

# **Environmental Assessment Study for the Huntmar Drive Widening and Stittsville Main Street Extension**

**Public Consultation Event #2, January 31, 2023**

# Virtual Meeting Participation Protocol

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

**Thank you for your patience!**

# Protocole en place pour les réunions sur Zoom

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

**Merci de votre patience!**



# Land Recognition

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

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

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

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

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

# Reconnaissance du territoire

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

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

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

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

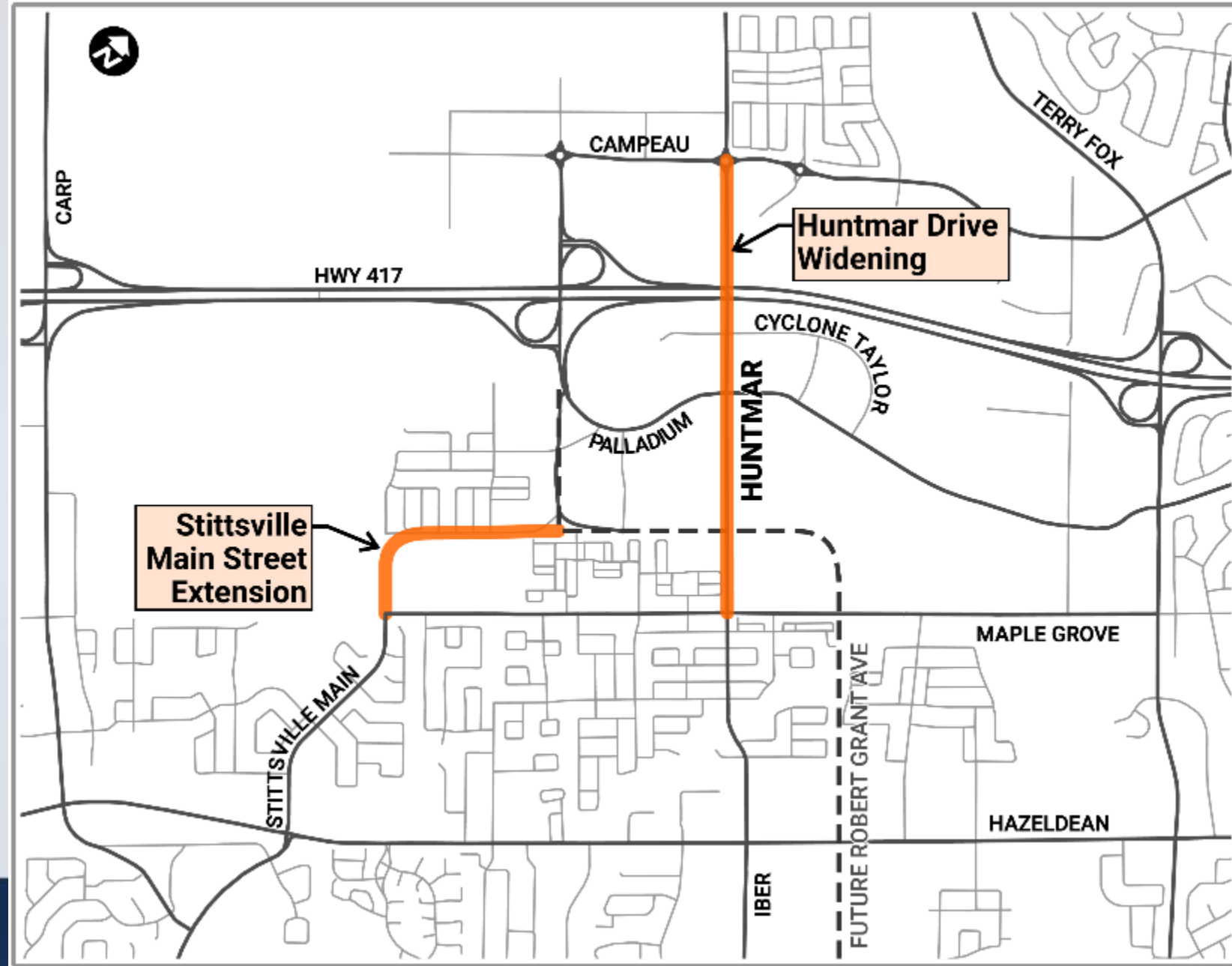
La Ville rend hommage au territoire des premiers peuples, ainsi qu'à l'ensemble des membres des Premières Nations, des Inuits et des Métis d'Ottawa, de même qu'à leurs précieuses contributions passées et présentes à ce territoire.

# Agenda

- Introduction, Study Objectives, EA Process
- Background, Need and Opportunity
- Consultation Feedback to Date
- Draft Recommended Plan
- Project Impacts and Mitigation Measures
- Project Phasing and Implementation
- Next Steps
- Question and Answer

# **INTRODUCTION, STUDY OBJECTIVES, EA PROCESS**

# Project Limits




# Study Objectives

- Two related components:
  - Widening of Huntmar Drive (including crossings of Hwy 417)
  - Extension of Stittsville Main Street
- Coordination with area developments
- Functional Design and Cost Estimate
- Environmental Study Report (ESR)
- Consultation throughout

# Municipal Class Environmental Assessment Process (Schedule C)



  
We are here!  
(January 2023)



# **BACKGROUND, NEED AND OPPORTUNITY**

# Transportation Master Plan (2013)

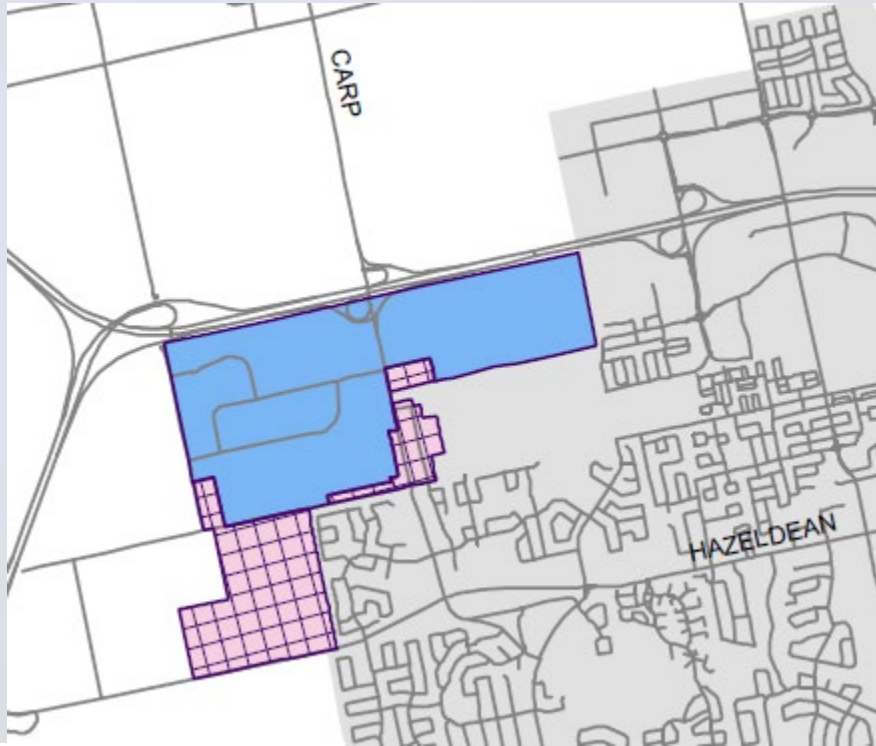
Project	General Description	Rationale
<b>Huntmar Drive</b>	Widen from two to four lanes between Campeau Drive extension to Cyclone Taylor Boulevard. Widen from two to four lanes between Palladium Drive to Maple Grove Road.	Accommodates Kanata West Development
<b>Stittsville Main Street Extension</b>	New two-lane road between Palladium Drive ( <i>now Robert Grant Avenue</i> ) and Maple Grove Road	Provides capacity for development in Stittsville

# Official Plan (2022) – Roads





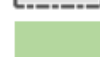
- |                                       |  |   |
|---------------------------------------|--|---|
| Arterial - Existing                   |  | Artère - Établie                        |
| Arterial - Future (alignment defined) |  | Artère - Future (alignement déterminée) |
| Major Collector - Existing            |  | Grande collectrice - Établie            |
| Major Collector - Future              |  | Grande collectrice - Future             |
| Collector - Existing                  |  | Collectrice - Établie                   |
| Collector - Future                    |  | Collectrice - Future                    |

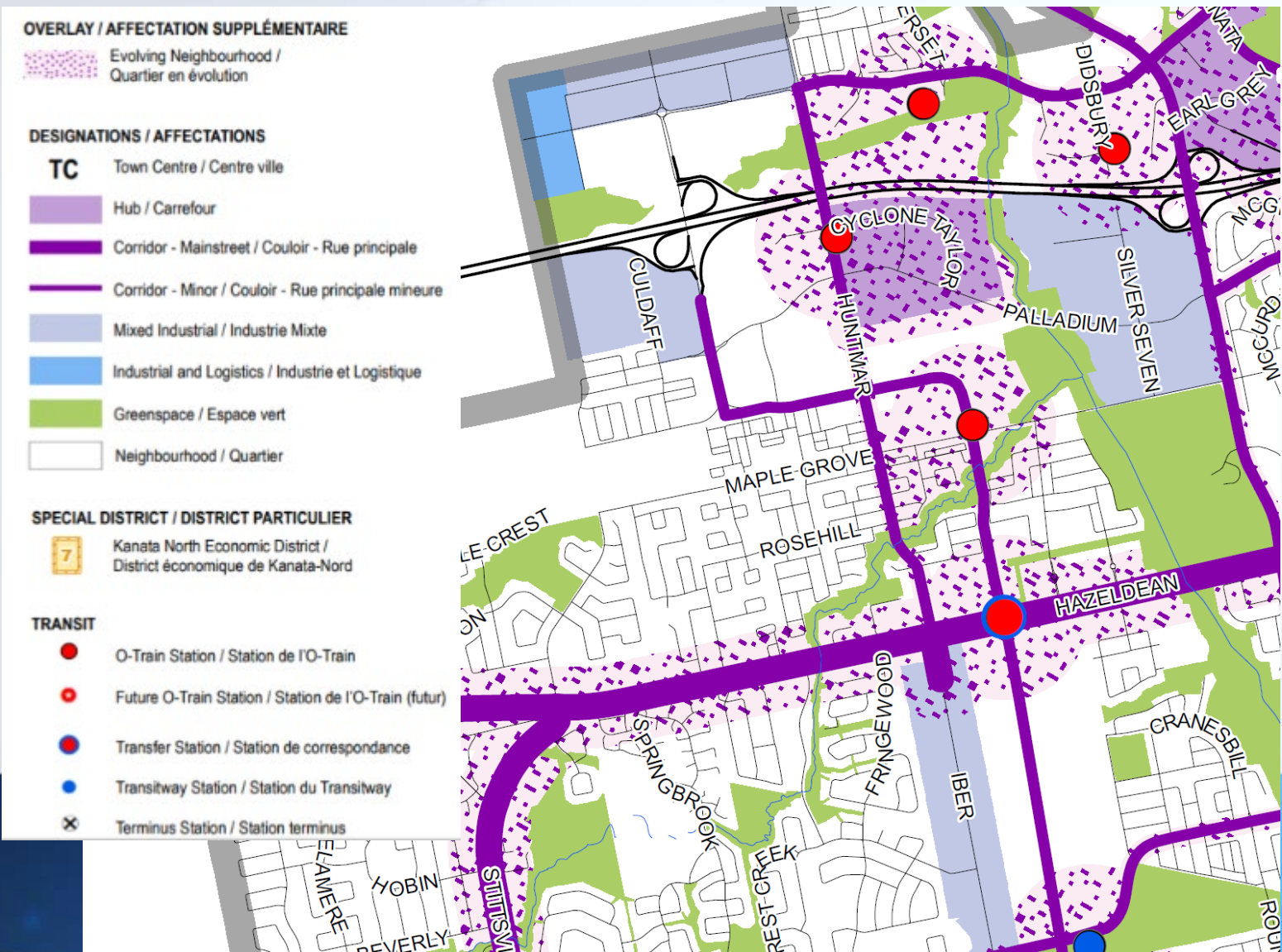


# Official Plan (2022) – Land Use

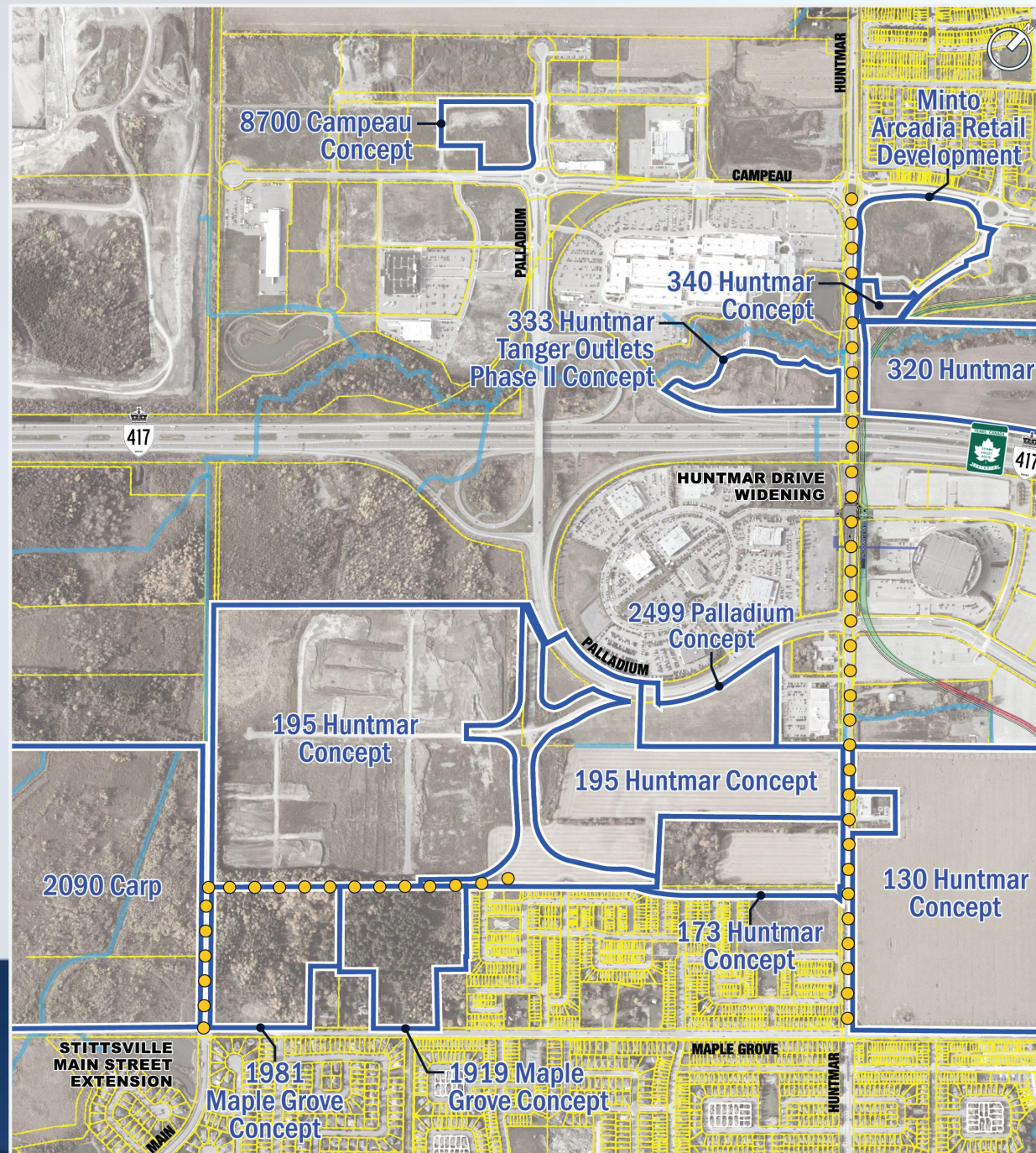


## URBAN EXPANSION AREAS / ZONES D'EXPANSION URBAINE

-  Category 1 - Future Neighbourhood Overlay /  
Catégorie 1 - Zone sous-jacente de quartier futur
-  Category 2 - Future Neighbourhood Overlay - New Tewin Community /  
Catégorie 2 - Zone sous-jacente de quartier futur - Nouvelle communauté de Tewin
-  Industrial and Logistics /  
Industrie et Logistique
-  Existing Urban Boundary / Périètre d'urbanisation
-  Greenbelt / Ceinture de verdure



# Study Area Development Activity



# The Overall Need and Opportunity

## **Huntmar Widening**

- Provide additional travel capacity to accommodate growth and development in surrounding communities
- Improved crossing of Highway 417 including opportunity for early active transportation bridge
- An Arterial Road, joining Campeau Drive to Maple Grove Road, with a crossing of Highway 417

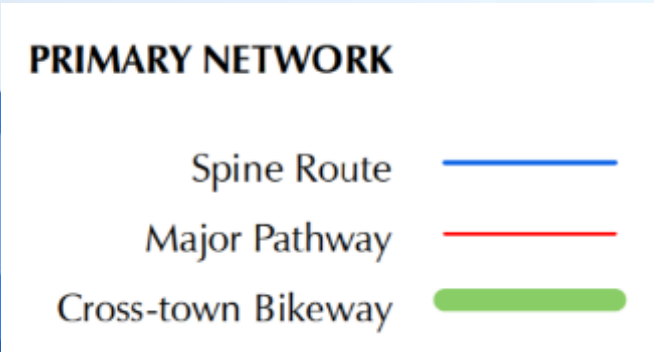
## **Stittsville Main Extension**

- Need for a Major Collector Road to serve new development, connect communities to existing and future transportation network

Opportunity for both roads to be designed as healthy **complete streets**, showcasing accessibility, active transportation, transit.

# The Accessibility and Active Transportation Need

- Providing for accessibility, walking and cycling is the priority of the Official Plan
- Huntmar Drive has been designated as a cycling spine route and is being proposed as a Cross-Town Bikeway in the Active Transportation Plan (draft, 2023)
- Stittsville Main Street extension, as a Major Collector, will accommodate walking and cycling



# Need for Highway 417 Active Transportation Crossing

Highway 417 today is a significant barrier to accessibility and active transportation mobility and connectivity. Both short and long-term solutions are needed as part of the Huntmar Drive Widening project.





# Accessibility in the Design

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

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



# Key Design Considerations

- **Safe, equitable, accessible** design considering all modes and users
- Pedestrian and cycling facility **connectivity**
- **Transportation operations** and level of service, **transit** amenities
- Surrounding **land uses** and future developments
- Urban Design including “**Hub**” designation
- **Climate Change**
- Coordination with existing functional design for **LRT** and the Palladium Station
- **Landscaping**/streetscaping
- Stormwater management
- Access and turning movements
- **Traffic calming** and **parking** opportunities
- Respect for, protection of the **natural environment context**
- **Right-of-way** and **property requirements**

# **CONSULTATION FEEDBACK AND REFINEMENTS TO DESIGN**

# Continued Stakeholder Engagement

The Study Team has continued to consult with various project stakeholders including:

- Individual stakeholders
- Area landowners and developers
- Accessibility Advisory Committee
- MTO (re: Highway 417 crossings)
- Various City departments, including:
  - Forestry
  - Traffic signals
  - Road safety
  - Infrastructure planning
  - Active transportation
  - Asset management
  - OC Transpo
  - Development review

# Design Refinements

What We Heard	Response
Early implementation of Active transportation (AT) in Huntmar corridor	<ul style="list-style-type: none"><li>• The Recommended Plan accommodates a stand-alone AT bridge option, which can be implemented early if funding allows.</li><li>• The stand-alone AT crossing is provided at Feedmill Creek and connects to the future Kanata LRT multi-use pathway.</li></ul>
Rest and shade areas	<ul style="list-style-type: none"><li>• Input provided by the City's Forestry team is incorporated into the landscaping strategy to ensure a healthy tree canopy. Opportunities for landscaping included in design. Enhancements near the future Palladium LRT station provided. Rest areas/benches included at both ends of the proposed Highway 417 bridge crossing and throughout the corridor.</li></ul>
New Official Plan policies and directions	<ul style="list-style-type: none"><li>• Urban design and placemaking opportunities. Particular attention for the "Hub" area; creation of a "gateway".</li></ul>

# Design Refinements Continued

What We Heard	Response
Adjacent developments	<ul style="list-style-type: none"><li>• Design integrated with evolving and approved developments; including location, provision and type of additional property accesses and intersections.</li></ul>
Desire lines and direct access to Transit	<ul style="list-style-type: none"><li>• Bus-stop placement refined. Connectivity with future Kanata LRT and local bus service reviewed and modified accordingly.</li></ul>
Safety for all modes	<ul style="list-style-type: none"><li>• Road safety refinements provided through consultation and external review process.</li></ul>
Stormwater management	<ul style="list-style-type: none"><li>• Stormwater Management Strategy prepared.</li></ul>

# **DRAFT RECOMMENDED PLAN**



# HUNTMAR DRIVE WIDENING

Draft Recommended Plan

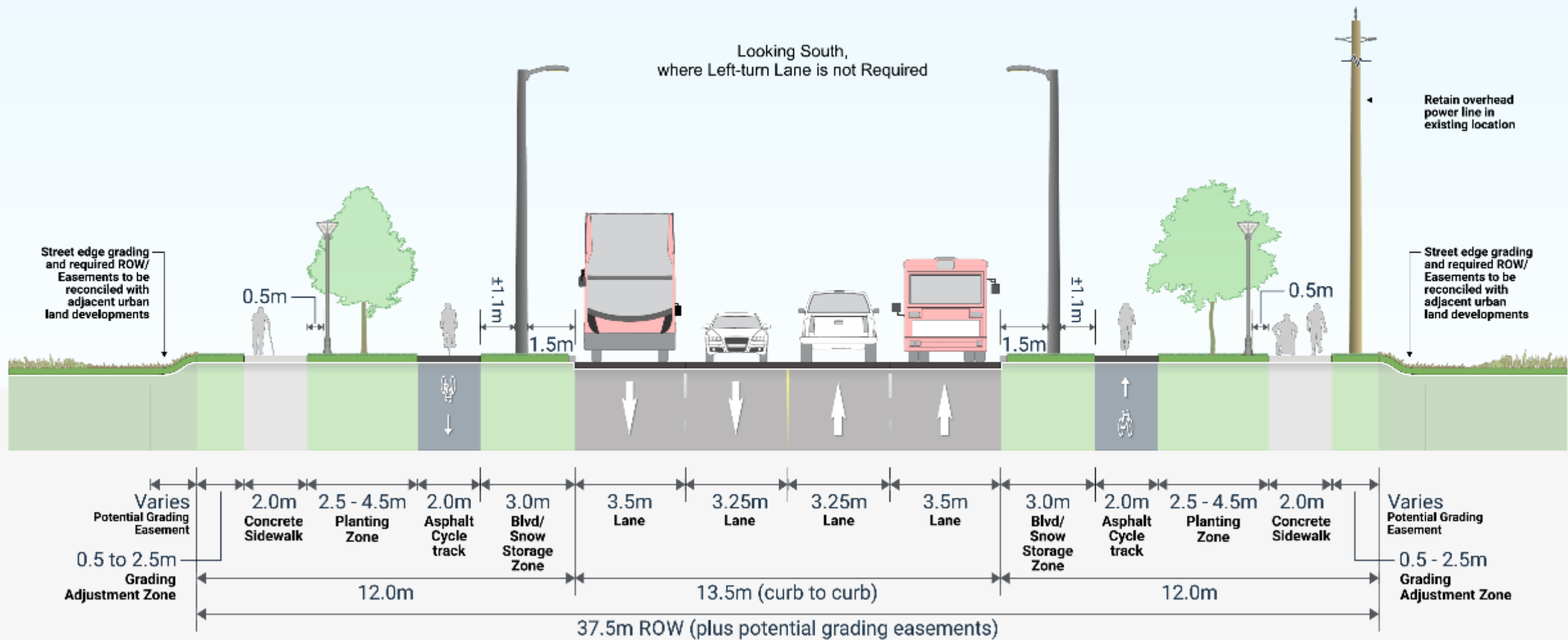


# Huntmar Drive: Draft Recommended Plan


## Reconstruct as a Four-Lane Complete Street

- Best supports Arterial Road and Corridor-Minor function
- Acts as spine street to support major adjacent land uses including the Hub
- Addresses long term travel capacity and network resiliency
- Enables enhanced public realm in a design control area
- Provides multi-modal connectivity, accessibility, active transportation, and a transit focus





## Huntmar Drive: Draft Recommended Cross-section



# HUNTMAR / HWY. 417 CROSSING

Draft Recommended Plan

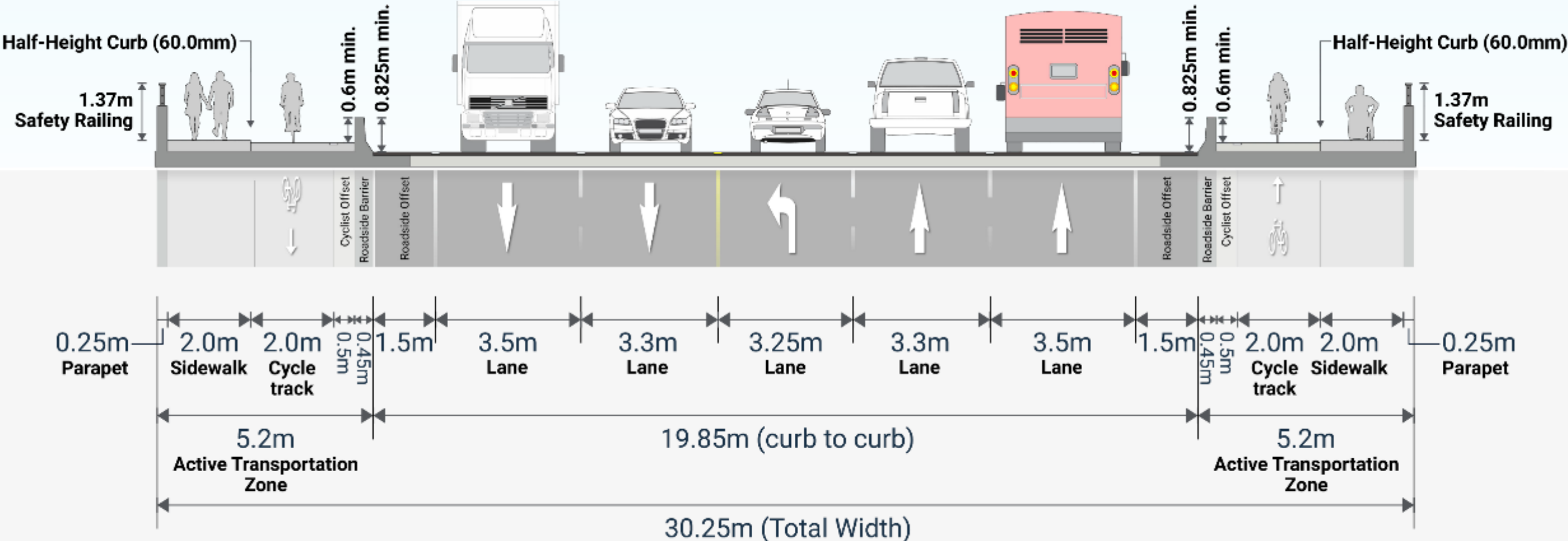
# Huntmar / HWY 417 Bridge: Draft Recommended Plan

## **Construct a replacement Complete Street Bridge in the existing bridge alignment**

- Provides for needed capacity, active transportation and transit service
- Maintains continuity of Arterial Road
- Connects communities north and south of HWY 417
- Bundles investment into one structure
- Uses existing bridge alignment

# Huntmar/Hwy. 417 New Complete Street Bridge

## Draft Recommended Cross-Section



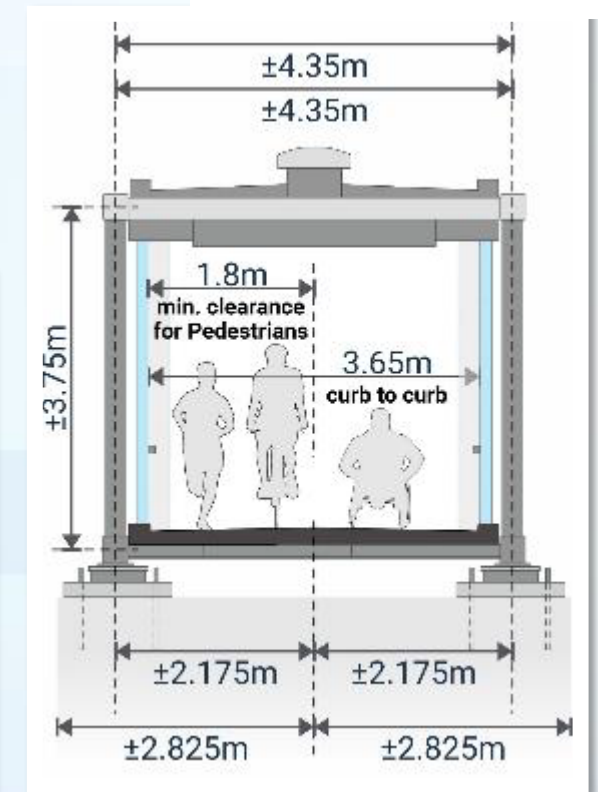
# Huntmar / HWY 417 Crossing: Active Transportation (AT) Bridge

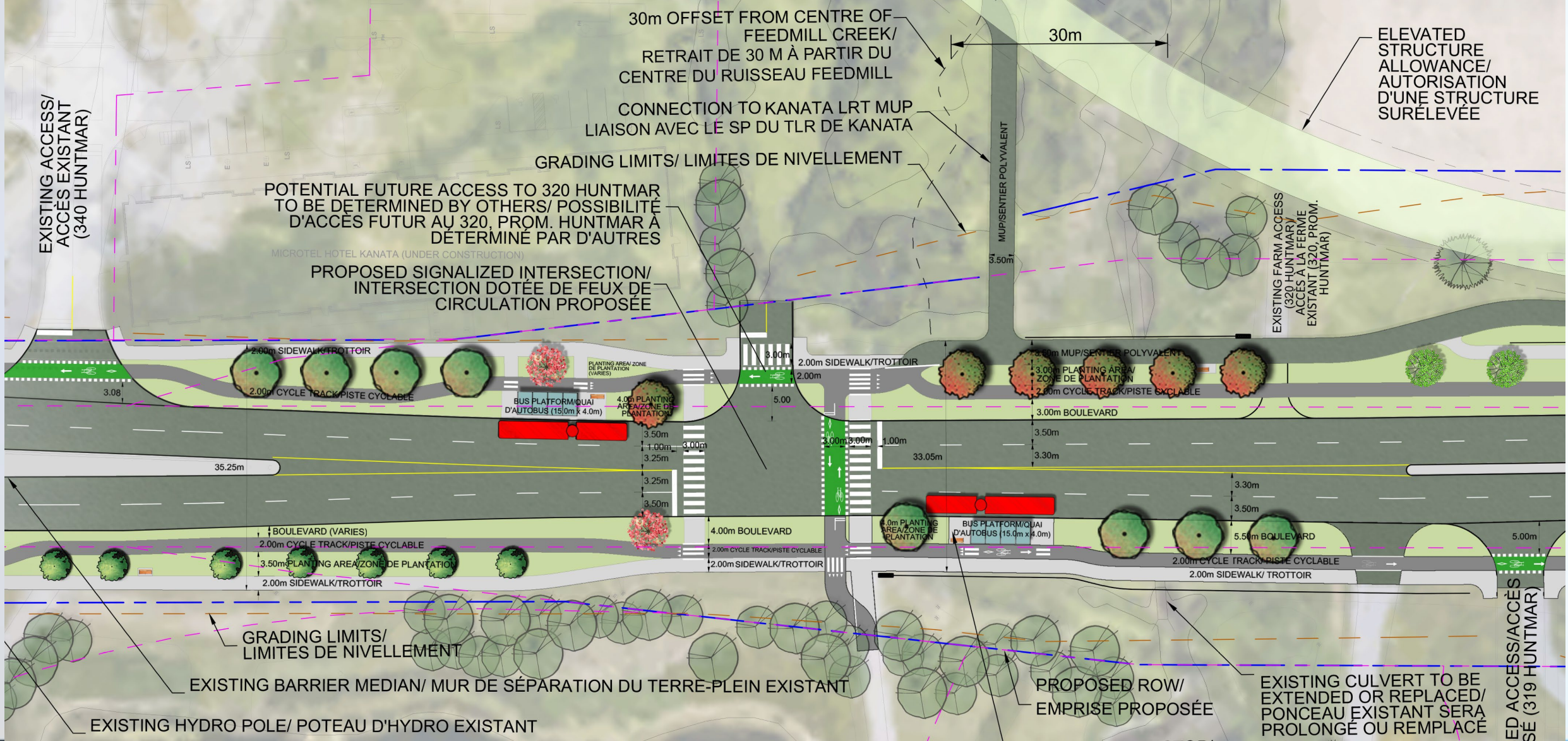
- Option to construct as an interim, stand-alone bridge if funding allows
- Could be located between the future Huntmar Drive bridge and the planned Kanata LRT bridge

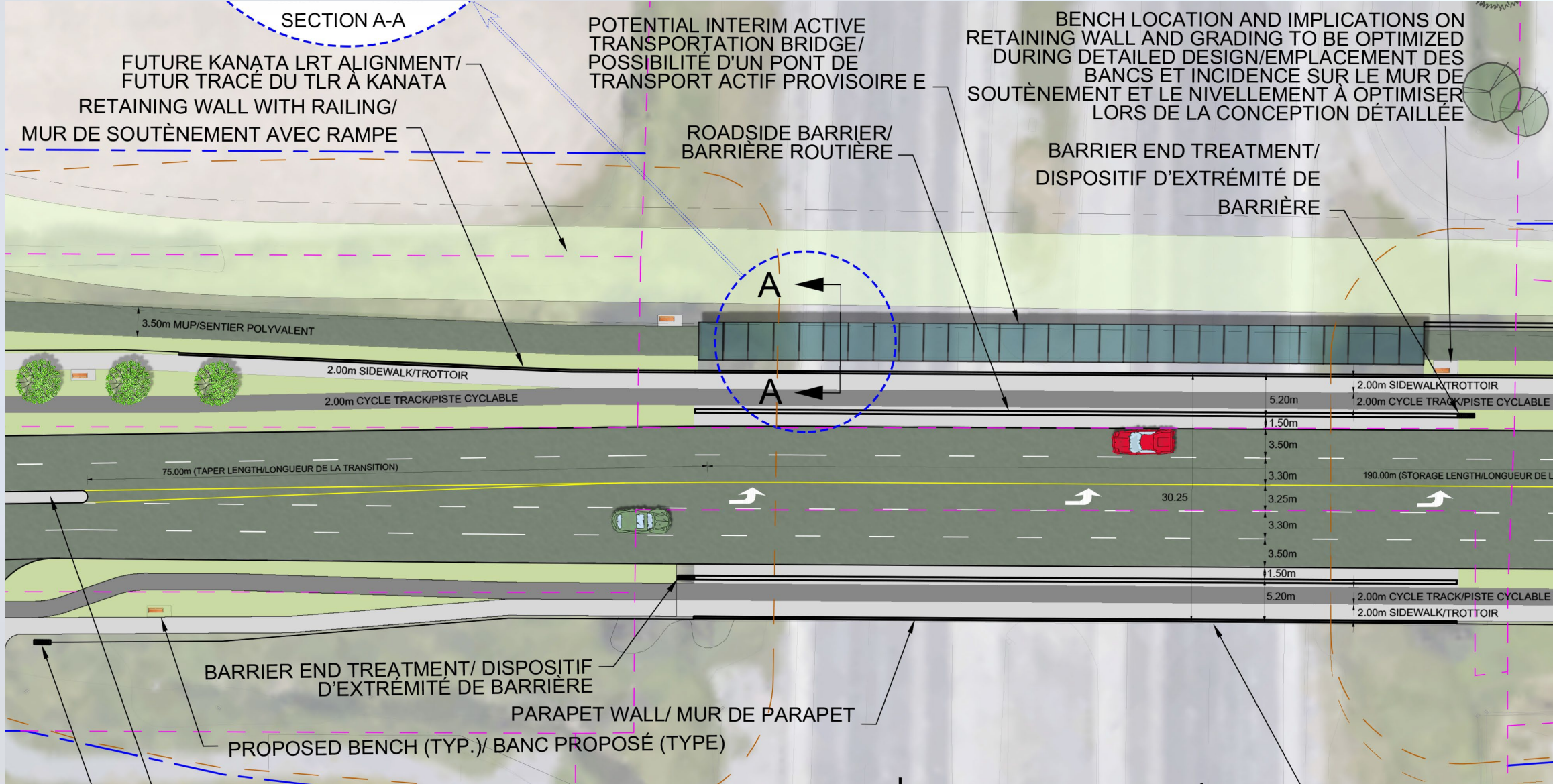


Max Keeping  
Bridge, Ottawa

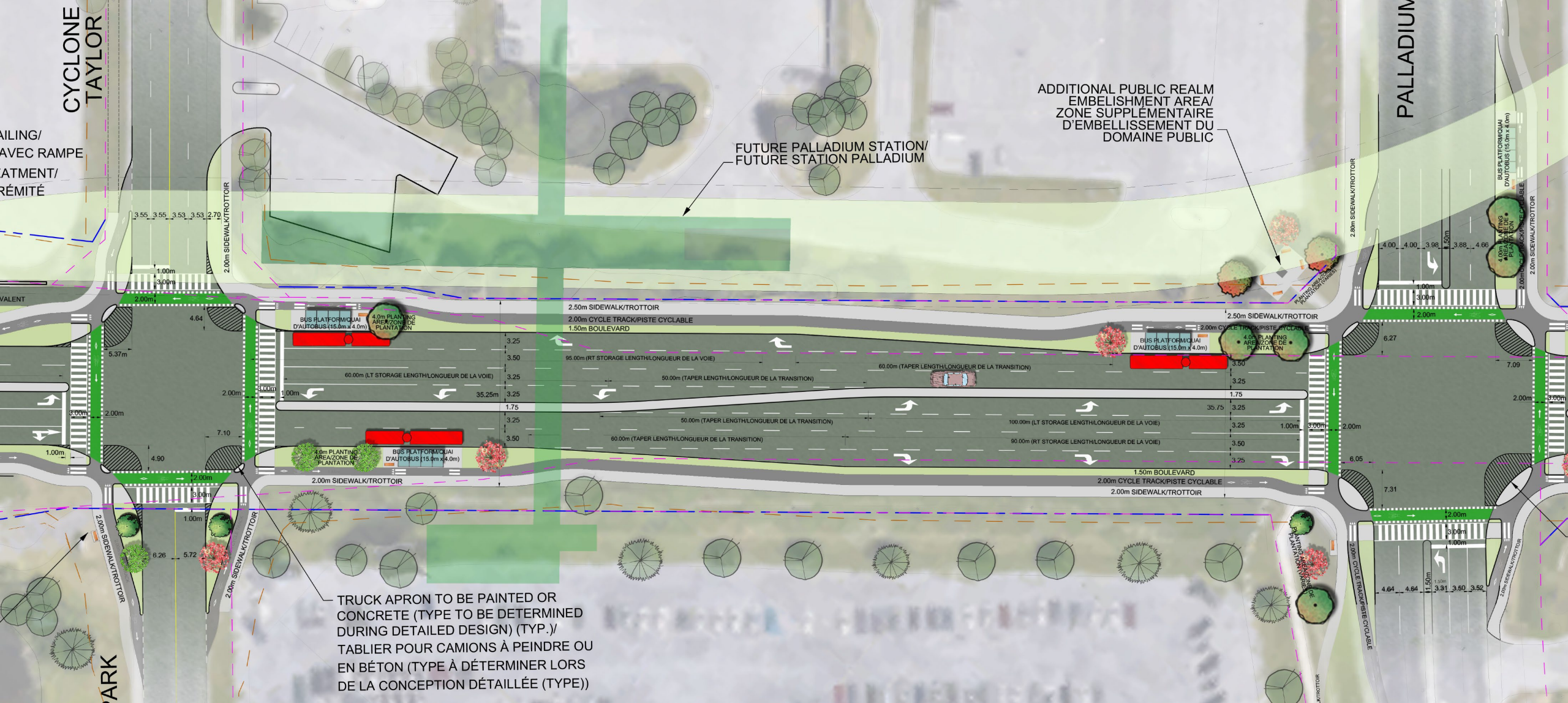
## Potential Bridge Dimensions





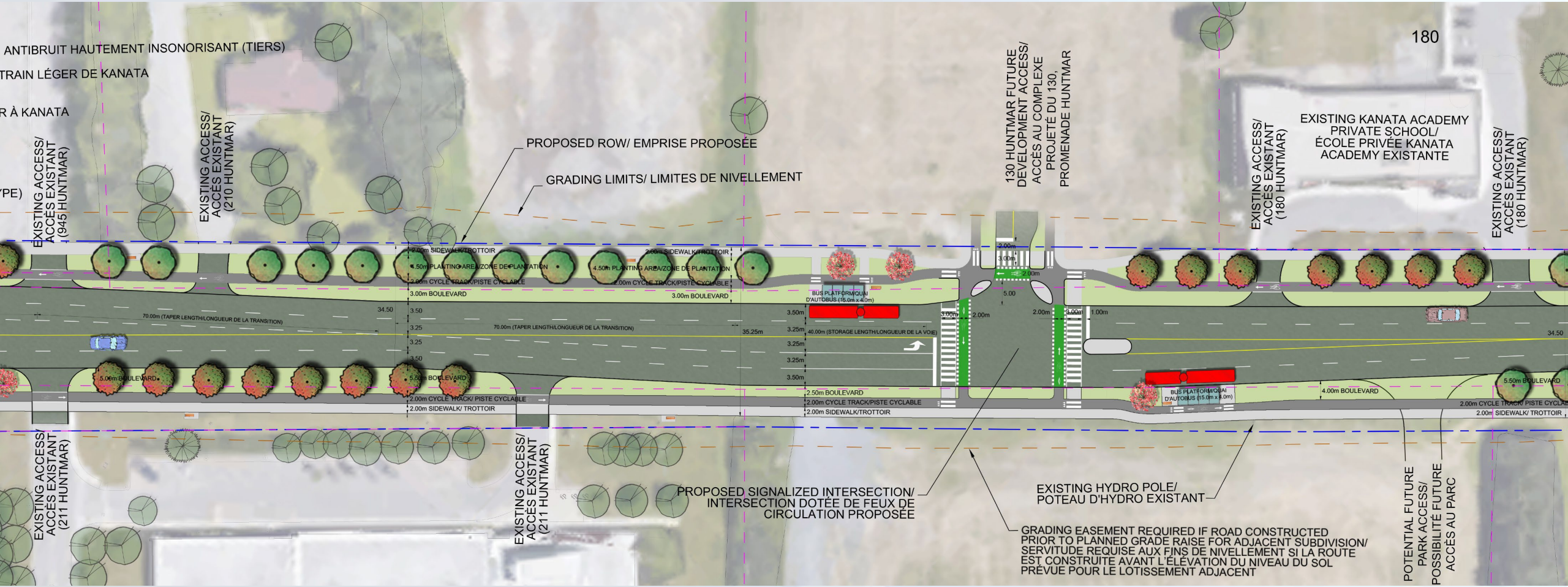






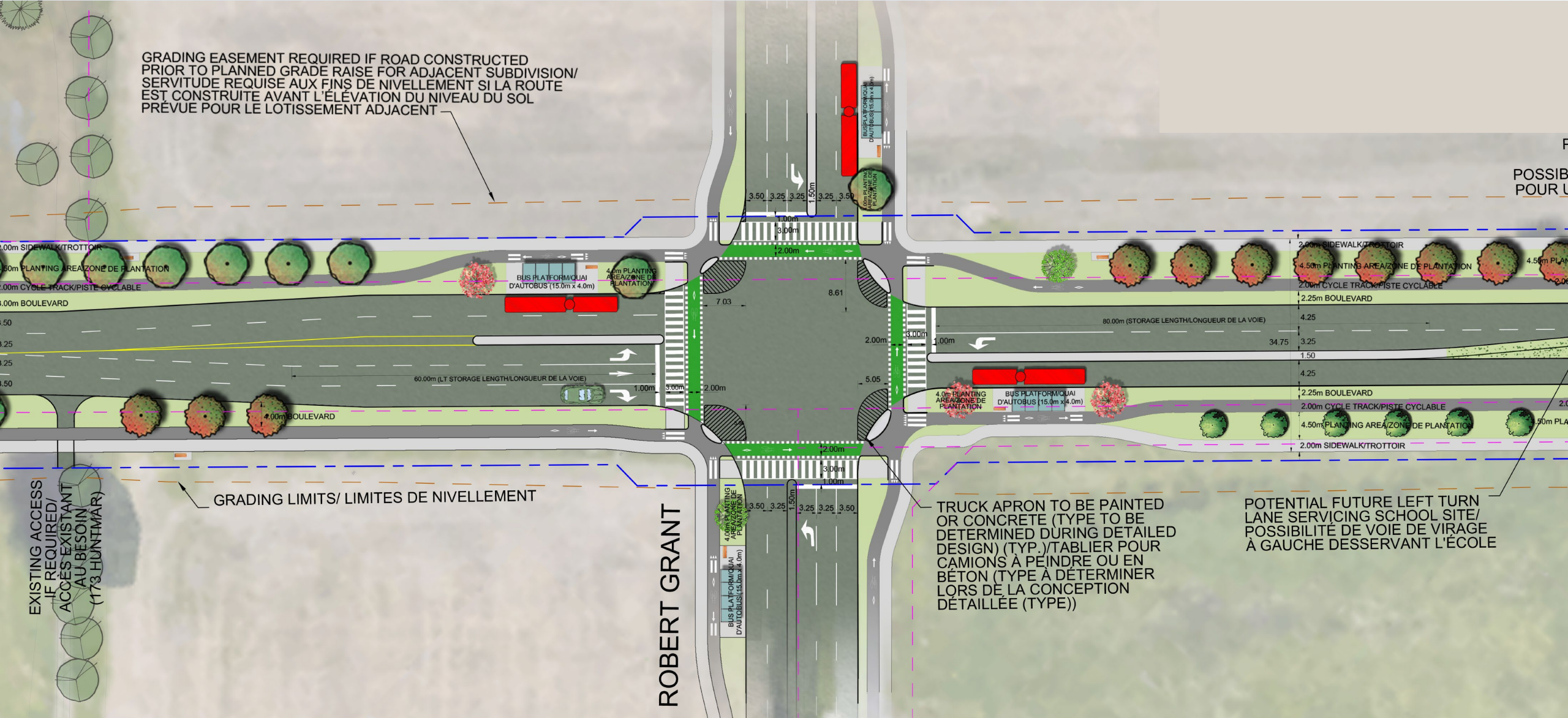
# Draft Recommended Plan: Huntmar Drive/Palladium Drive Protected Intersection





# Recommended Plan: Huntmar Drive between Robert Grant and Palladium

GRADING EASEMENT REQUIRED IF ROAD CONSTRUCTED PRIOR TO PLANNED GRADE RAISE FOR ADJACENT SUBDIVISION/  
SERVITUDE REQUISE AUX FINS DE NIVELLEMENT SI LA ROUTE EST CONSTRUITE AVANT L'ÉLEVATION DU NIVEAU DU SOL PRÉVUE POUR LE LOTISSEMENT ADJACENT



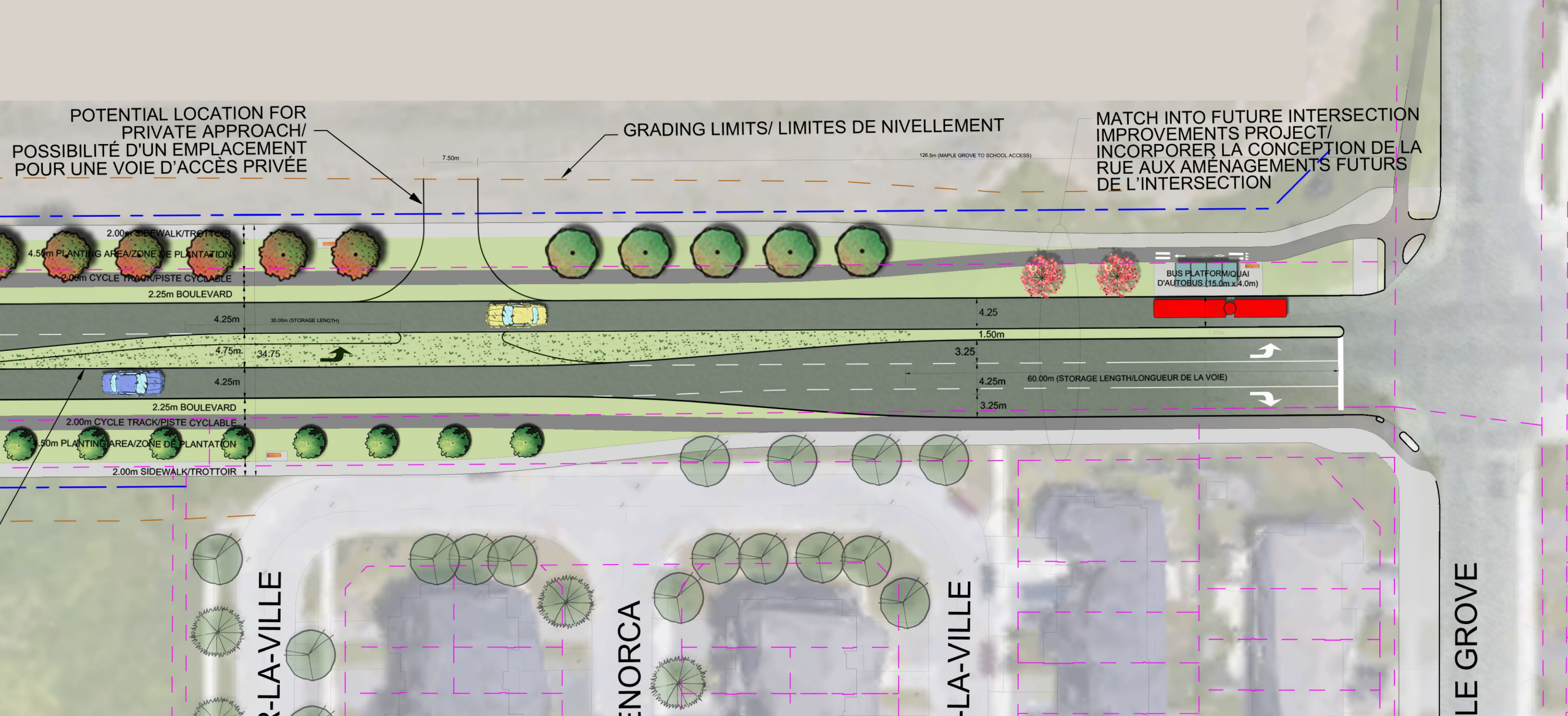
EXISTING ACCESS  
IF REQUIRED/  
ACCÈS EXISTANT  
AU BESOIN  
(173 HUNTMAR)


GRADING LIMITS/ LIMITES DE NIVELLEMENT

ROBERT GRANT

TRUCK APRON TO BE PAINTED OR CONCRETE (TYPE TO BE DETERMINED DURING DETAILED DESIGN) (TYP.) / TABLIER POUR CAMIONS À PEINDRE OU EN BÉTON (TYPE À DÉTERMINER LORS DE LA CONCEPTION DÉTAILLÉE) (TYPE))

POTENTIAL FUTURE LEFT TURN LANE SERVICING SCHOOL SITE/  
POSSIBILITÉ DE VOIE DE VIRAGE À GAUCHE DESSERVANT L'ÉCOLE





# **STITTSVILLE MAIN STREET EXTENSION**

Draft Recommended Plan

# Stittsville Main Street: Draft Recommended Plan

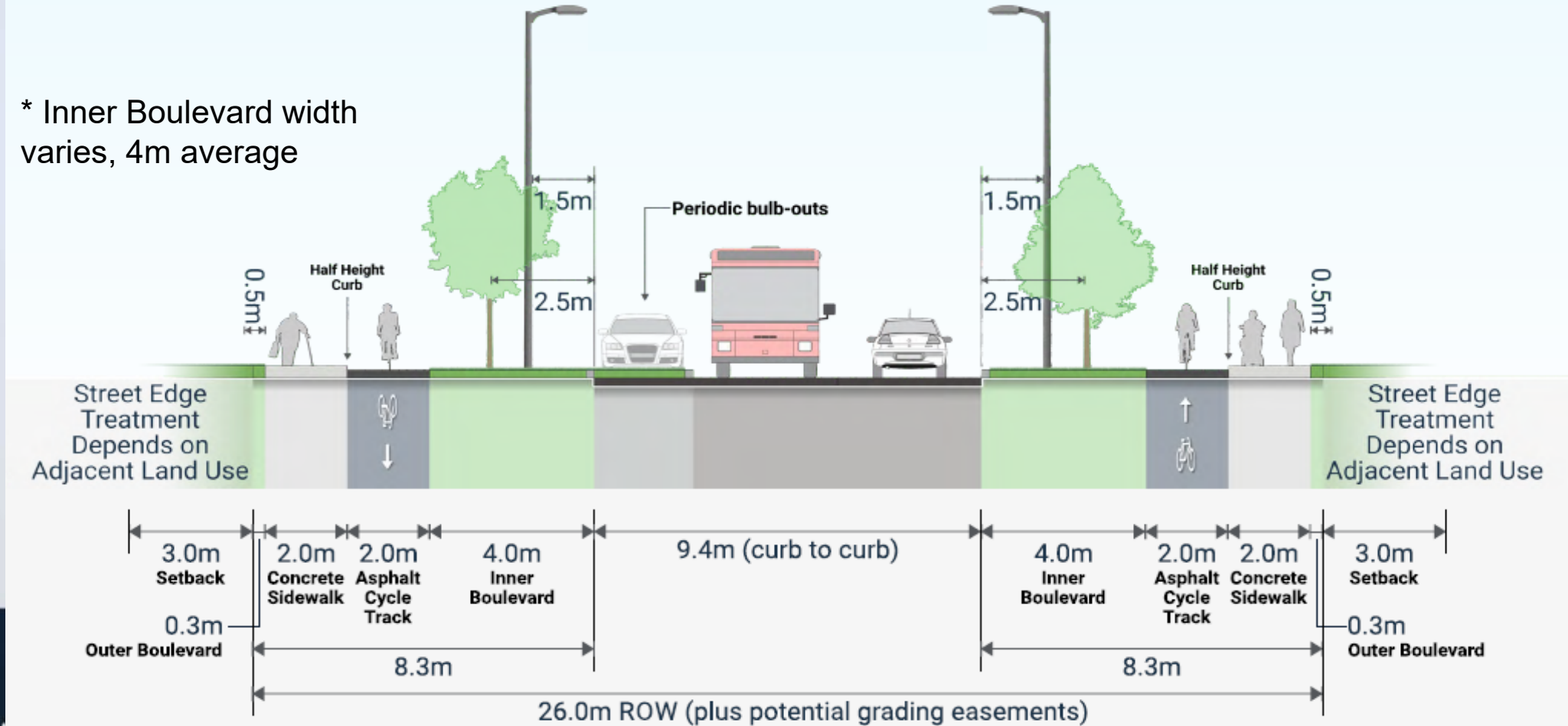
## Extend as a Two-Lane, Major Collector, Complete Street

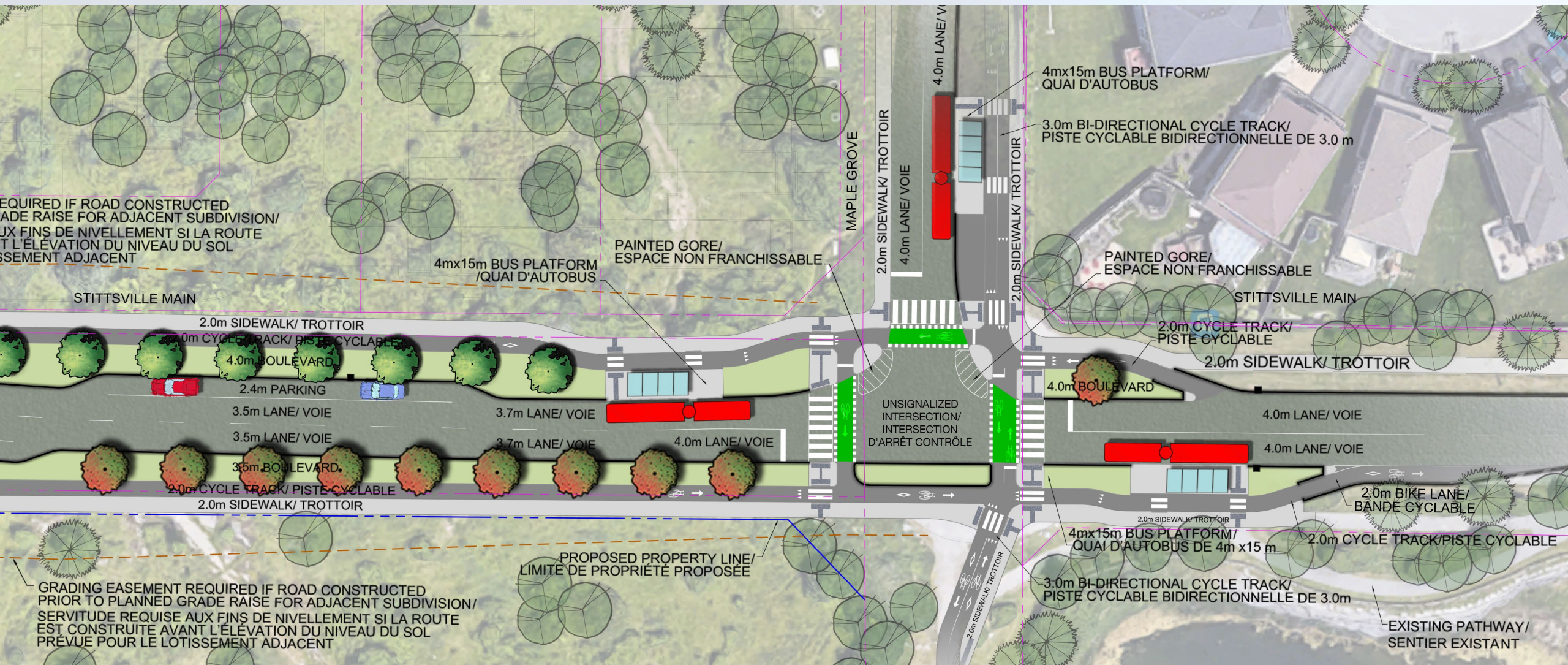
- Completes the network of community streets, addresses capacity and network resiliency
- Provides a spine street to connect major adjacent land uses and servicing
- Provides accessibility, active transportation and transit
- Seeks opportunities to reduce vehicle travel speeds and manage volumes



# Stittsville Main Street: Draft Recommended Cross-Section

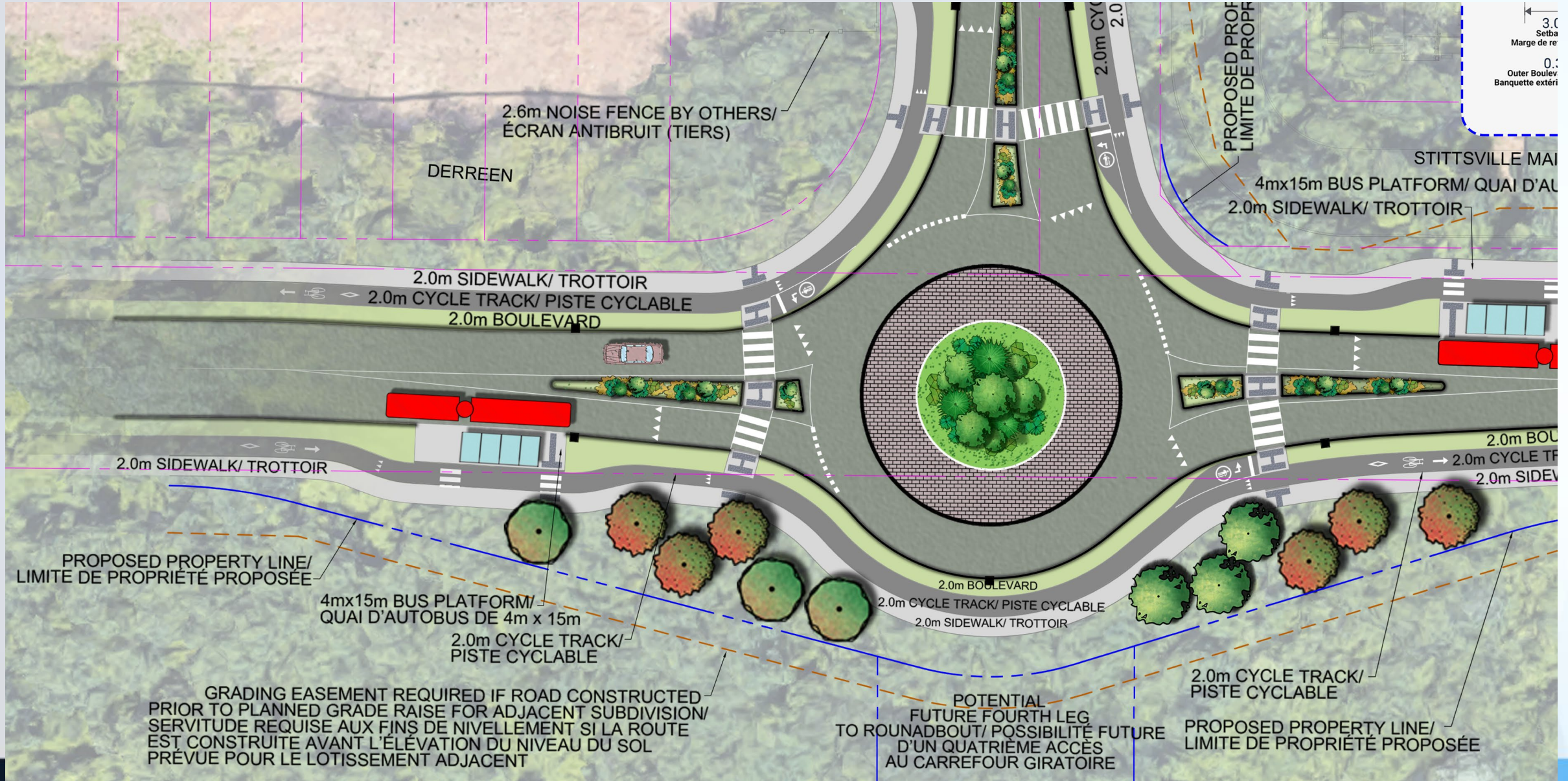
\* Inner Boulevard width varies, 4m average





# Draft Recommended Plan: Stittsville Main Street/Maple Grove Road Stop-Controlled Intersection



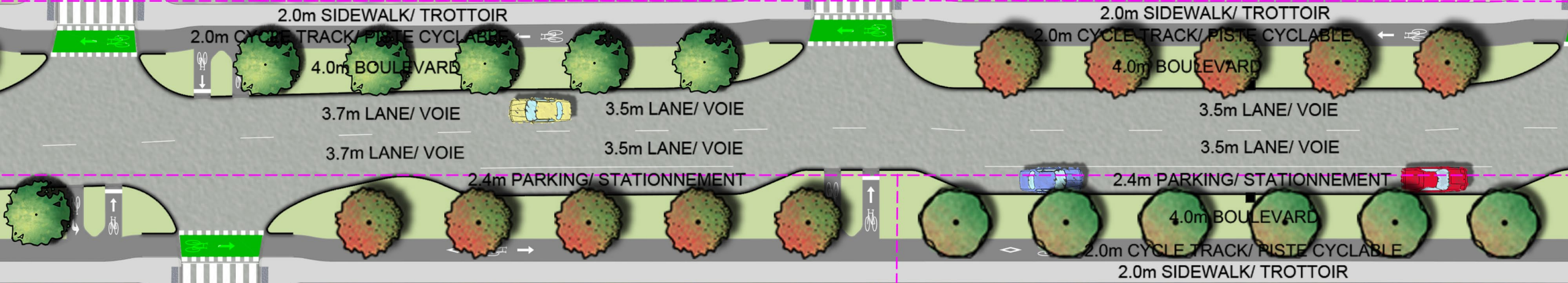


CURRAGLASS

AT DETAILED DESIGN, CONSIDER USE OF CONTINUOUS ACTIVE TRANSPORTATION CROSSING AS PER SECTION 4.8.4 OF THE CITY OF OTTAWA LOCAL RESIDENTIAL STREETS 30km/h DESIGN TOOLBOX/ À LA CONCEPTION DÉTAILLÉE, ENVISAGER L'UTILISATION D'UNE TRAVERSÉE CONTINUE POUR LE TRANSPORT ACTIF CONFORMÉMENT À LA SECTION 4.8.4 DE L'OUTIL DE CONCEPTION POUR LIMITE DE VITESSE À 30 km/h DANS LES RUES RÉSIDENIELLES DE LA VILLE D'OTTAWA

AT DETAILED DESIGN, CONSIDER USE OF CONTINUOUS ACTIVE TRANSPORTATION CROSSING AS PER SECTION 4.8.4 OF THE CITY OF OTTAWA LOCAL RESIDENTIAL STREETS 30km/h DESIGN TOOLBOX/ À LA CONCEPTION DÉTAILLÉE, ENVISAGER L'UTILISATION D'UNE TRAVERSÉE CONTINUE POUR LE TRANSPORT ACTIF CONFORMÉMENT À LA SECTION 4.8.4 DE L'OUTIL DE CONCEPTION POUR LIMITE DE VITESSE À 30 km/h DANS LES RUES RÉSIDENIELLES DE LA VILLE D'OTTAWA

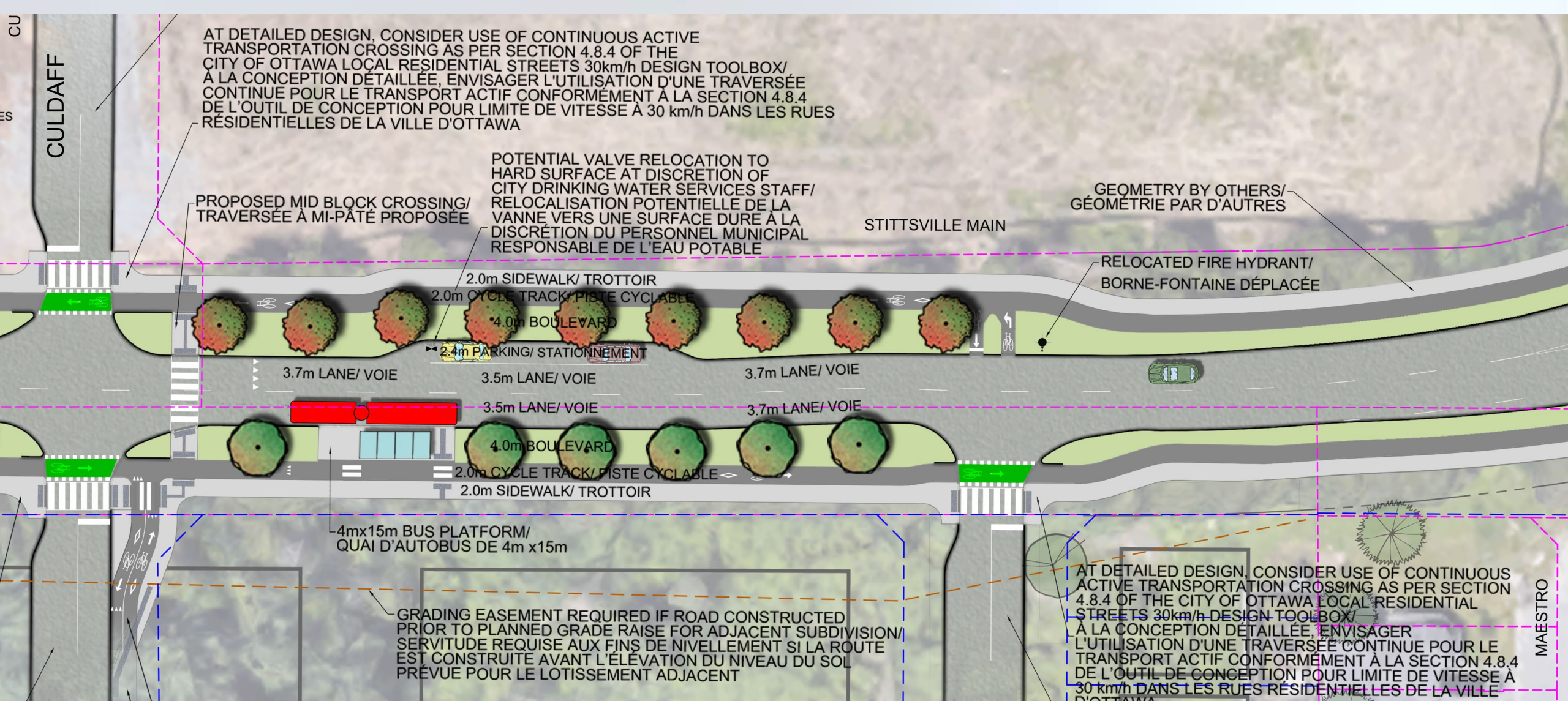
STITTSVILLE MAIN



GRADING EASEMENT REQUIRED IF ROAD CONSTRUCTED PRIOR TO PLANNED GRADE RAISE FOR ADJACENT SUBDIVISION/ SERVITUDE REQUISE AUX FINS DE NIVELLEMENT SI LA ROUTE EST CONSTRUITE AVANT L'ÉLEVATION DU NIVEAU DU SOL PRÉVUE POUR LE LOTISSEMENT ADJACENT



Draft Recommended Plan:  
Stittsville Main Street, east of Derreen Avenue



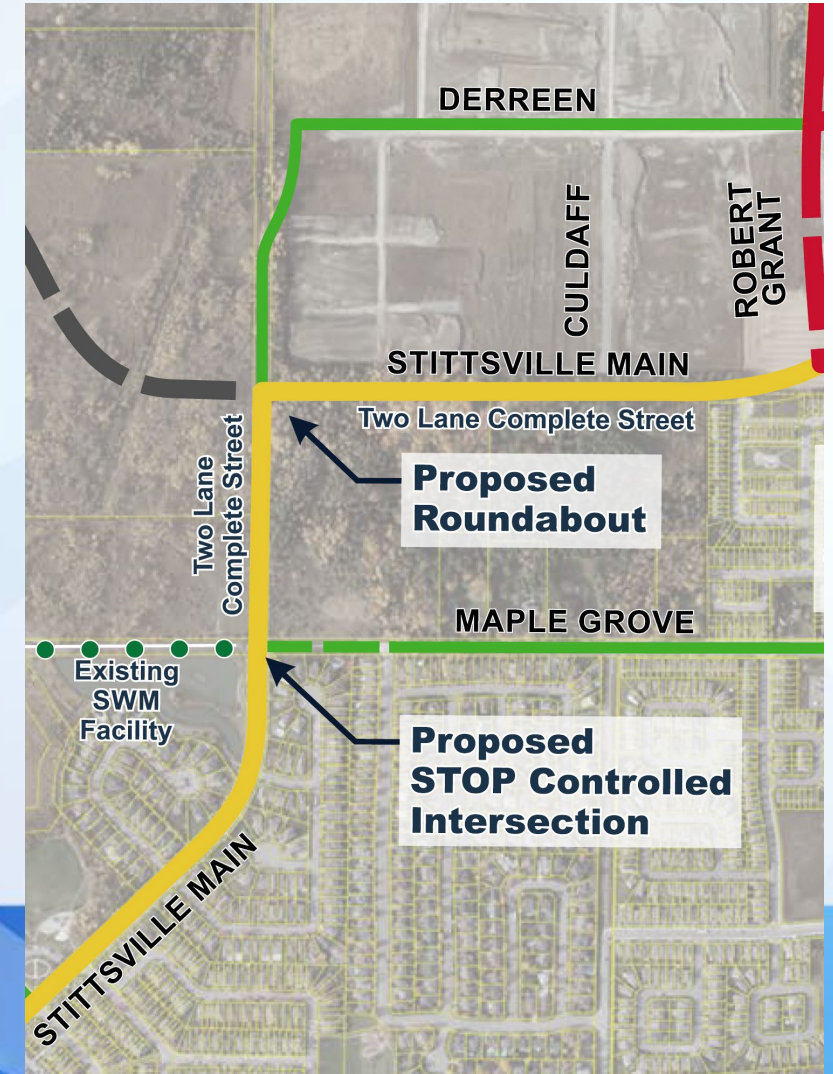


# Future Westerly Extension to Carp Road

Opportunity to plan for a future westerly extension of an east-west Major Collector from Stittsville Main Street to Carp Road.

## Planning considerations:

- Overall network connectivity
- Support the New Official Plan and Urban Boundary Expansion
- Support the Transportation Master Plan Update
- Planned function of the entire road link between Carp Road and Robert Grant
- Integration with future development
- Additional property requirements
- Environmental effects to be considered (future study)
- Exact road alignment (future study)



# PROJECT IMPACTS AND MITIGATION MEASURES

# Project Benefits

- **Provides complete streets** that recognize and meet the diverse mobility needs of all residents, businesses and visitors.
- Separates active transportation facilities, **improving safety and promoting better public health**.
- **Integrates transportation and land use**, connecting existing and future developments to wider transportation network, including the future Kanata LRT extension.
- Provides sufficient transportation capacity and provides multiple modal choices; enables economic activity and **enhances the economy**.
- **Protects the environment** through context-sensitive design, attention to surrounding natural features, and consideration for opportunities to enhance the environment through landscape design including tree planting.

# Mitigation Strategies

Potential Impacts	Mitigation
Noise	<ul style="list-style-type: none"><li>• The construction of noise attenuation measures, where warranted, will be coordinated with the development of adjacent lands.</li></ul>
Climate Change	<ul style="list-style-type: none"><li>• Extensive tree-planting, shade provision</li><li>• Sustainable transportation approach</li></ul>
Private Property	<ul style="list-style-type: none"><li>• Design minimizes need for property acquisition wherever possible</li></ul>
Drainage	<ul style="list-style-type: none"><li>• Stormwater Management Plan</li></ul>
Landscape	<ul style="list-style-type: none"><li>• Landscape Plan, including extensive tree planting</li><li>• “Enhanced landscaping zones” where appropriate</li></ul>
Construction	<ul style="list-style-type: none"><li>• Construction Waste Management Plan</li><li>• Construction and Traffic Management Plan</li></ul>
Traffic volumes, speeds	<ul style="list-style-type: none"><li>• For Stittsville Main Street, contemporary design provides traffic calming</li></ul>



# PROJECT PHASING AND IMPLEMENTATION

# Design and Implementation Flexibility

The EA study allows for flexibility in phasing and detailed design decisions.

Active transportation (AT) infrastructure over Highway 417 could be implemented:

- As part of the new complete street Huntmar Drive bridge; or
- As a new interim, stand-alone AT bridge; or
- As part of the already planned Kanata LRT infrastructure.

The decision will depend on the timing and funding of individual projects, which are subject to future Council priorities and budget deliberations.

# NEXT STEPS

# Ongoing Consultations and Next Steps

- Please provide your feedback by completing a questionnaire available between January 31 and February 23 on the project website:  
[Ottawa.ca/huntmardrivestittsvillemain](https://ottawa.ca/huntmardrivestittsvillemain)
- Meetings with landowners and key stakeholders – Winter 2023
- Review feedback received
- Finalize the Recommended Plan
- Present to Transportation Committee and Council, initiate ESR approval process – Spring 2023

**THANK YOU**

**QUESTION AND ANSWER PERIOD**