent of Derreen Avenue to Robert Grant Avenue
5. Add capacity to other existing north-south facilities	5. Construct a single replacement complete street bridge, and provide the opportunity for an early active transportation bridge	

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Identifying the Preliminary Preferred Solutions

The Preliminary Preferred Solution for **Huntmar Drive** is to reconstruct as a complete street.

The Preliminary Preferred Solution for **Huntmar Drive/HWY 417 Crossing** is to replace the existing structure with a single bridge crossing in its existing location and to provide for the opportunity of an early active transportation bridge.

The Preliminary Preferred Solution for **Stittsville Main Street** is to extend as a complete street providing for all modes from Maple Grove Road to the future Robert Grant Avenue.

Each of these solutions require additional property to expand the City Right-of-Way to accommodate the roadway improvements.

The preferred solutions were chosen as they best meet the study's planning principles:

- **Supports a reduction in automobile dependency** by constructing complete streets that **recognize and meet the diverse mobility needs of all residents, businesses and visitors**.
- Dedicated facilities for pedestrians and cyclists, transit and private vehicles **improves safety** while **promoting better public health**.
- **Integrates transportation and land-uses** including future developments providing capacity in the transportation network and choices for travel and at the same time **enhancing the economy**.
- Consistent with the existing functional design of the westerly extension of the City's Light Rail Transit (LRT) system to Kanata/Stittsville.
- Context-sensitive design and consideration for the surrounding environment **protects the environment**. Opportunities to enhance the environment are also considered.

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Accessibility in the Design

Key Design Considerations

The key design considerations when developing and evaluating alternative designs and the Recommended Plan are:

- **Safety for all modes**
- **Accessibility and pedestrian accommodation**
- **Cycling connectivity**
- **Transit amenities**
- **Transportation operations and level of service**
- **Surrounding land uses and future developments**
- **Urban Design including “Hub” designation**
- **Coordination with existing functional design for LRT and the Palladium Station**
- **Traffic calming and speed reduction**
- **Parking opportunities**
- **Landscaping/streetscaping**
- **Stormwater management**
- **Access and turning movements**

The Recommended Plan will consider interim measures to improve the transportation environment in the study area.

Public Spaces are to be inclusive and accessible to everyone of all ages and abilities.

The project will be designed to meet the *Accessibility for Ontarians with Disabilities Act* and the City of Ottawa’s *Accessibility Design Standards*. Consideration will also be made for the Federal *Accessible Canada Act*.

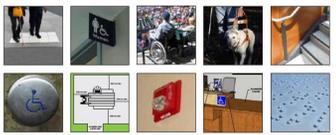
Key considerations in the design phase with respect to Accessibility include:

- Type of pedestrian and cycling facilities
- Length and type of crosswalks
- Passenger loading areas
- Tactile Walking Surface Indicators (TWSI)
- Unobstructed sidewalks
- Ground and floor surfaces
- Resting areas

The City’s Accessibility Advisory Committee is a participant on this Study.



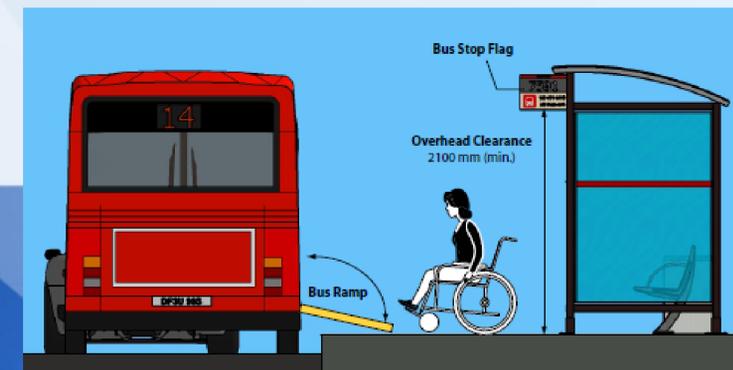
Accessibility Design Standards



Second Edition, November 2015



ACCESSIBLE CANADA ACT



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Evaluation of Alternative Designs Criteria and Methodology

Alternative designs (cross-sections) for the widening of Huntmar Drive and extension of Stittsville Main Street, and crossing opportunities at HWY 417, were developed considering their specific road design criteria, policies, geometric design requirements and environmental effects. Preferred cross-sections were determined following an evaluation process whereby designs were considered against criteria groups. These criteria are sensitive to the site-specific existing conditions within the Study Area. Both qualitative and quantitative indicators are used where appropriate.

Criteria

The four criteria groups used to assist in the evaluation of alternative designs are listed below.

1. Transportation System Sustainability

- Integrate accessible pedestrian and cycling facilities, with appropriate linkages to surrounding amenities
- Provide sufficient road capacity for vehicles and vehicle movements
- Improve corridor efficiency, travel times and reduce congestion
- Improve the quality of transit service, increase travel time reliability
- Facilitate connectivity to/from future LRT stations and transfers to/from local buses
- Support an overall modal shift towards sustainable modes
- Ensure accessibility and inclusion
- Ensure health, safety and security of users of the facilities

2. Land Use, Social and Community Sustainability

- Improve mobility for area businesses and residents
- Support adjacent land uses and future development
- Protect known or potential cultural heritage resources
- Ensure consistency with applicable planning policy, by-laws
- Promote overall regional and Provincial planning objectives
- Protect against noise and vibration effects

3. Physical and Ecological Sustainability

- Reflect a sensitivity towards the natural environment
- Limit risk to human health from areas of known contamination
- Provide flexibility to respond to climate change
- Limit or reduce contribution to greenhouse gas emissions
- Protect corridor users from the effects of climate change

4. Economic Sustainability

- Preserve or re-use existing infrastructure where possible
- Limit capital construction costs, minimize lifecycle costs
- Protect existing and planned infrastructure from the effects of climate change
- Explore options to phase construction, minimize disruption
- Limit land requirements

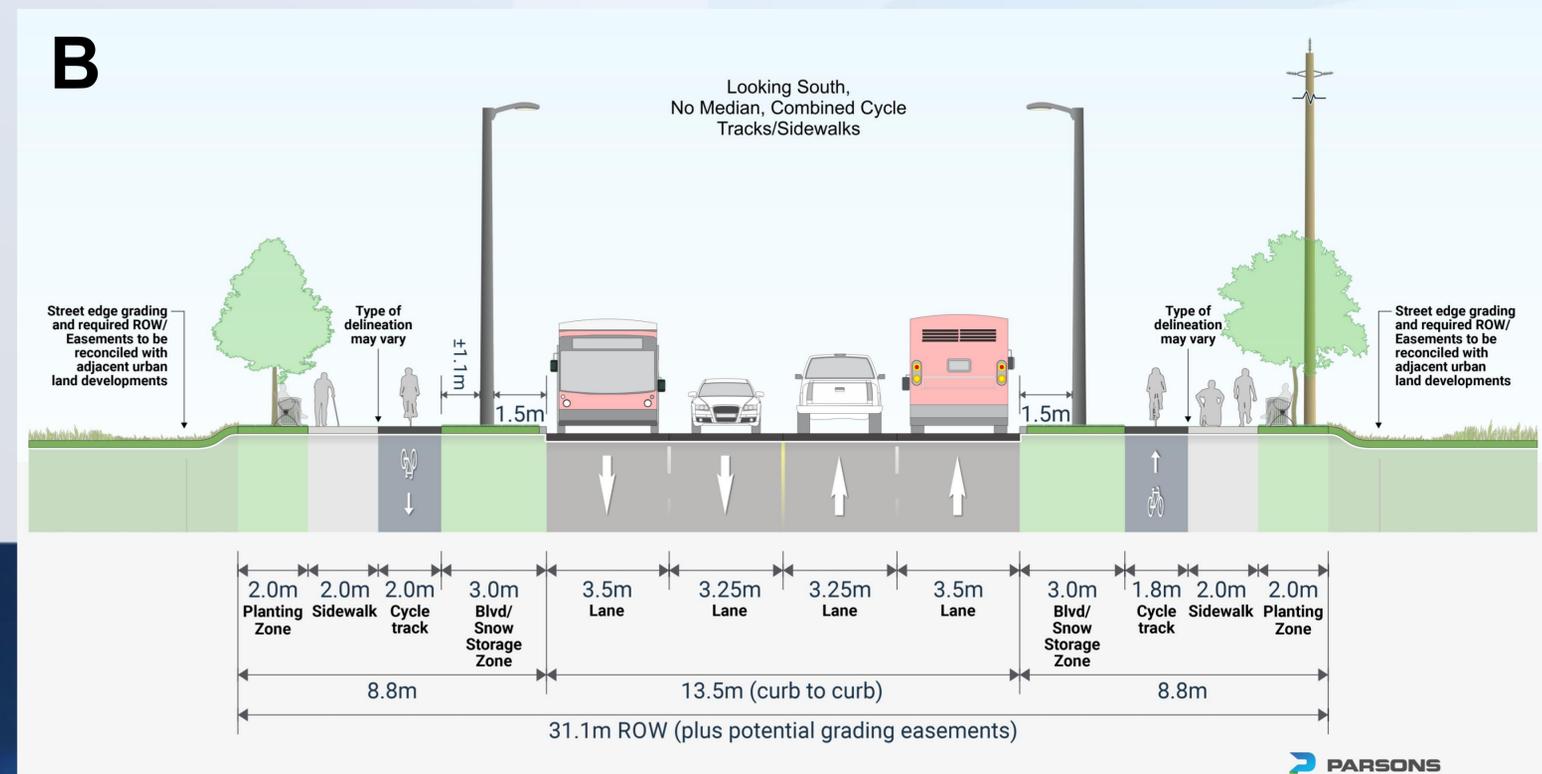
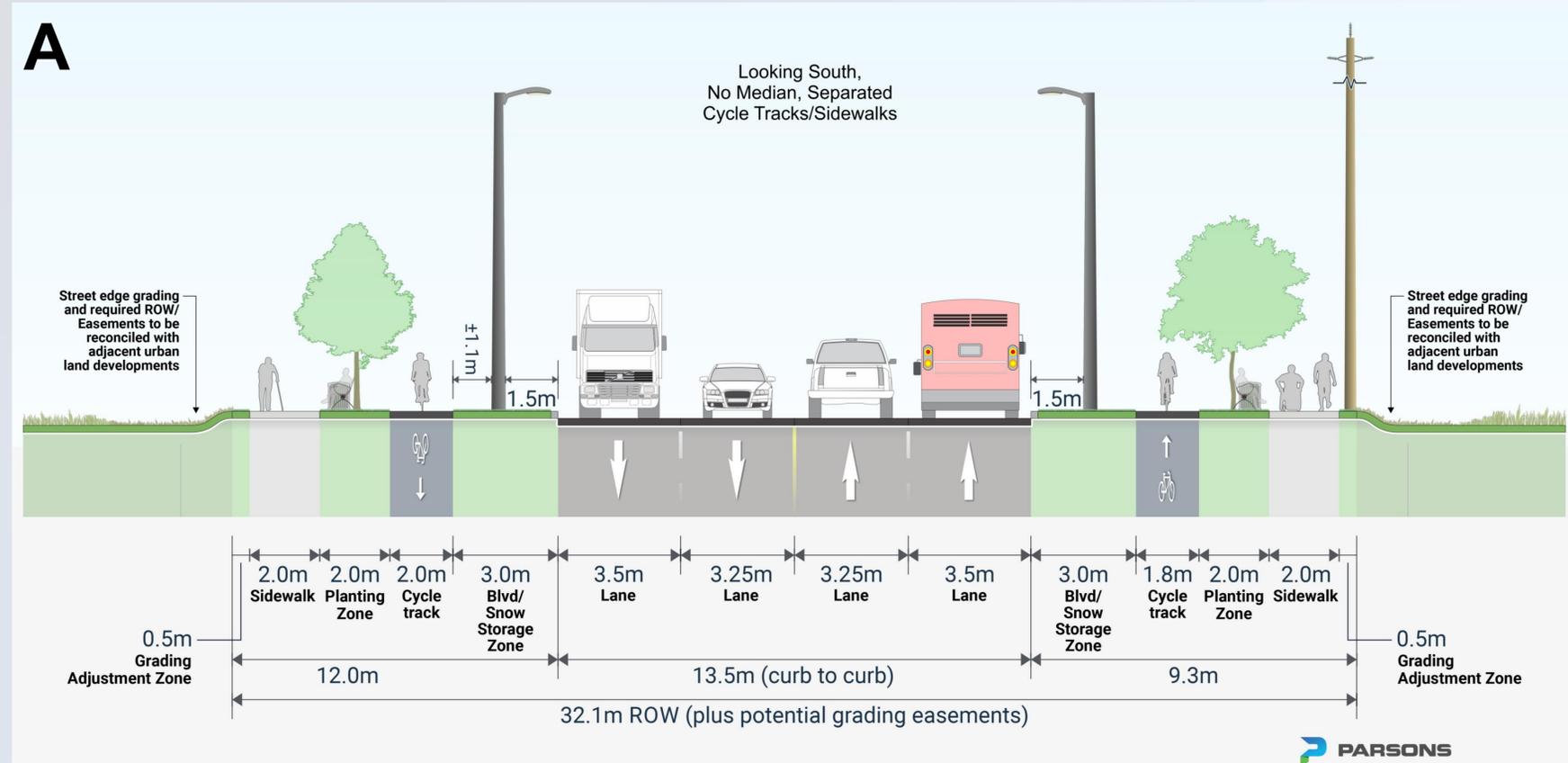
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Alternative Designs – Huntmar Drive

The Proposed cross-section features:

- **4-lane undivided roadway** (2 lanes in each direction)
- **Wide inner boulevards** for snow-storage, buffer to active transportation facilities
- **2m unidirectional cycle tracks**, **2m sidewalks** on both sides
- Option to separate cycle track, sidewalk with a landscaped planting zone; or to combine them
- Pedestrian scale lighting in the planting zone
- Space for tree planting

Both alternatives meet the City’s “complete streets” objectives, but the Preliminary Preferred Design is **Alternative A** as it provides better separation between active modes and allows street trees to shade both the sidewalk and cycle track.



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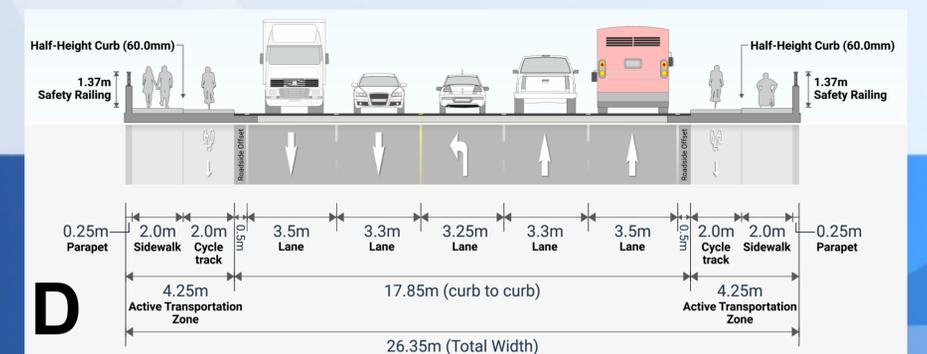
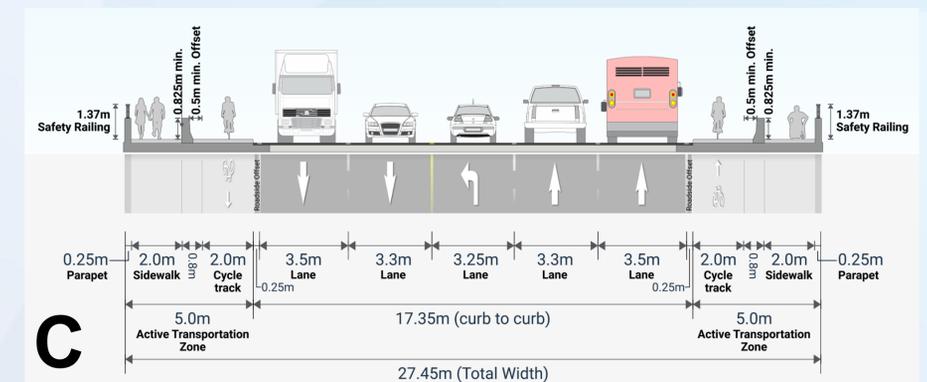
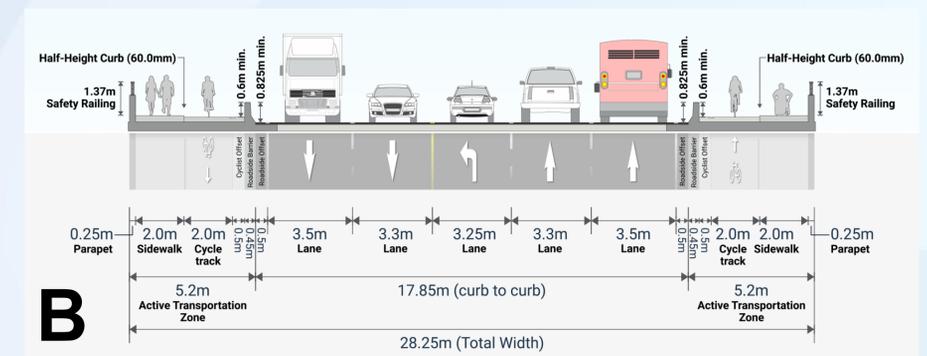
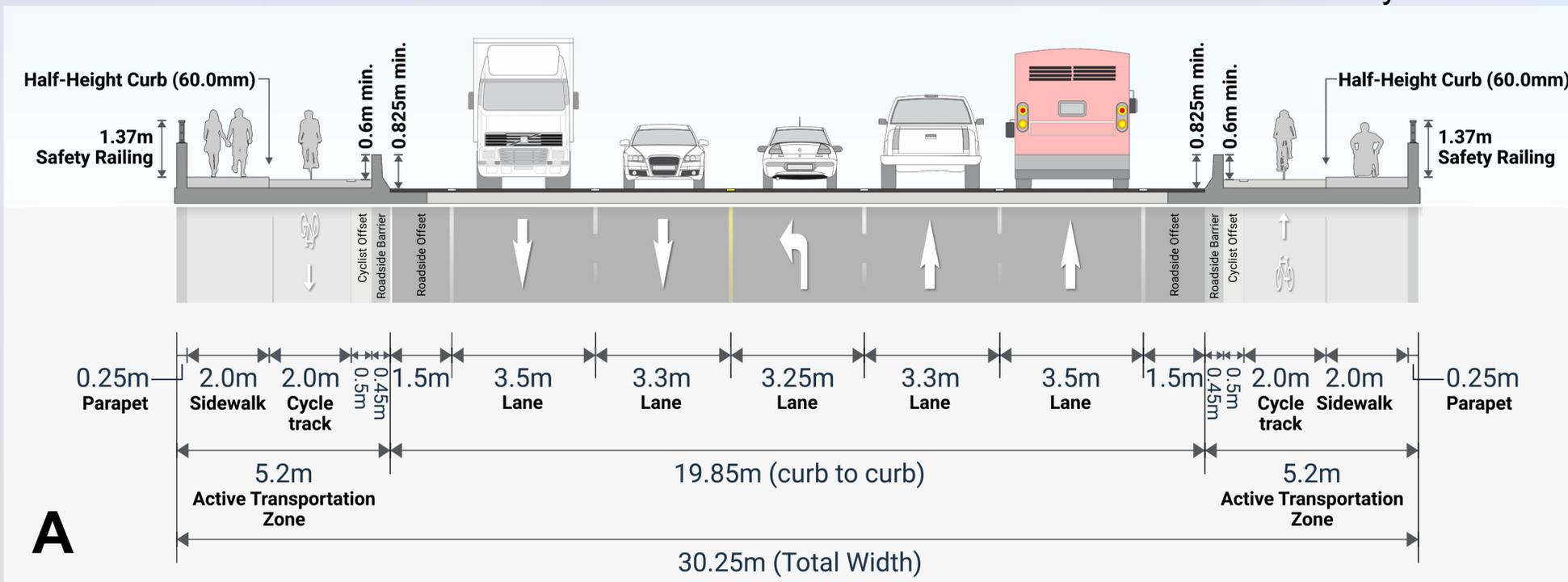
Alternative Designs – Huntmar Drive / HWY. 417 Crossing

Proposed cross-section features:

- 4 lanes undivided (2 lanes in each direction)
- Single southbound left-turn lane
- 2m unidirectional cycle tracks
- 2m sidewalks on both sides
- Option for a half-height curb delineator
- Roadside offsets for safety & snow storage

- Option to provide a concrete active transportation barrier

The preliminary Preferred Design is **Alternative A** as it provides best separation between motor vehicle traffic and active transportation users, and is the safest and easiest to maintain

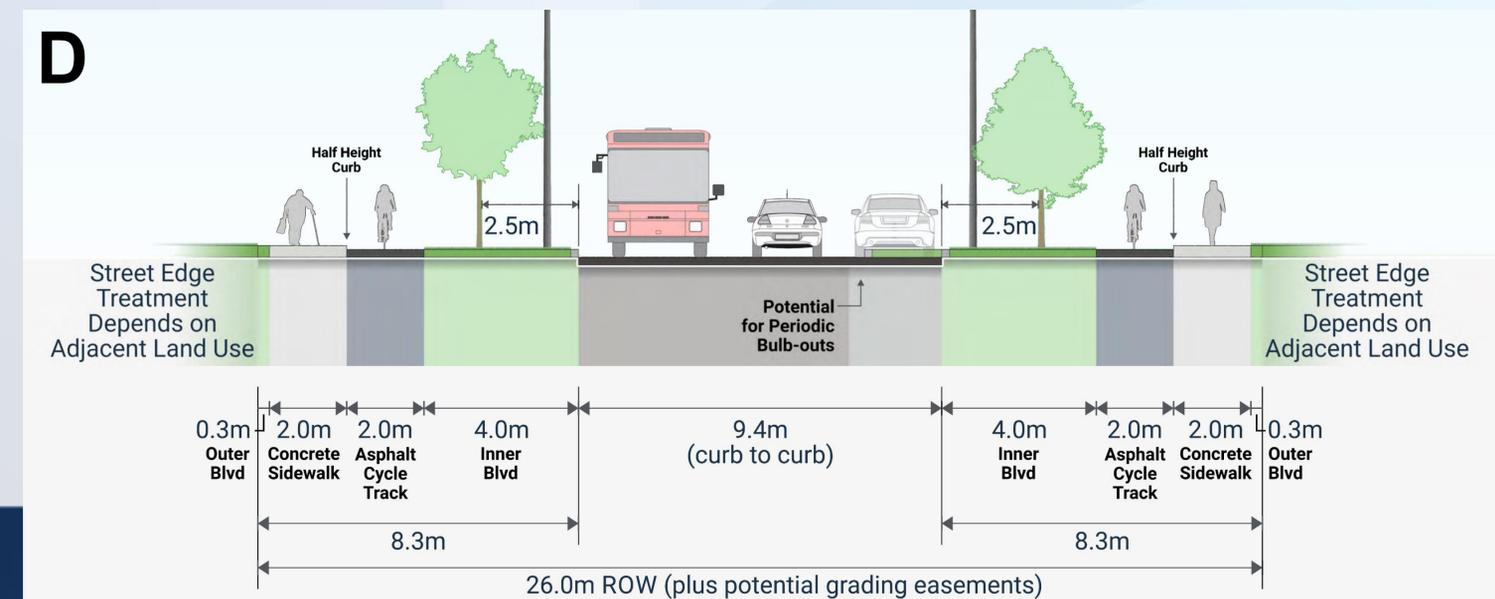
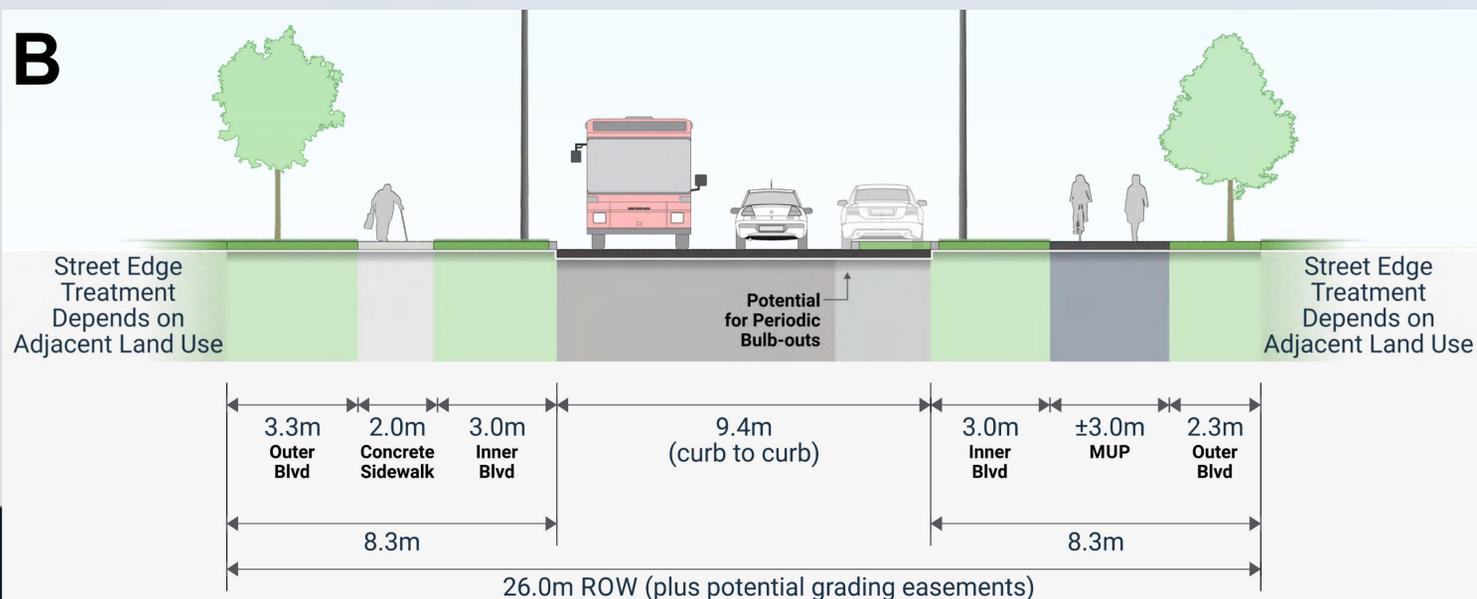
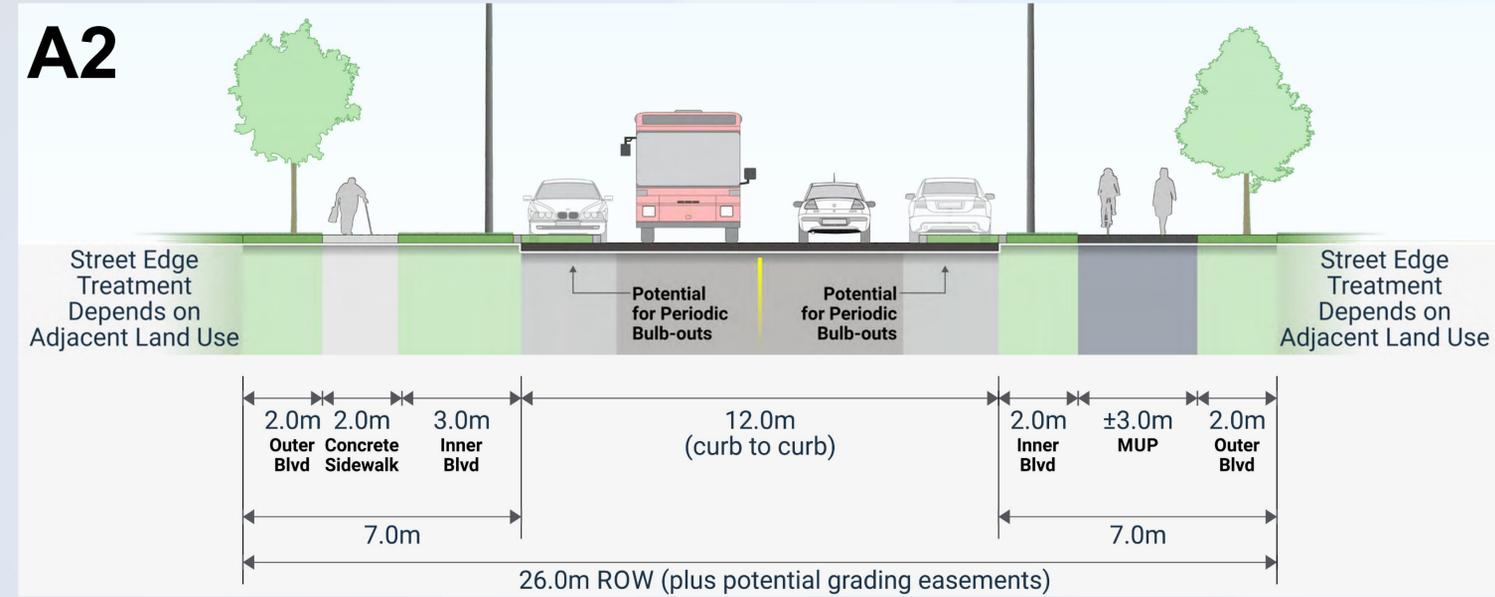
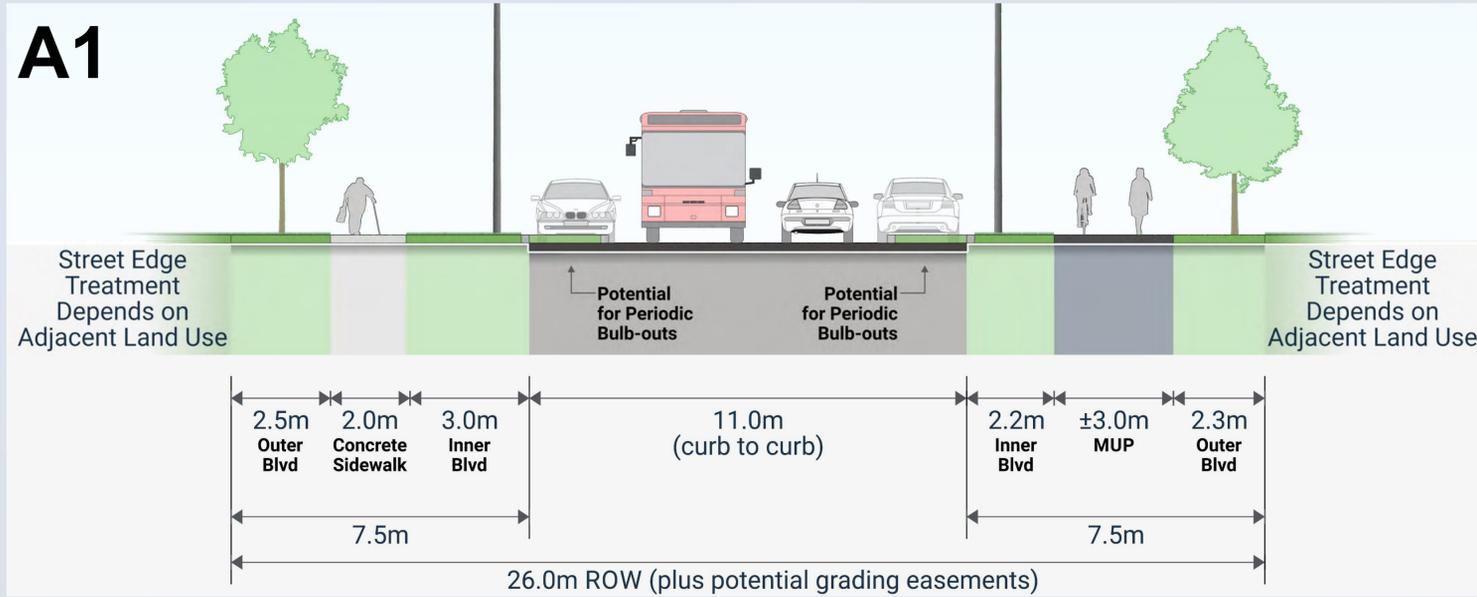


The recommended plan for implementation of this complete street bridge is that it be constructed in three (3) lateral stages in a manner that keeps Huntmar Drive operating with one travel lane in each direction during construction.

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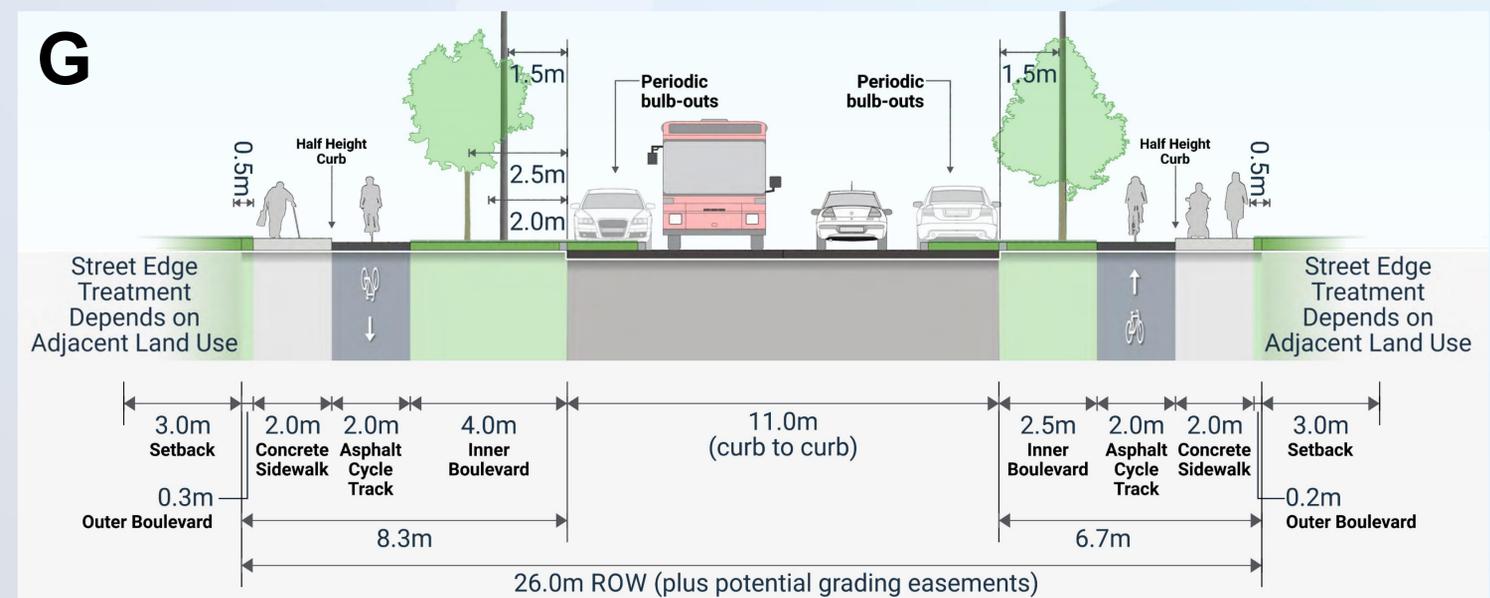
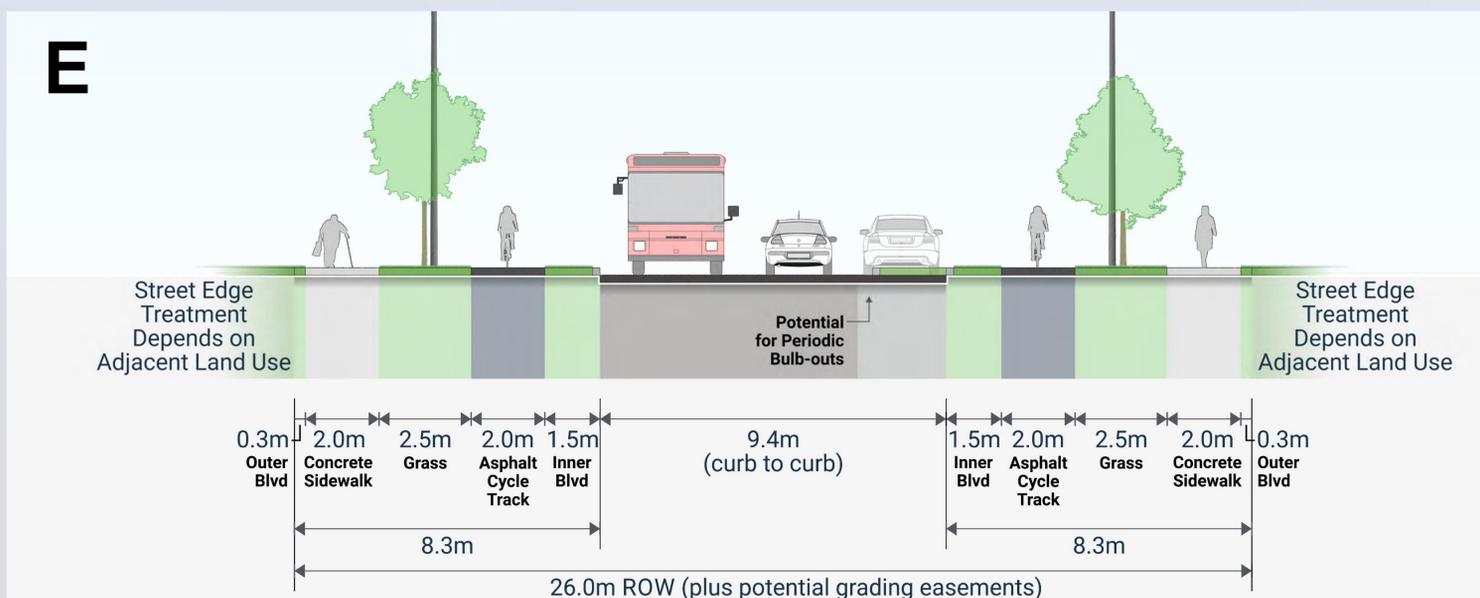
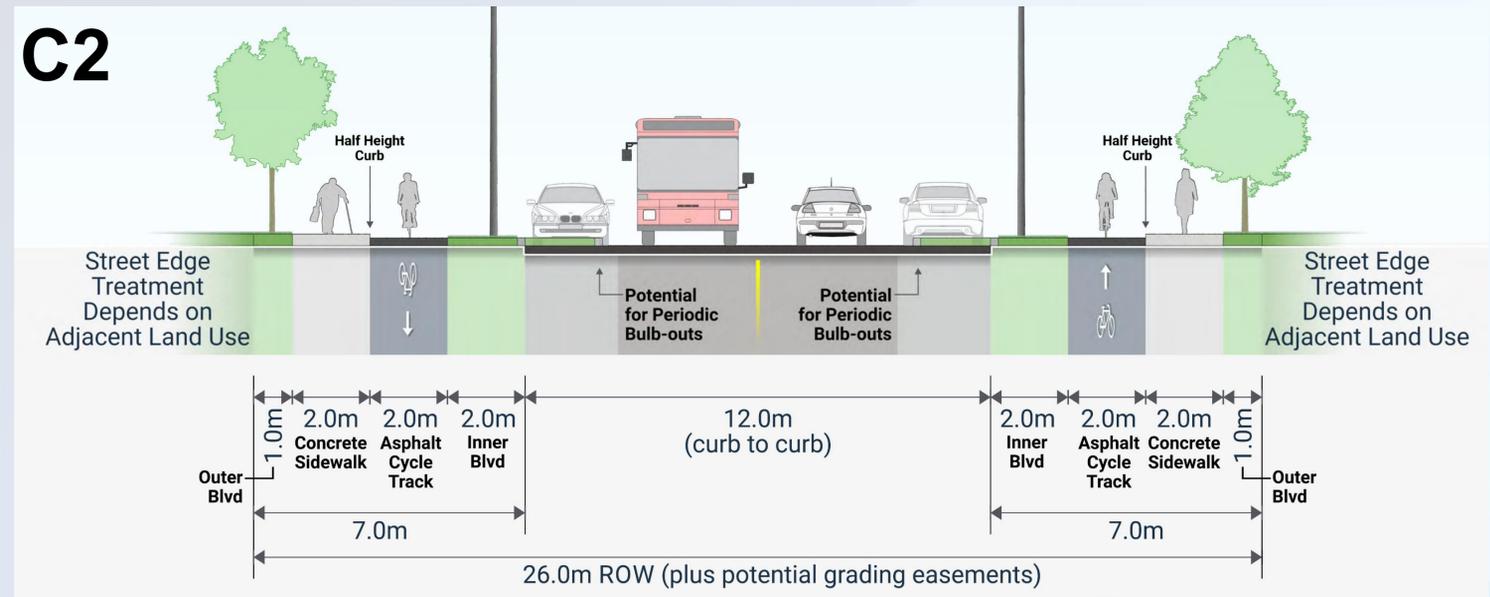
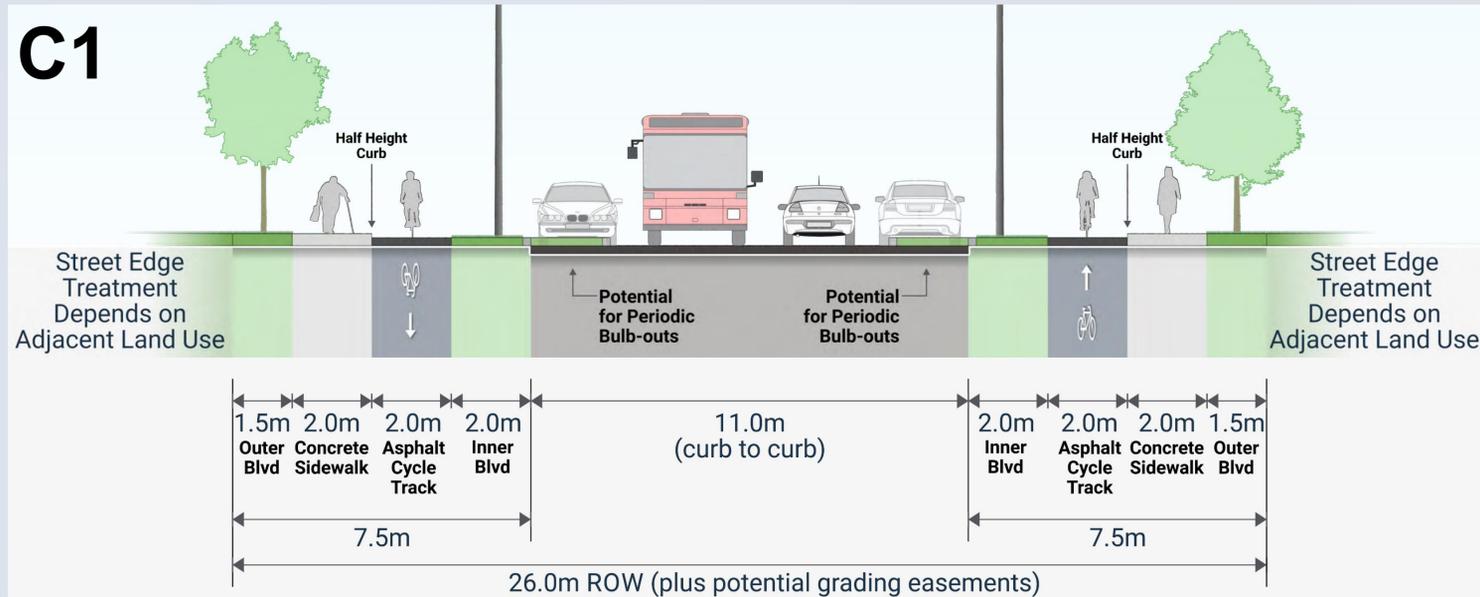
Alternative Designs – Stittsville Main Street

Six (6) alternative designs labelled alternatives “A” through “F” were evaluated to determine the preliminary preferred design for Stittsville Main Street. Two (2) of these designs had one minor modification and labelled as alternatives “A1 and A2” and “C1 and C2”. These are illustrated on this and the two following boards.



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Alternative Designs – Stittsville Main Street continued



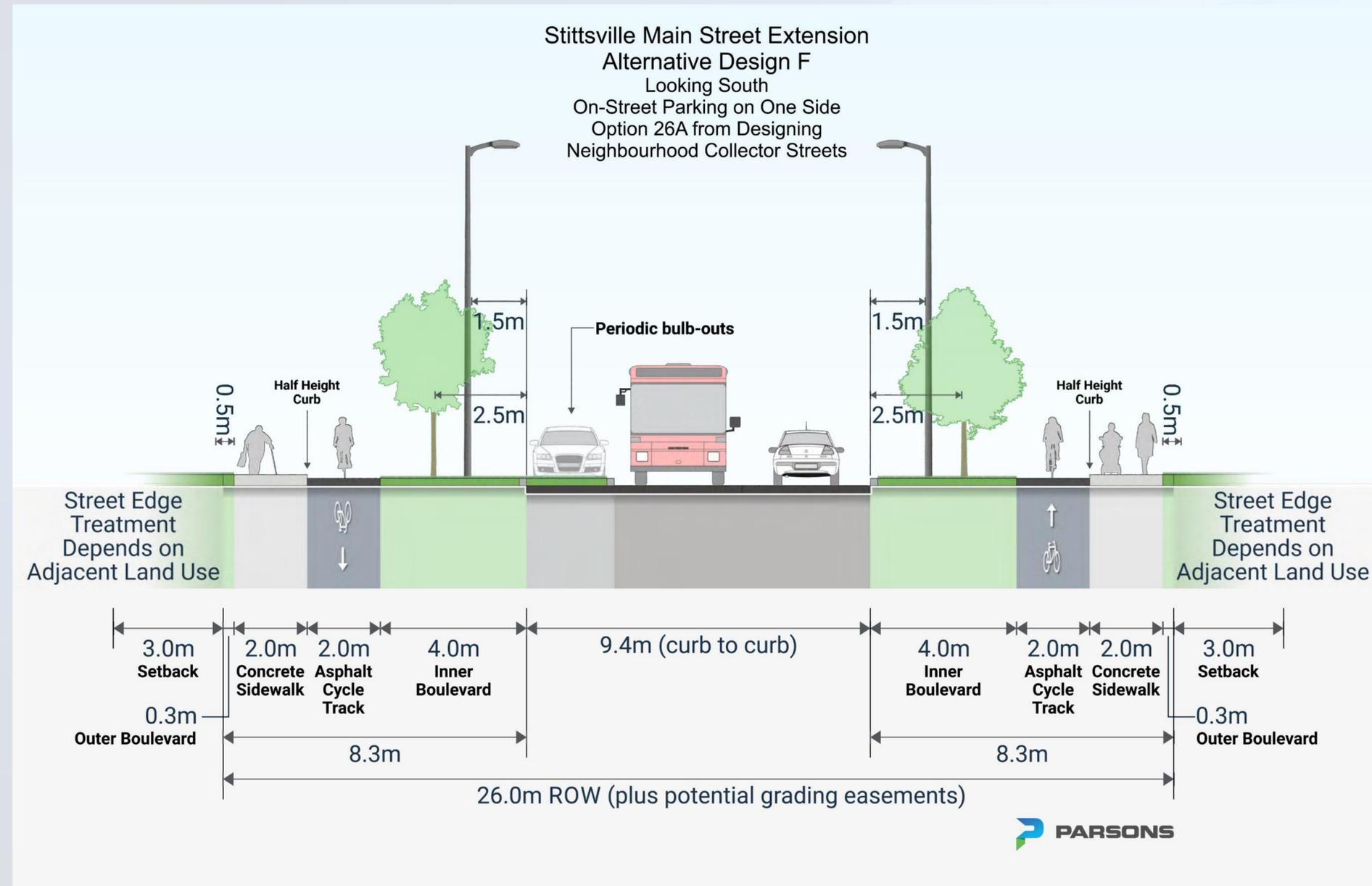
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Recommended Design – Stittsville Main Street Preliminary Preferred Design

Proposed cross-section features:

- **1 travel lane in each direction**
- “Traffic calming” design elements
- Wide inner boulevard for tree-planting, landscaping improvements
- Periodic, alternating side parking bay bulb-outs (~35 spaces total)
- **2m unidirectional cycle tracks**
- **2m sidewalks** on both sides
- Option for a half-height curb delineator or separated facilities

The Preliminary Preferred Design is **Alternative F**, which provides the best combined opportunity for traffic calming, street-tree growth, and separation of active transportation users.



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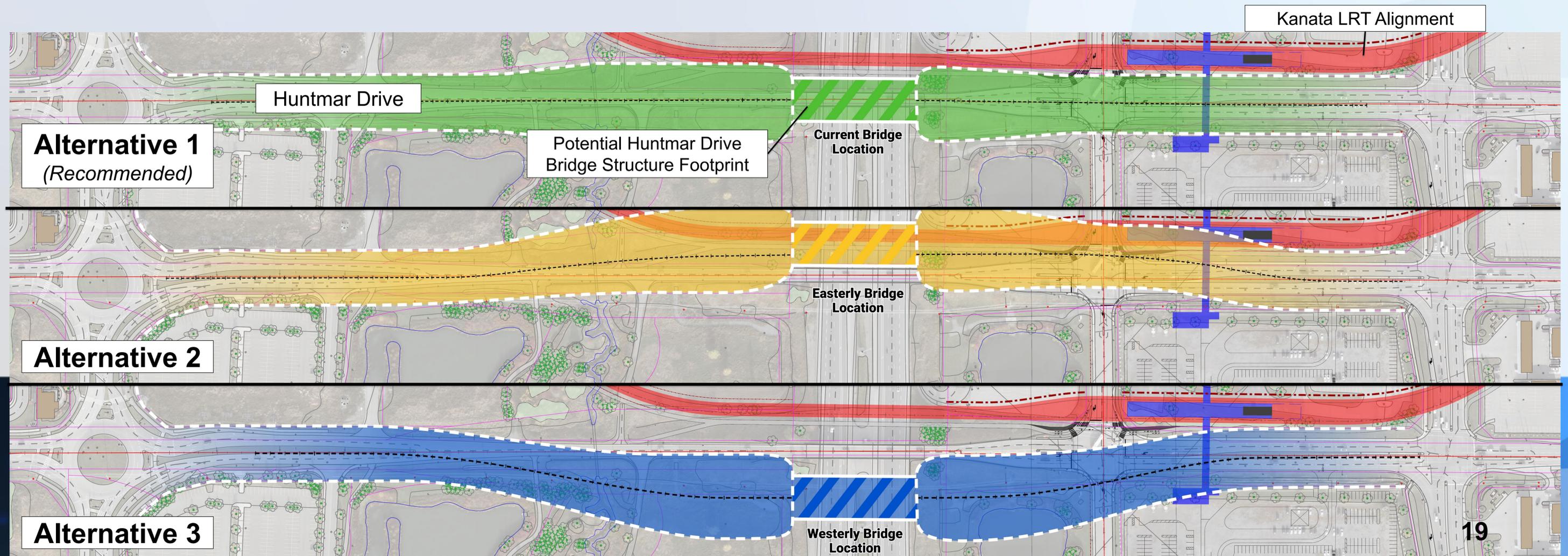
Huntmar Drive at HWY 417 Bridge Crossing Alignment Choices

Three options for the alignment of the crossing of Huntmar Drive at HWY 417 were evaluated (see image below):

1. Follow the existing right-of-way and widen to each side as may be required
2. Shift the alignment to the east
3. Shift the alignment to the west

Option 1 is the preferred alignment on the basis that it:

- Takes advantage of the existing right-of-way
- Avoids impacting the high voltage power lines to the west
- Avoids impacting existing stormwater management facilities to the west
- Avoids impacting a large diameter watermain to the west
- Leaves space for a possible active transportation bridge to the east, between the future Huntmar Drive renewed bridge and the future LRT bridge



Huntmar Drive Widening (Campeau Drive to Maple Grove Road) and Stittsville Main Street Extension (Maple Grove Road to Robert Grant Avenue) Environmental Assessment (EA) Study

Stittsville Main Street Alignment Choices

Two options for the alignment of Stittsville Main Street were evaluated:

- A. Follow the unopened road allowance and intersect with Derreen Avenue to the north, and extend easterly towards Robert Grant Avenue
- B. Follow a “cross-cutting” alignment, running diagonally towards Robert Grant Avenue

Option A is the preferred alignment on the basis that it:

- Avoids impacting active residential development projects
- Takes advantage of the unopened road allowance
- Provides for an effective connection to Derreen Avenue
- Provides for a future westerly connection to future development lands to the west of the unopened road allowance

The evaluated alignments are shown in the image to the right.



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Stittsville Main Street Intersection Choices

Options were evaluated for intersecting Stittsville Main Street at Maple Grove and at Derreen Avenue, with the choices being stop-controlled intersections, signalized intersections and roundabouts.

The recommended intersection method for the **intersection at Maple Grove is a Stop-controlled intersection**, for these reasons:

- Warrants for signalization are not met
- A roundabout would require a larger footprint and would impact a stormwater management pond and multi-use paths
- A roundabout would require land acquisition from existing and proposed residential lots
- It can effectively provide for active transportation crossings of the multi-use pathway along Maple Grove Road

The recommended intersection method for the **intersection at Derreen Avenue is a roundabout**, for these reasons:

- Space is available for a roundabout
- It can provide an effective community gateway and traffic calming element
- It works in tandem with the proposed roundabout planned at Robert Grant Avenue

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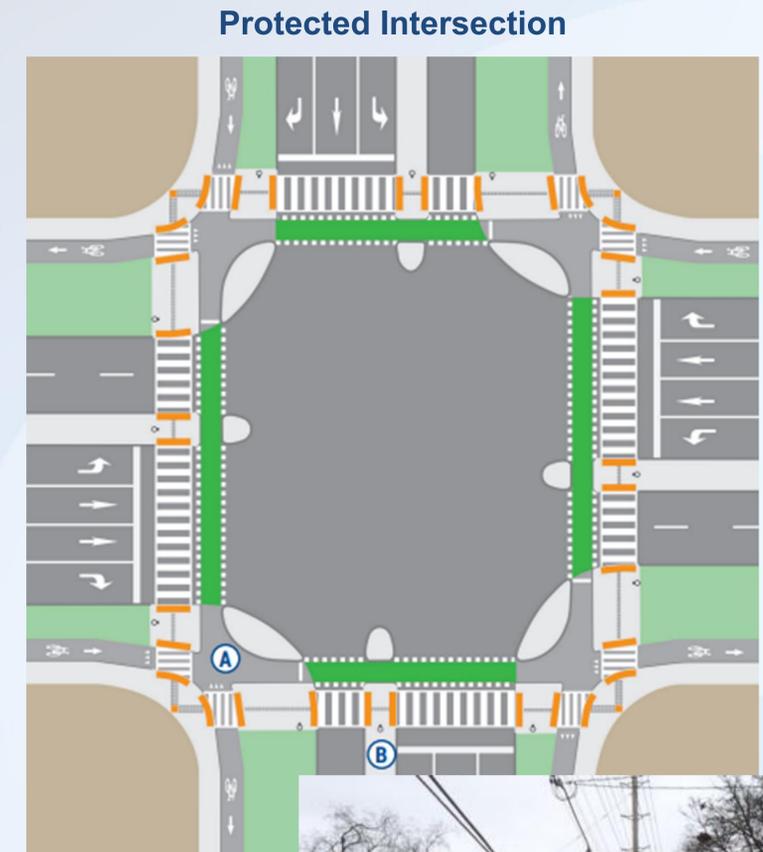
Huntmar Drive Intersection Choices

Options were evaluated for intersecting the municipal streets along Huntmar Drive, with the choices being stop-controlled intersections, signalized intersections and roundabouts.

The recommended intersection method for all intersections are **signalized intersections**, for these reasons:

- Warrants for signalization are met
- Roundabouts would require a larger footprint, requiring land acquisitions from existing land uses
- Roundabouts have not been contemplated in the plans for development of adjacent plans of subdivisions
- Signalized intersections already exist at Cyclone Taylor Drive and Palladium Drive and there is a benefit of consistency along this segment of Huntmar Drive
- There is an opportunity to construct each intersection as a protected intersection in accordance with the City's Protected Intersection Design Guide:

ottawa.ca/en/protected-intersection-design-guide



Scott Street

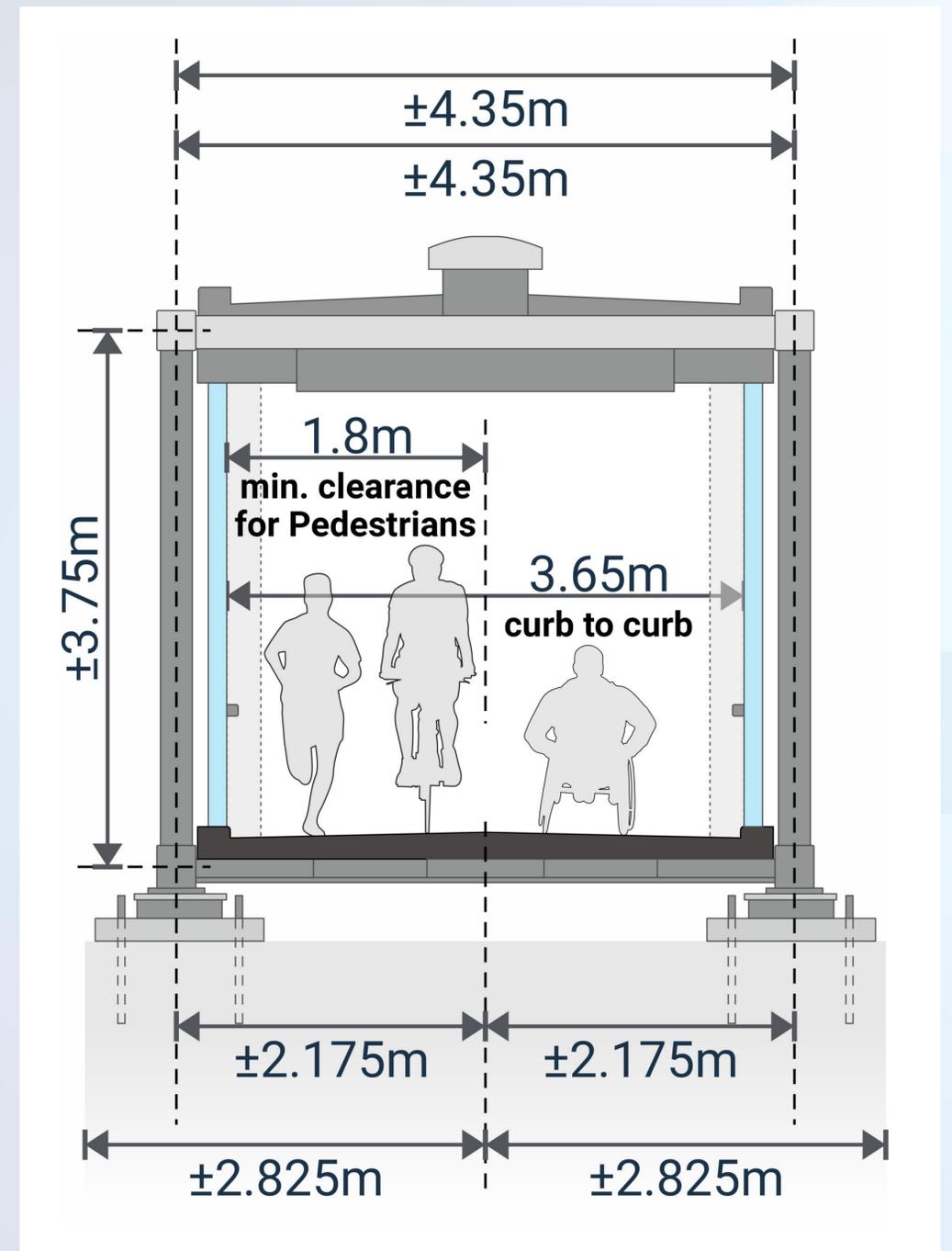
Huntmar Drive Widening (Campeau Drive to Maple Grove Road) and Stittsville Main Street Extension (Maple Grove Road to Robert Grant Avenue) Environmental Assessment (EA) Study

Opportunity for an Active Transportation Bridge

The study has identified the need and opportunity for an active transportation (AT) bridge to be constructed across HWY 417 on the following basis:

- As the timing of the new complete street Huntmar Drive bridge is not established and because it will be a notable investment, an AT bridge could provide a connection for pedestrians and cyclists earlier
- The AT bridge can be constructed in the space that will be available between the planned LRT bridge and the new proposed complete street Huntmar Drive bridge

The image at the right shows the proposed cross-section and dimensions of the AT bridge.



Huntmar Drive Widening (Campeau Drive to Maple Grove Road) and Stittsville Main Street Extension (Maple Grove Road to Robert Grant Avenue) Environmental Assessment (EA) Study

Property Acquisition Processes

The implementation of the project will require property acquisition by the City. The details of property requirements will be confirmed at the time that the project undergoes detailed design, at some time in the future. The process of property acquisition will not begin until funding for the project is secured and design details are confirmed. The City of Ottawa will work directly with affected property owners throughout the subsequent process in accordance with the Real Property Acquisition Policy.

The City has the authority to acquire land through the direction and implementation of the City of Ottawa Official plan, as well as the *Municipal Act*, the *Expropriations Act*, the *City of Ottawa Act*, and the *Housing Development Act*. Key Aspects of the acquisition process include:

- **Dedication:** In some instances, the City may acquire property or property rights as a condition of the approval of development applications.
- **Negotiation:** This is the City's preferred method of obtaining property rights.
- **Expropriation:** This method is used, pursuant to applicable laws and regulations, when negotiations are not successful.
- **Current Market Value:** All real property acquisitions shall be supported with a current market value appraisal. This appraisal will be completed by an independent real estate professional or by a qualified City staff appraiser.
- **Highest and Best Use:** Appraisal reports will be based on the "highest and best use" of the property. Once complete, a report with full findings of the appraisal will be provided to the property owner.
- **Fairness:** The City's main objective is that landowners be treated fairly and compensated appropriately for the value of their property.

Huntmar Drive Widening (Campeau Drive to Maple Grove Road) and Stittsville Main Street Extension (Maple Grove Road to Robert Grant Avenue) Environmental Assessment (EA) Study

Next Steps

Following this opportunity for stakeholder input, the study team will review everyone's feedback and refine the preliminary preferred designs. In the fall, the preliminary recommended plan will be presented along with the impact assessment and the study's recommendations at the second public consultation event. Following that, the Recommended Plan will be finalized and presented to Transportation Committee. Following Committee and Council approval, the Environmental Study Report will be finalized and posted for 30-day public review.

Please identify any comments or concern you would like to see addressed and provide those to the City by completing the survey on the project website.

Additional information on the project can be found on the City's website at: [Ottawa.ca/huntmardrivestittsvillemain](https://ottawa.ca/huntmardrivestittsvillemain)

Please provide your comments and questions to:

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Tel: 613-580-2424 ext. 22842

Your feedback is important to the success of this study.

Thank you for your participation!