

Stittsville South

Urban Design Brief

Fourth Submission

prepared by

NAK design strategies

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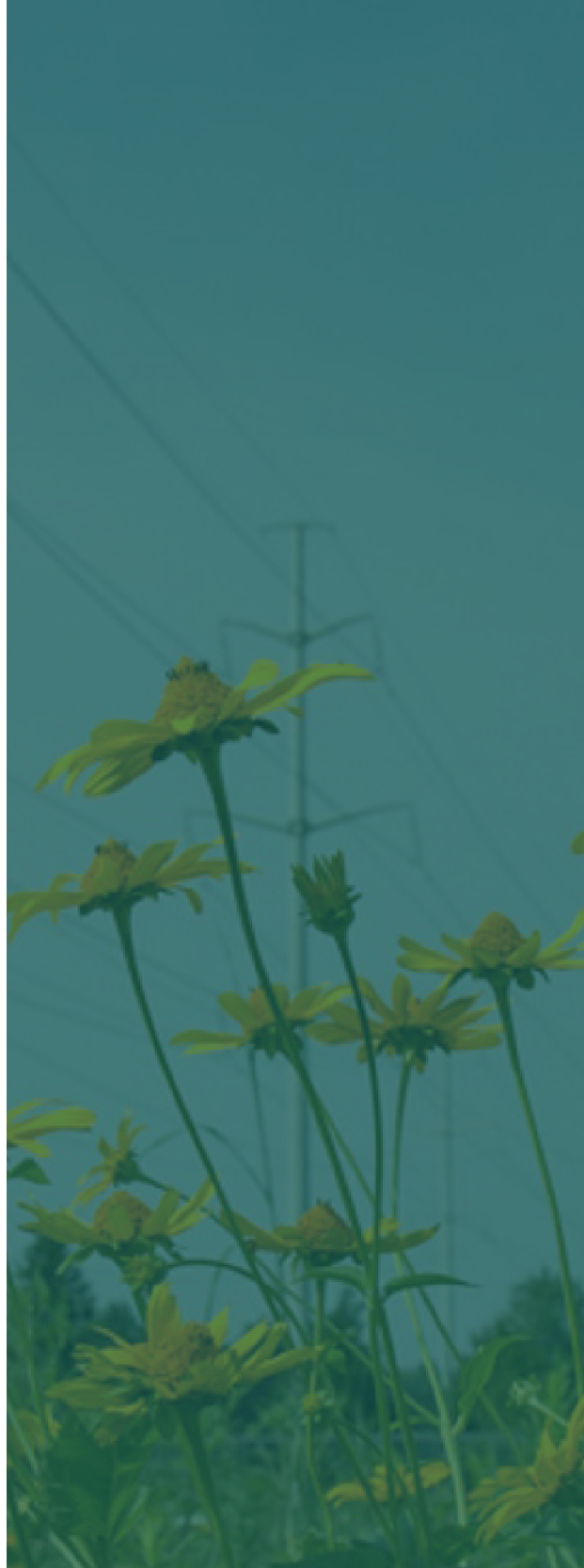
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1.0 | **Introduction: Scope & Intent**

The Stittsville South Urban Design Brief is intended to provide vision and design direction for a new residential community located in the western limits of the City of Ottawa. It is within the W-4 Stittsville Urban Expansion Area and designated in the Official Plan as Future Neighbourhood. The purpose of this Urban Design Brief is to provide rationalization/ support to the Official Plan Amendment to bring the land at the corner of Shea and Flewellyn (hereinafter referred to as the 'East Parcel') into the Urban Boundary.

The intents highlighted within this document reflect objectives set out in The New Official Plan from the City of Ottawa, Urban Design Guidelines for Greenfield Neighbourhoods (Ottawa, 2007), Building Better and Smarter Suburbs (Ottawa, 2015), Designing Neighbourhood Collector Streets (Ottawa, 2019), Park Development Manual (Ottawa, 2017), and Traffic Calming Design Guidelines (Ottawa, 2019).

This design brief contains insight, analysis, and direction on the following:

- The Stittsville Context;
- The Site Context and Conditions;
- The Vision and Guiding Principles;
- The Community Plan;
- The Built Form and Housing Typologies;
- The Street Network and Character;
- The Parking Plan;
- The Traffic Calming Strategies;
- The Parks and Open Spaces;
- The Hydro Corridor; and
- The Active Mobility.

The directives outlined in this document will foster the expansion of an existing community into one centered on innovation, sustainability, connectivity, and accessibility.

*Note: The directives with parenthetical citations in **orange** will be referencing the New Official Plan from the City of Ottawa, **green** will be referencing the Urban Design Guidelines for Greenfield Neighbourhoods (Ottawa, 2007), the directives in **blue** will be referencing those from Building Better and Smarter Suburbs (Ottawa, 2015). References to any other documents will not be colour-coded.*

LEGEND

- Provincial Highway
- Arterial Road
- Stittsville South
- Urban Expansion Boundary
- Stittsville Ward 6

Railway Corridor

Ottawa River

417

KANATA

32

416

417

STITTSVILLE
WARD 6

7

Railway Corridor

Jock River

0 1 2
kilometres

STITTSVILLE SOUTH

Figure 1 Stittsville South within the City of Ottawa

2.0 | **Site Context**

Stittsville South will provide a sense of completion to the Stittsville community and the western edge of Ottawa. Due to the opportune location, adjacent to the existing hydro corridor, and within proximity to the Transit Priority Corridor, and several community parks and amenities, Stittsville South will showcase compatible community design and a commitment to supporting the City's growth strategies.

In addition to the proposed parks, Stittsville South is also serviced by two existing parks that are directly north of the site. The hydro corridor will be a greenway into and out of the community. The extension of the corridor to the northeast will provide access to wider community amenities in the Fernbank Community, including access to CARDELREC Recreation Complex and the Robert Grant Bus Rapid Transit Corridor, making it a prominent feature of the community.

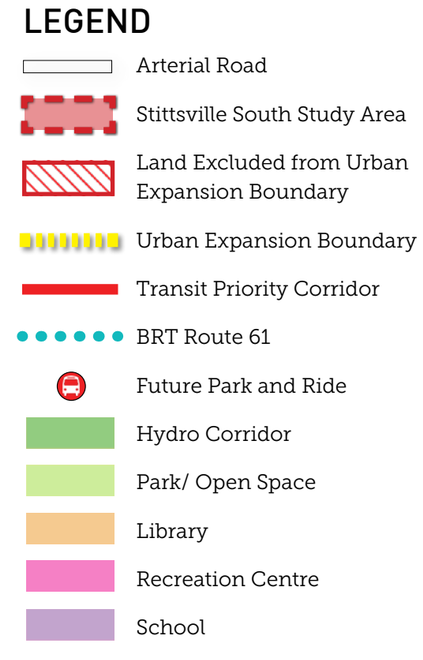




Figure 3 Stittsville South Site Context

3.0 | **Existing Site Conditions**

Currently, the Subject Site generally consists of undeveloped, vacant land. It is bordered by Flewellyn Road to the south, residential dwellings to the west, a residential development to the north, and agricultural land and residential dwellings to the east. The site gradually slopes downward from the northwest to the southeast. The site also gradually slopes downward from the northeast and southwest to the central portion of the site, resulting in a shallow valley striking northwest-southeast. There is an existing stormwater management facility centrally located on the subject lands, as well as the Faulkner Drain that runs north-south from the hydro corridor to Flewellyn Road which then runs east-west parallel to Flewellyn Road.

The property parcel of 5993 Flewellyn Road is cleared of trees and vegetation, whereas the property parcels comprising 6070 & 6115 Flewellyn Road are comprised of various woodlands. Further, an existing garage/storage building is located on the 6115 Flewellyn Road property.

As outlined in the Geotechnical Investigation completed by Paterson Group, the Subject Site is considered satisfactory for the proposed development. Please refer to the report for more details.

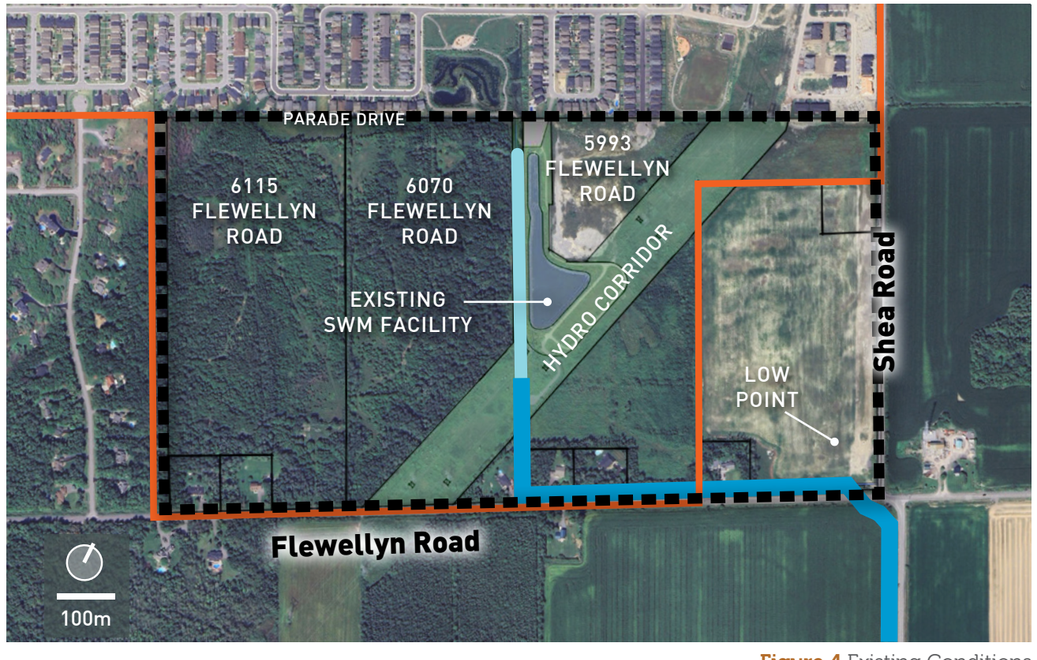


Figure 4 Existing Conditions



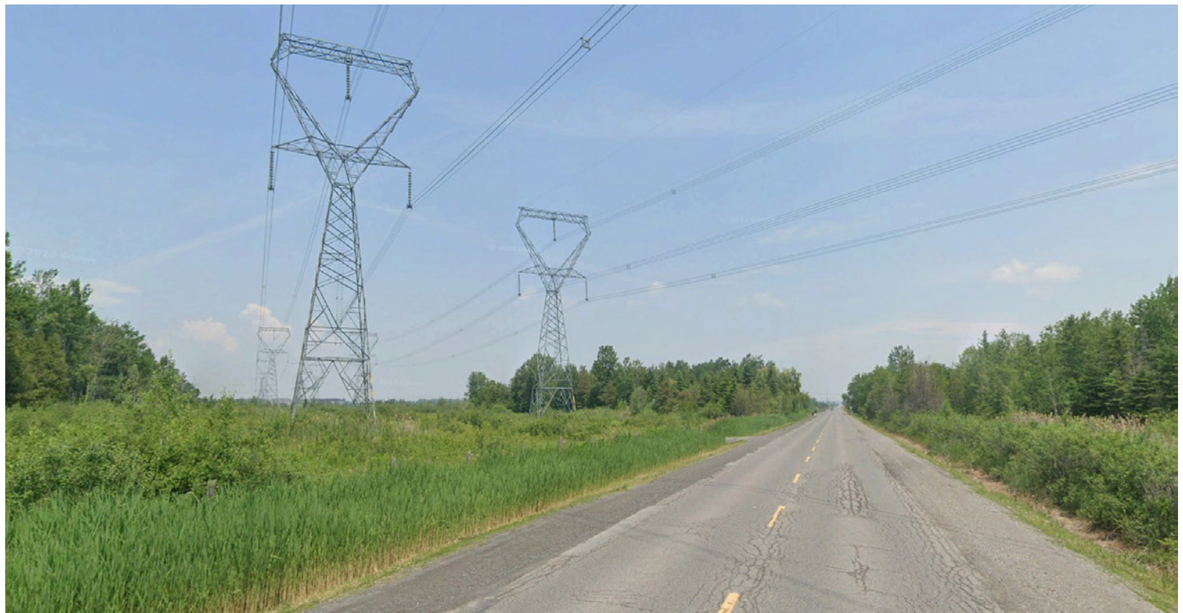
View of Existing Hydro Corridor and Stormwater Management Facility



Existing Park and Stormwater Management Facility to the North



Streetview of Residential Community to the North



Streetview of Flewellyn Road Looking East

> Stittsville South will be an extension of the existing residential community to the north, intertwining itself with the City's vast parks and open space system and seamlessly creating a 15-minute community.











Access and Visibility to Surrounding Natural Areas

Recognize the importance of developing physical and visual access to open spaces that will contribute to enhanced livability and a linked hydro corridor and open space system.





Fine-grained Network of Streets with Logical Connections to Adjacent Existing and Future Communities

Ensure that Stittsville South is part of a well-connected and cohesive planning framework, with strong pedestrian, active transportation, and vehicular links to the adjacent communities.









Integrate Active and Passive Parks and Open Spaces

Provide a robust system of parks and open spaces for all ages and abilities that encourage passive and active all-season.





High-quality and Attractive Built Form

Provide a variety of new housing forms and a diversity of designs. The built form will showcase Caivan's commitment to quality architecture and thoughtful community design.

5.0 | **Plan Evolution**

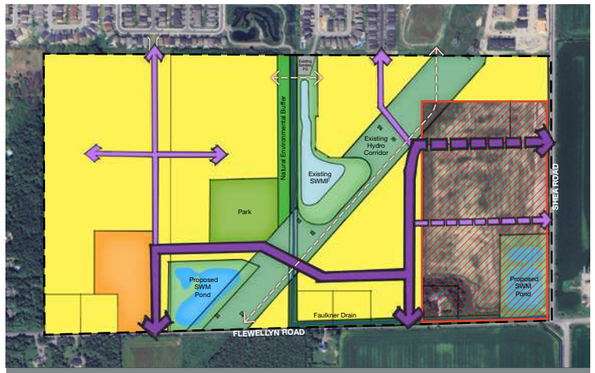


Figure 5 Concept Plan - Option 1
(July 2024 Public Open House)

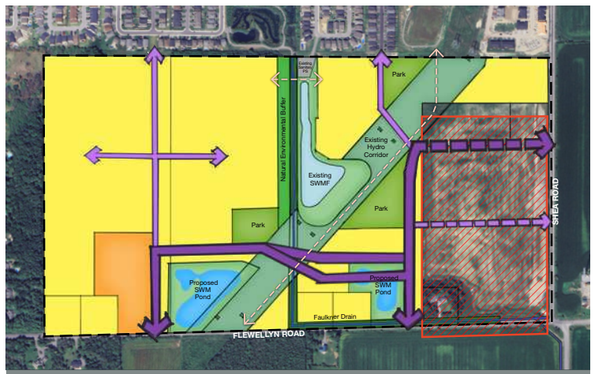


Figure 6 Concept Plan - Option 2
(July 2024 Public Open House)

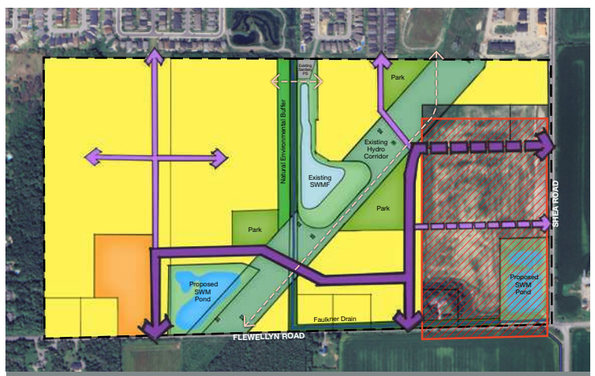


Figure 7 Concept Plan
(August 2024 First Submission)

The following figures illustrate the plan evolution of Stittsville South. Considering key elements such as access, road alignment, and the location, size, and number of parks in the overall open space network, two options were prepared and presented at a public meeting in the Summer of 2024 to gather feedback on the overall structure of the community.

The concept plan for the first submission included three parks adjacent to the hydro corridor, two potential access locations along Shea Road, a medium density block on the southwest corner of the site, and two stormwater ponds along Flewellyn Road (Figure 7).

The second submission concept plan included two parks: one centrally located neighbourhood park and a smaller parkette co-located with the stormwater management pond at the corner of Shea Road and Flewellyn Road (Figure 8). This plan also included two medium density blocks, one of which is placed in the block directly adjacent to the hydro corridor and the other located in the south-west corner of the site.

The refined concept plan for the third submission (Figure 9) retains the natural environmental buffer, Faulkner Drain corridor, and proposed stormwater management ponds similarly to the previous plans. It also retains the high-level road structure, with the main community access located along Flewellyn Road, but only one potential access from Shea Road. The centrally located neighbourhood park adjacent to the NHS buffer has increased in size to allow for more recreational opportunities, with the parkette fronting Shea Road being decreased. Further, the medium density block fronting Flewellyn Road has been rotated to allow for more frontage along the proposed collector road and to provide a more appropriate transition to the existing residential community to the west. The medium density block directly adjacent to the hydro corridor remains.

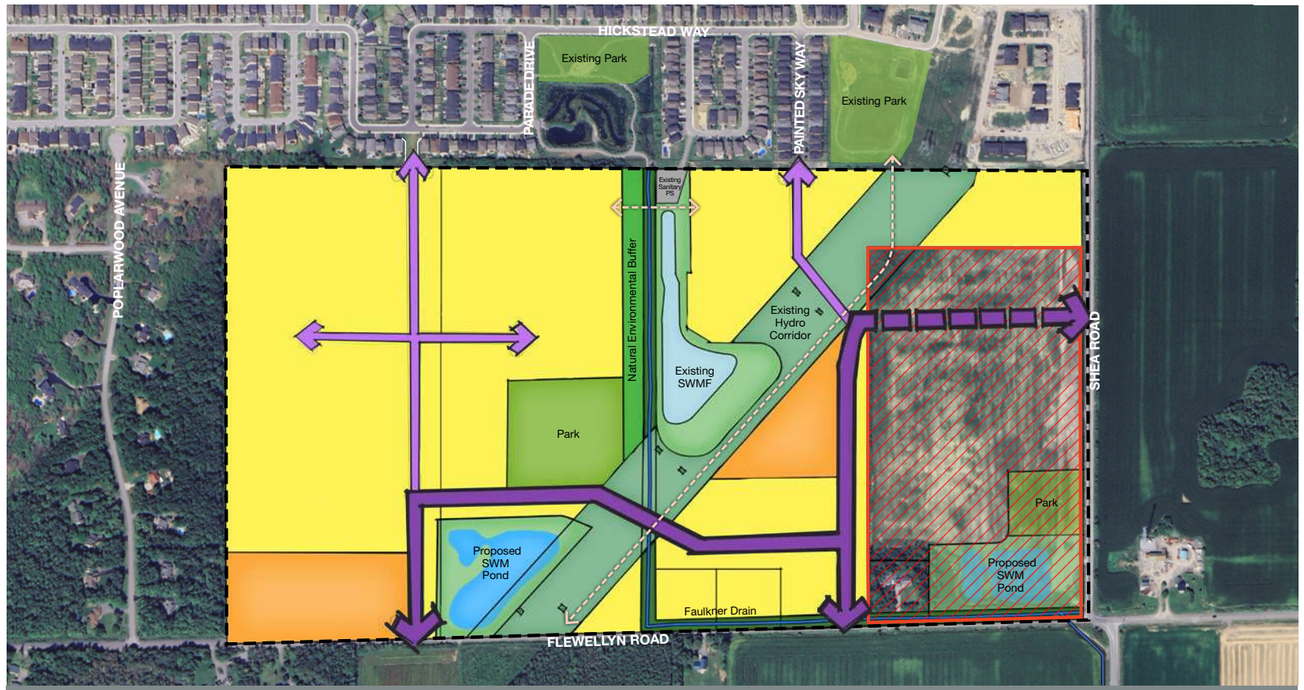
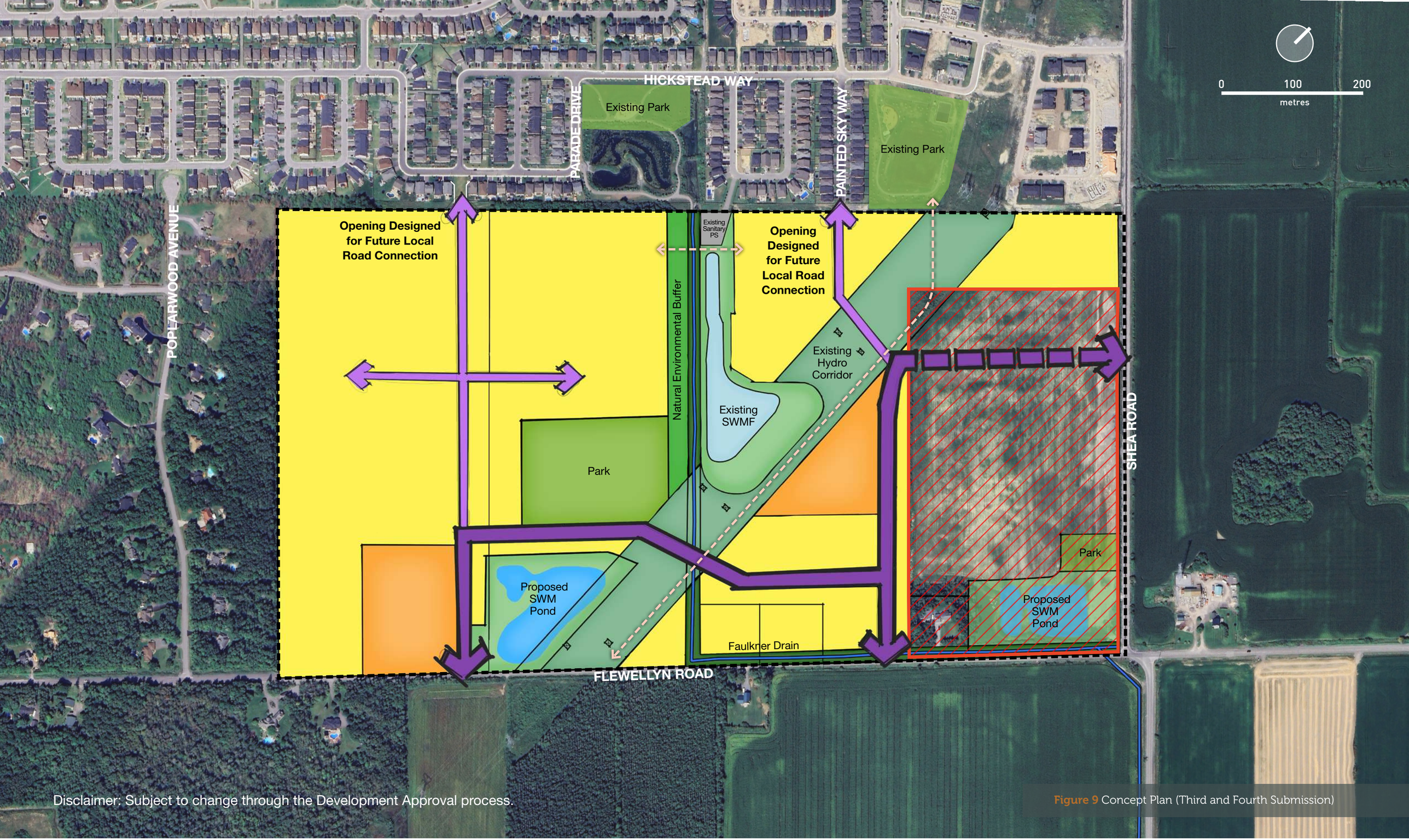


Figure 8 Concept Plan (March 2025 Second Submission)

LEGEND

- Study Area
- Excluded from Urban Expansion
- Low Density Residential
- Medium Density Residential (up to 4 storeys)
- Drainage Corridor
- Hydro Corridor
- Buffer
- Park
- Existing SWM Facility
- Proposed SWM Pond
- Existing Sanitary PS
- Collector Roads
- Local Roads
- Faulkner Drain
- Parcel Lines
- Multi-Use Pathway



Disclaimer: Subject to change through the Development Approval process.

Figure 9 Concept Plan (Third and Fourth Submission)

Stittsville South is envisioned as an extension of the existing neighbourhood directly to the north and will be fully integrated into the community. Although not recognized as part of the Urban Expansion Area (City of Ottawa Official Plan), the East Parcel is shown as part of the Stittsville South Study Boundary to illustrate the importance of these lands to complete the community from a planning, land use, and servicing perspective. With the East Parcel fronting two major roads, Flewellyn Road and Shea Road, there are many benefits to including the lands. To ensure efficient vehicular circulation and to prevent exit and entry through the local road connections from the community to the north, the East Parcel is critical for a collector road connection to Shea Road. Planning for the development of the East Parcel will also ensure the land is developed seamlessly with the rest of the community and will avoid the possibility of being landlocked. Further, due to where the Faulkner Drain is located and the sloping of the land, the low point is at the corner of Flewellyn Road and Shea Road in the East Parcel, making the area ideal for a stormwater management pond. Therefore, it is appropriate to contemplate including the East Parcel in the Urban Boundary for the development of a comprehensive community.

Retained and integrated with the proposed community plan, the Faulkner Drain and existing stormwater management pond will support the community's water quality functions and create an open space amenity with passive recreational uses. With the potential to expand on the recreational opportunities, a distinct feature of Stittsville South is the hydro corridor that intersects the community, creating west and south development pockets. Stittsville South offers a variety of open spaces, such as a hierarchy of park spaces and stormwater management facilities, which are strategically located adjacent to the hydro corridor, effectively expanding the open space network and connecting the two pockets to create a holistic community. In the community to the north, there are two existing parks. In support of the 15-minute community outlined in Section 5.4.4 of The New Official Plan, residents of Stittsville South will benefit from having direct access to numerous parks (both planned and existing), as well as schools and recreational opportunities located to the north. Moreover, a variety of residential dwelling types are planned throughout the community to meet a wide range of lifestyles that follow a modified grid street pattern with varied block lengths.

The design of Stittsville South is supported by the following policies from The New Official Plan from the City of Ottawa:

- **4.2.1** - Enable greater flexibility and an adequate supply and diversity of housing options throughout the city;
- **4.4.6** - Design parks that contribute to quality of life and respond to climate change;
- **4.6.3** - Ensure capital investments enhance the City's streets, sidewalks, and other public spaces supporting a healthy lifestyle;
- **4.6.4** - Encourage innovative design practices and technologies in site planning and building design;
- **4.6.5** - Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes;
- **4.6.6** - Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all;
- **4.8.3** - Provide residents with equitable access to an inclusive urban greenspace network; and
- **5.4.4** - Provide direction for new development in the Suburban Transect. Greenfield development in the Suburban Transect will contribute to the evolution towards 15-minute neighbourhoods.

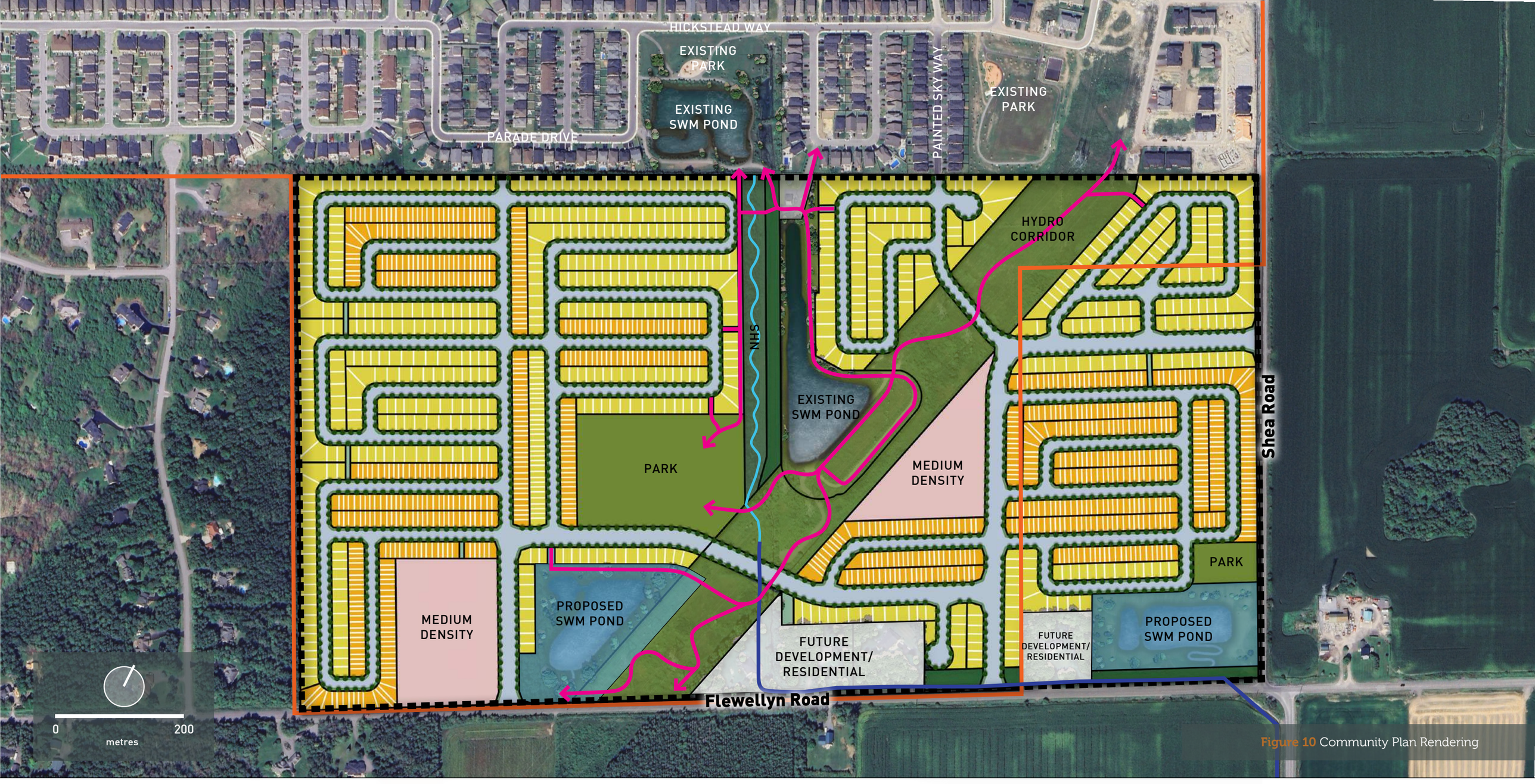


Figure 10 Community Plan Rendering

LEGEND

- Stittsville South
- Urban Expansion Boundary
- Single Detached
- Standard Townhome
- Medium Density Block
- Future Development/Residential
- Natural Heritage System (NHS)
- Stormwater Management Pond
- Park
- Hydro Corridor
- Drainage Corridor
- Faulkner Drain
- Minor Water Feature
- Major Trails and Paths

Stittsville South Area: 68.89 ha

7.0 | **Built Form**

The built form within Stittsville South will demonstrate Caivan's unique architectural character, yet reflect similar arrangements found within the surrounding communities, primarily composed of low to medium density forms. The community will primarily showcase a mix of single detached and standard townhomes strategically interspersed, as well as stacked townhomes within the medium density blocks.

The figures in the subsequent pages illustrate the varying built form typologies in Stittsville South:

- Stacked Townhome
- 20' Standard Townhome
- 35' Single Detached
- 37' Single Detached Corner
- 42' Single Detached
- 50' Single Detached

Design Guidelines & Strategic Directions:

- A variety of residential typologies and styles will be provided throughout the community to reduce monotony, create visual diversity, and cater to various homebuyers, while complementing the existing architecture in surrounding communities *(BBSS, p.12, G35)*.
- Medium density residential, such as the stacked townhomes, will be located near neighbourhood focal points like parks and open spaces *(G9)*.
- Placement of built form will create a height transition from taller buildings to shorter buildings, particularly towards the existing neighbourhood to the west and north. *(G15)*.
- To ensure compatibility with the surrounding context, single detached dwellings are proposed to back the existing estate lots to the west, while a mix of singles and townhouses back the existing suburban development to the north, creating a seamless transition and eliminating the exposure of existing rear yards.
- Homes will be located close to the property line, with their primary face addressing the street, while maintaining minimum setbacks and making room for trees and utilities, to help define street edges and create visually ordered streetscapes *(G34)*.
- Primary entrances, windows and porches will be clearly visible, articulated, and identifiable from the street *(G37)*. Garages will not dominate the width of the front façade, and will not project past the front wall *(G44)*.
- Driveways will be paired for ground-oriented attached dwellings to maximize area for trees, on-street parking, and snow storage, as well as to minimize the physical disruption of sidewalks along the street *(G45)*.
- Above-grade utilities will be located away from key public views, such as intersections and day lighting, and may be screened through design or landscaping *(G64)*.
- Key corridors & collector streets will be priority for enhanced architectural elevations / materiality.
- All homes will be designed using high-quality building materials and be well articulated and detailed to help define and establish a harmonious community identity.

Corner Lots:

Corner single and townhouse units will be provided throughout Stittsville South and will exhibit the following characteristics:

- Where possible, corner units, with driveways and front doors addressing separate streets, will be included to create more active street frontage and reduce the need for long stretches of privacy fences *(G38)*.
- Where possible, incorporate porches, which are big enough to accommodate sitting areas, into the overall architecture of the building *(G39)*.



Variety in Architectural Elevation Design to Promote a Pedestrian-Friendly Environment

The built form within Stittsville South will demonstrate Caivan's unique architectural character and style, yet reflect similar typologies found throughout the City of Ottawa.

OpenPlan™ Design

Select units within Stittsville South will feature Caivan's OpenPlan™ design, as exemplified in Figure 11. The OpenPlan™ design offers the following benefits:

- Streetscapes that appear less garage and car-dominated.
- Additional on-street parking frontage between driveways.
- Maximized windows on front and rear façades for greater natural light.
- Finished basements as a standard in all units, leading to more usable square footage.

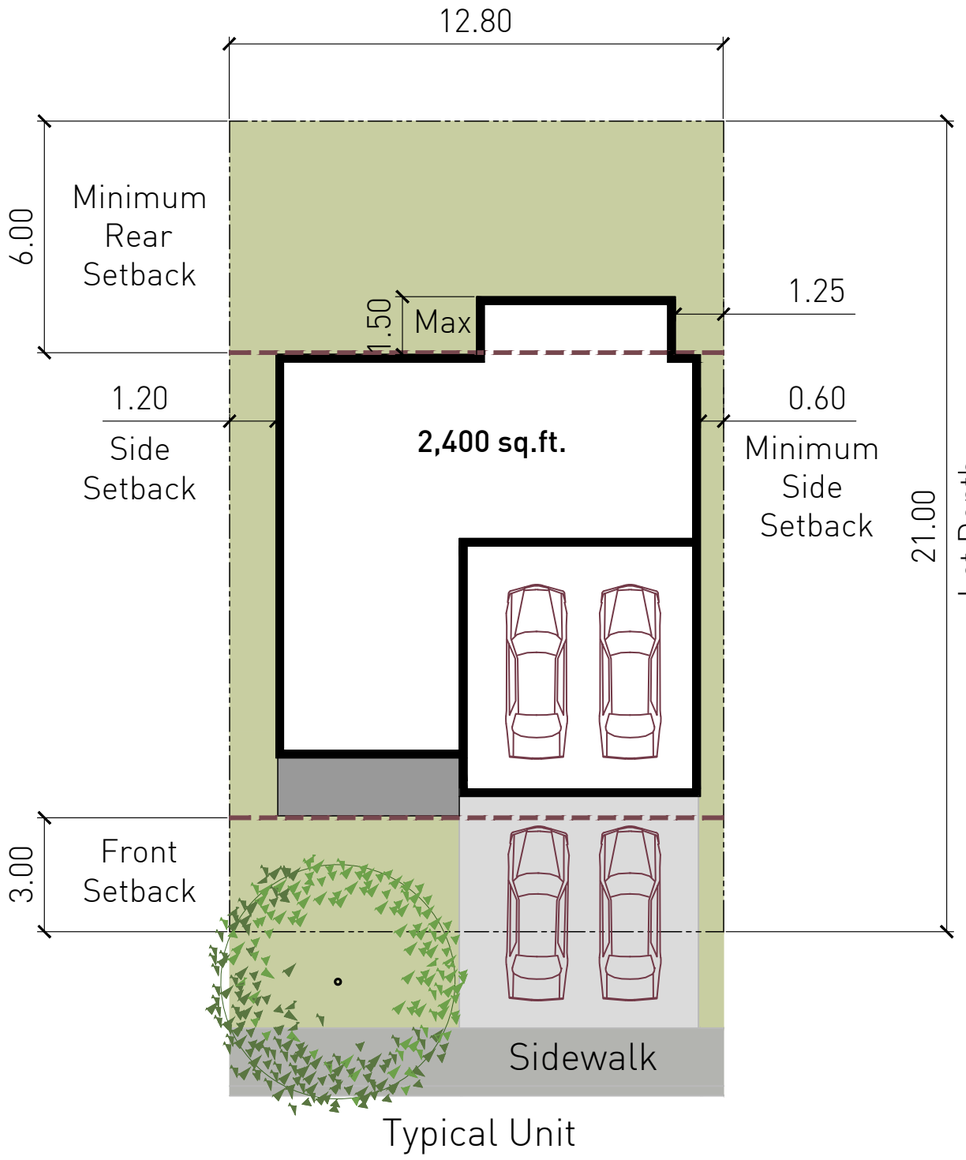


Figure 11 Caivan's OpenPlan™ Lot Example

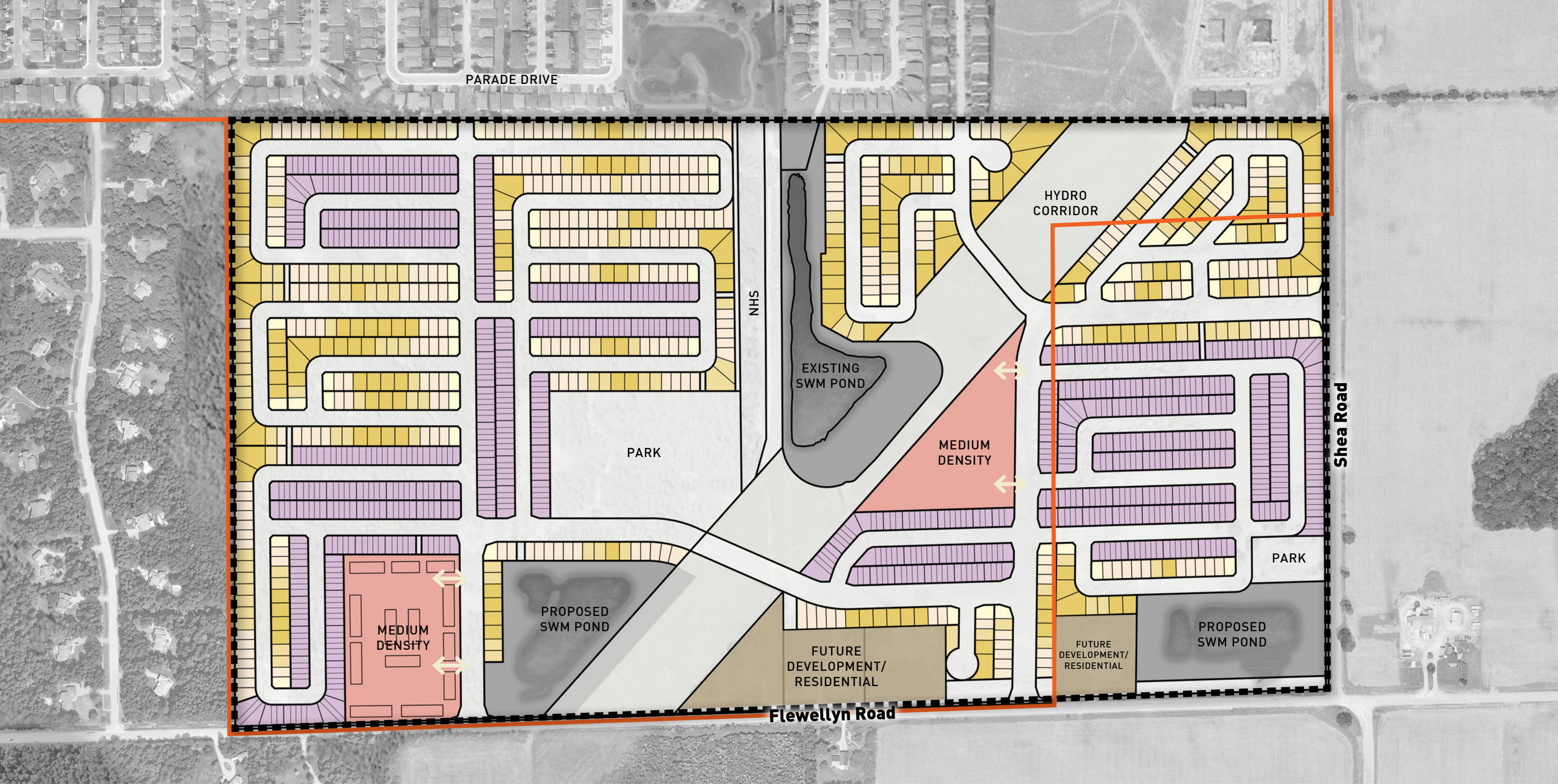


Figure 12 Built Form Diagram

Built Form Typologies

Stittsville South will consist of a mix of single detached homes and townhomes, with a density of 62.42 units per hectare (uph), exclusive of roads, vistas, parks, and non-developable areas, demonstrated in the unit summary. The community will generate a total of 1,983 residential units, including the East Parcel lands. The inclusion of these lands at the corner of Flewellyn Road and Shea Road contributes to a complete and integrated community with consistent built form, avoiding the potential for future landlocking. The figures on the subsequent pages illustrate the varying built form typologies proposed within the Stittsville South development.

UNIT SUMMARY

Unit	Unit Count
Stacked Townhome	**446**
20’ Standard Townhome	**868**
35’ Single Detached	**310**
37’ Single Detached Corner	**63**
42’ Single Detached	**133**
50’ Single Detached	**163**
TOTAL UNITS	**1,983**
Residential Area	**31.77 ha**
DENSITY*	**62.42 uph**

*Density is exclusive of roads, vistas, parks, and non-developable areas



Figure 13 Stacked Townhome Elevation Sample

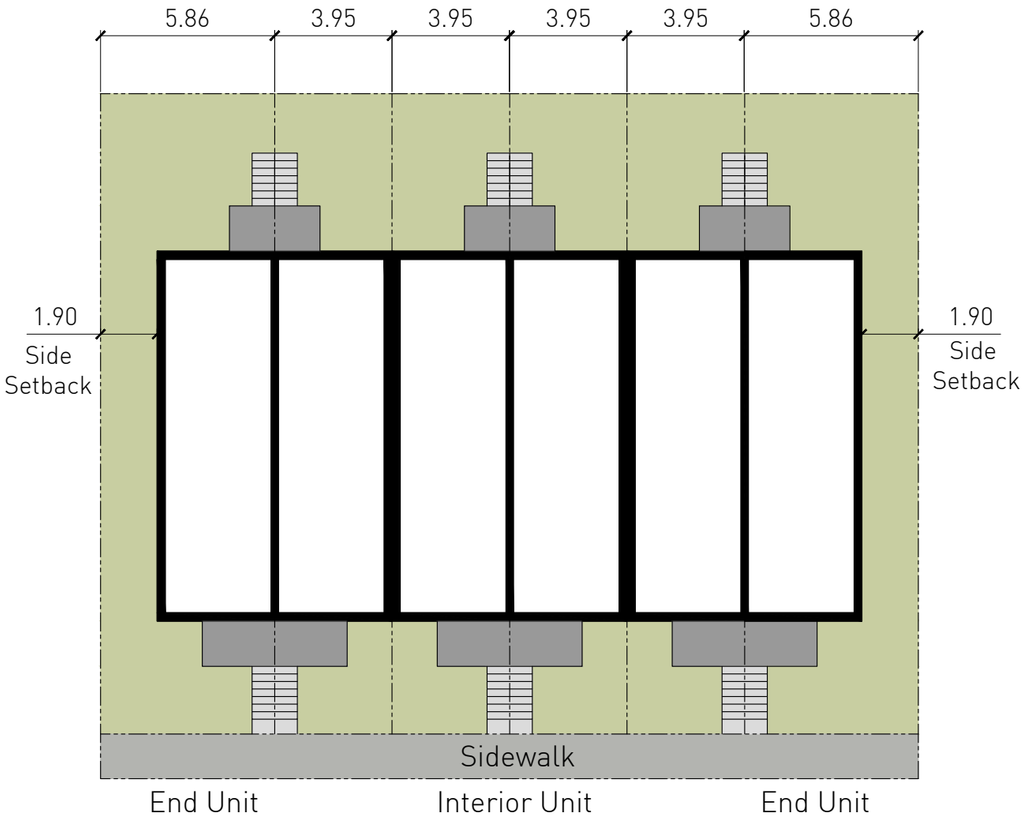


Figure 14 Stacked Townhome Built Form Diagram

Stacked Townhome.



Figure 15 16 Unit Block - Front Elevation

Stacked Townhome.





Figure 16 20’ Standard Townhome Elevation Samples

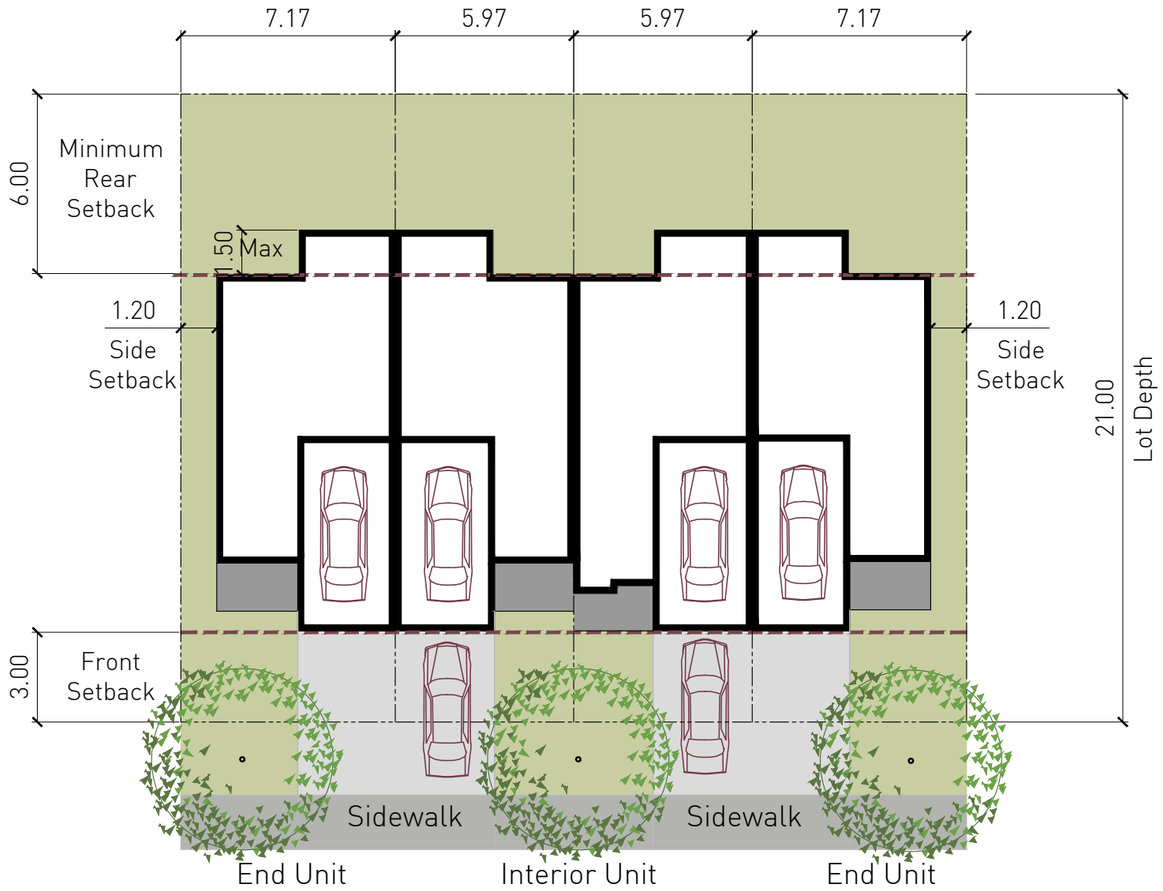


Figure 17 20’ Standard Townhome Lotting Standard and Measurements

20’ Standard Townhome.

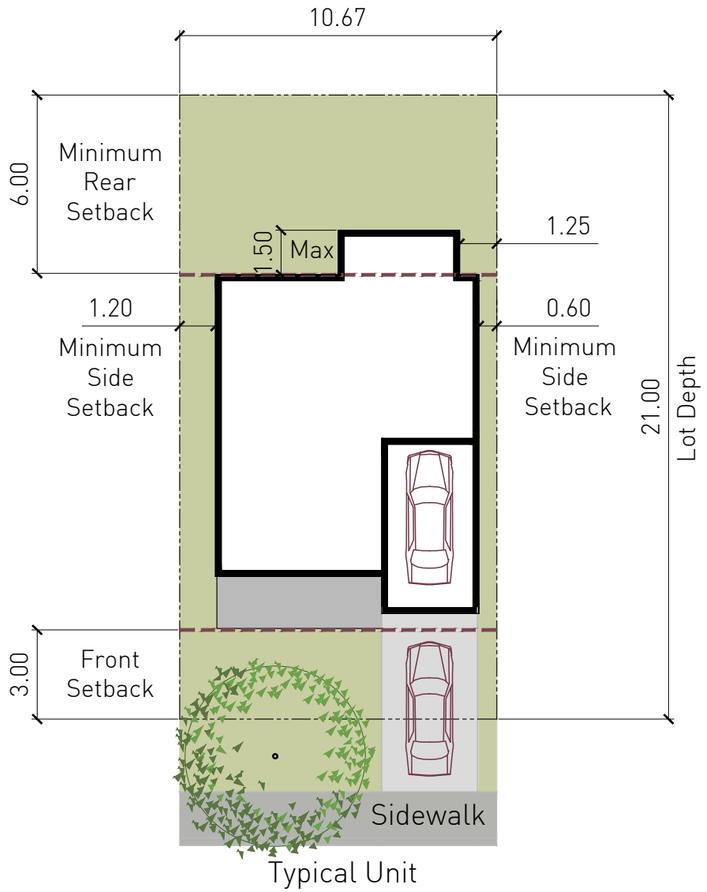


Figure 18 35’ Single Detached Lotting Standard and Measurements



Figure 19 35’ Single Detached Elevation Sample

35’ Single Detached.

Dwellings on corner lots and at community entrances typically have the highest degree of public visibility within the streetscape and are important in portraying the image, character, and quality of the neighbourhood. Streetscape quality is enhanced with the rear yard bump out, additional windows, and architectural articulation.



Figure 20 37’ Single Detached Corner Elevation Sample

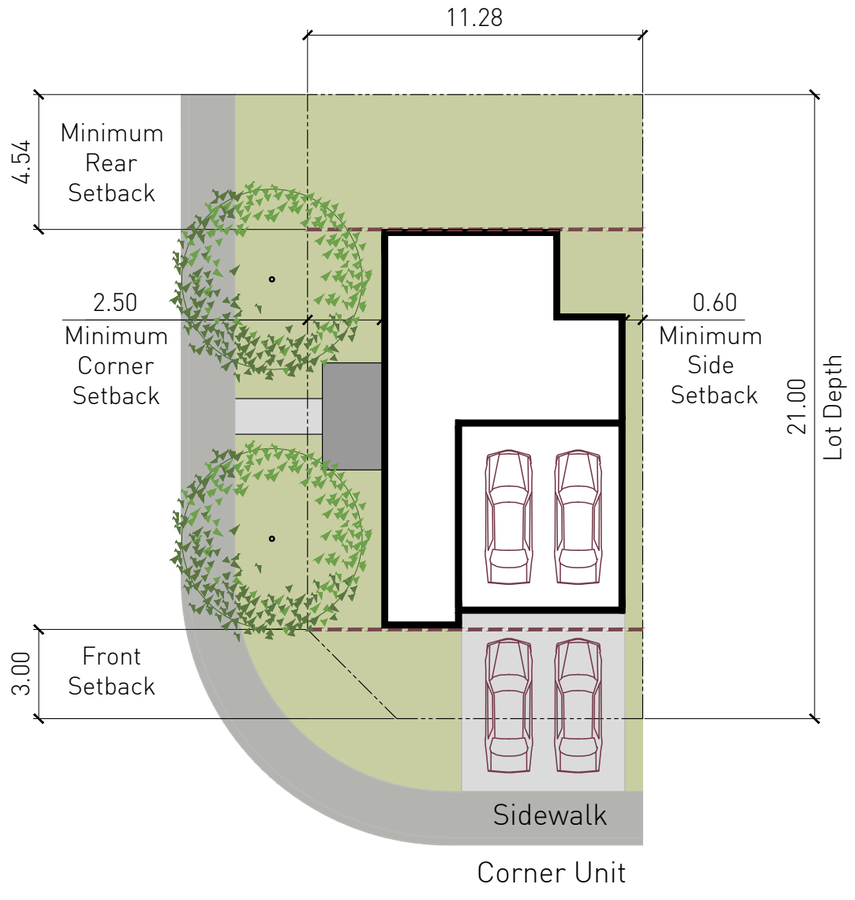


Figure 21 37’ Single Detached Corner Lotting Standard and Measurements

37’ Single Detached Corner.

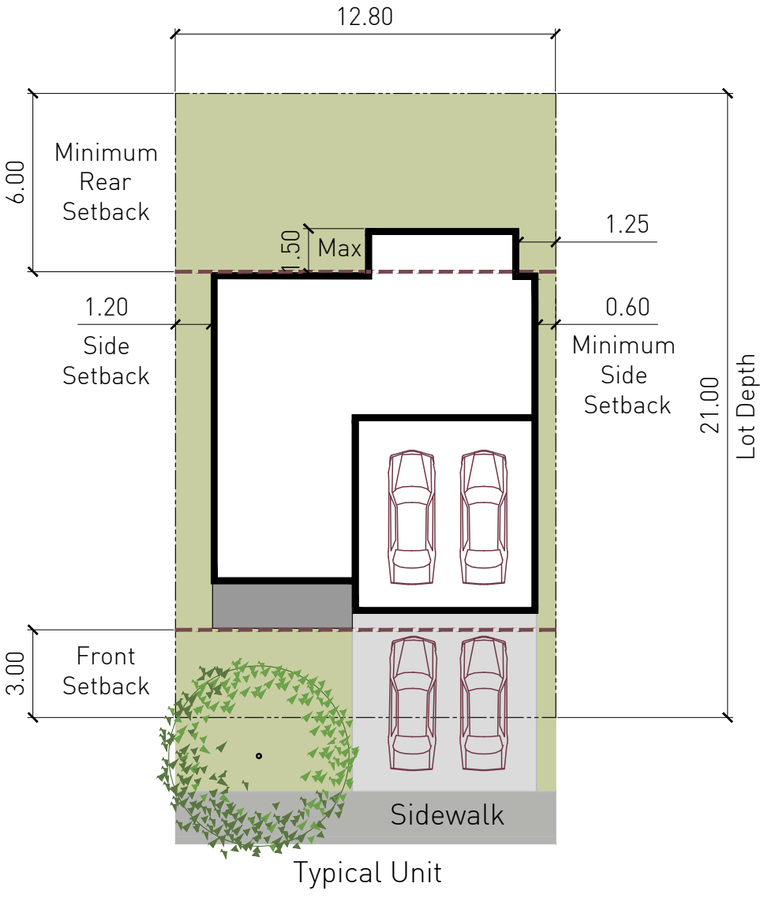


Figure 22 42′ Single Detached Lotting Standard and Measurements



Figure 23 42′ Single Detached Elevation Sample

42′ Single Detached.



Figure 24 50’ Single Detached Elevation Sample

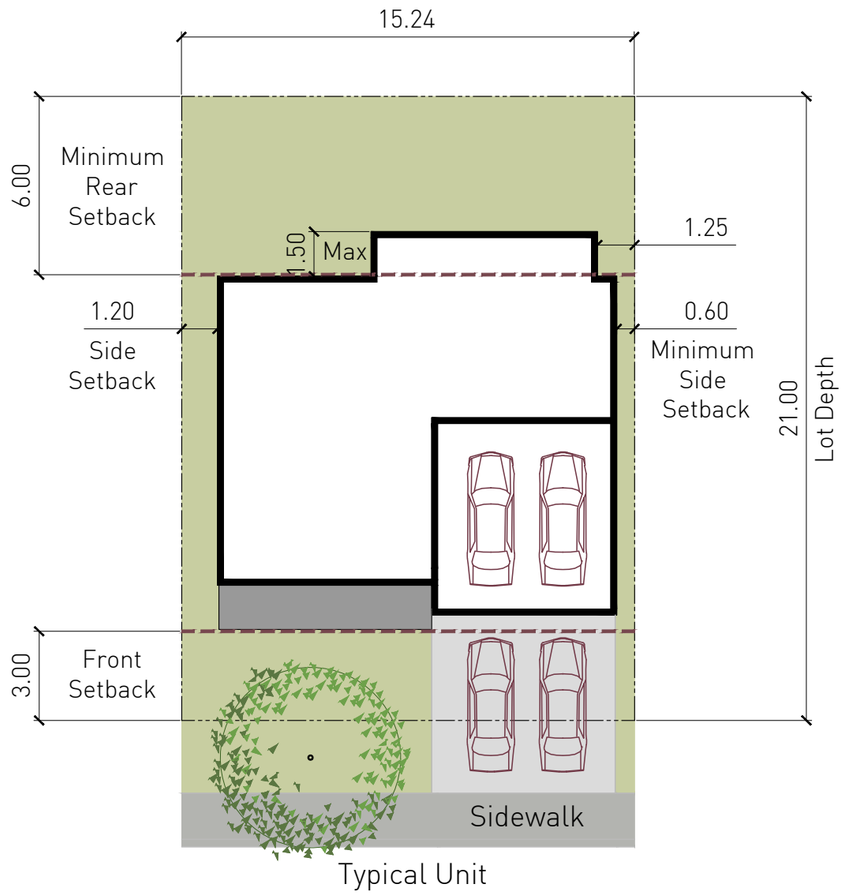


Figure 25 50’ Single Detached Lotting Standard and Measurements

50’ Single Detached.

Stittsville South

TOTAL RESIDENTIAL UNITS: 1,983

669 units
Single Detached

868 units
Standard Townhomes

446 units
Stacked Townhomes

Stittsville South excluding East Parcel

TOTAL RESIDENTIAL UNITS: 1,566

563 units
Single Detached

557 units
Standard Townhomes

446 units
Stacked Townhomes

THE ADDITION OF THE EAST PARCEL LANDS CONTRIBUTES TO AN ADDITIONAL 417 UNITS FOR THE STITTSVILLE SOUTH COMMUNITY

8.0 | **Street Hierarchy**

Stittsville South will host streetscapes that encourage connectivity while enhancing the visual appearance of the community. The network will provide a balance between pedestrians and vehicles, and will be embedded with hard and softscaped features to enhance the comfortability and experience. The local streets will provide direct connections to the adjacent neighbourhood to the north, increasing access and permeability between neighbourhoods.

The figures in the subsequent pages illustrate the varying street right-of-way cross sections in Stittsville South:

- Collector Road (26.0m)
- Local Road (18.0m)
- Window Street (14.75m)

Design Guidelines & Strategic Directions:

- The street network will be a fine-grained, fully-connected grid with short blocks that encourage connectivity and walkability, and define green spaces to support a safer and more comfortable pedestrian environment *(OP 5.4.4.1.b)*.
- The modified grid street network will be functional to all modes and users (pedestrians, cyclists, vehicles, transit), and include furnishings, such as signage, mailboxes, wayfinding, and lighting, that are consistent with the existing character and style of neighbouring communities *(BBSS, p.48, SD10)*.
- The street network will create great intra-community connectivity to local amenities and features, while also providing convenient inter-community connections to surrounding destinations. New streets will connect to existing and future streets in adjacent developments that have yet to be developed *(G11, BBSS, p.22, SD1 & 3)*.
- The proposed collector roads will create tree-lined corridors with a variety of street-oriented building typologies, including single detached and townhouse dwelling units *(OP 5.4.4.1.g)*.
- Street trees will be planted at regular intervals while being in coordination with street furnishings and utilities. Native plant species, tolerant of urban conditions (salt, drought, pollution), are encouraged wherever possible and will be selected from the City's approved list of street trees *(G27)*.
- Suitable zoning setbacks and road right-of-way widths will be provided, with sufficient space for various elements such as trees, sidewalks, utilities, cycling facilities, parking, and travel lanes *(G21)*.
- A range of appropriately sized roadways will be provided to complement the character and functional needs of each community area *(BBSS, p.22, SD5)*
- The design of the street network will be based on a modified or offset grid to maximize the choices of travel routes *(BBSS, p.22, SD2)*.

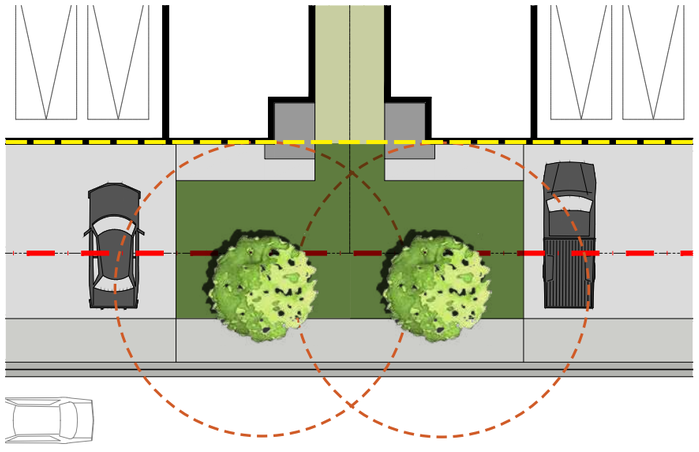


Figure 26 Tree Planting Setback - 42' Front Drive Singles

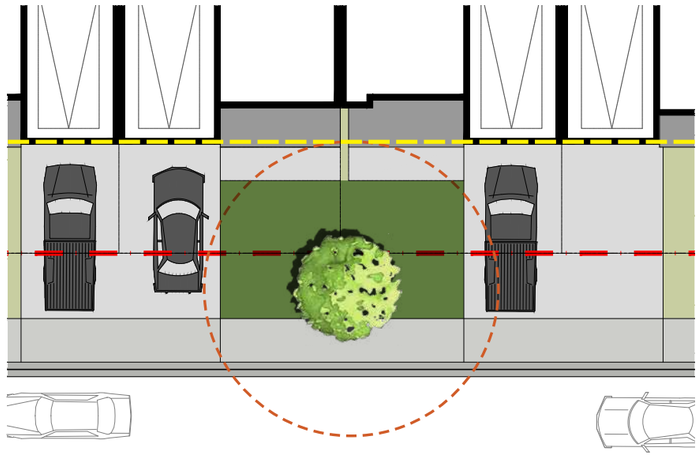


Figure 27 Tree Planting Setback - Front Drive Townhomes

Street Tree Soil Volumes

- 4.5m setback from tree to foundation will be provided for small to medium size trees
- Small trees will be provided with 25m^3 soil volume; medium trees will be provided with 30m^3 soil volume

Front Drive Singles Soil Volume:

- Length: 11.90m
- Width: 4.75m
- Depth: 1.50m

Soil Volume = 84.79m^3

Front Drive Townhomes Soil Volume:

- Length: 6.00m
- Width: 4.75m
- Depth: 1.50m

Soil Volume = 42.75 m^3

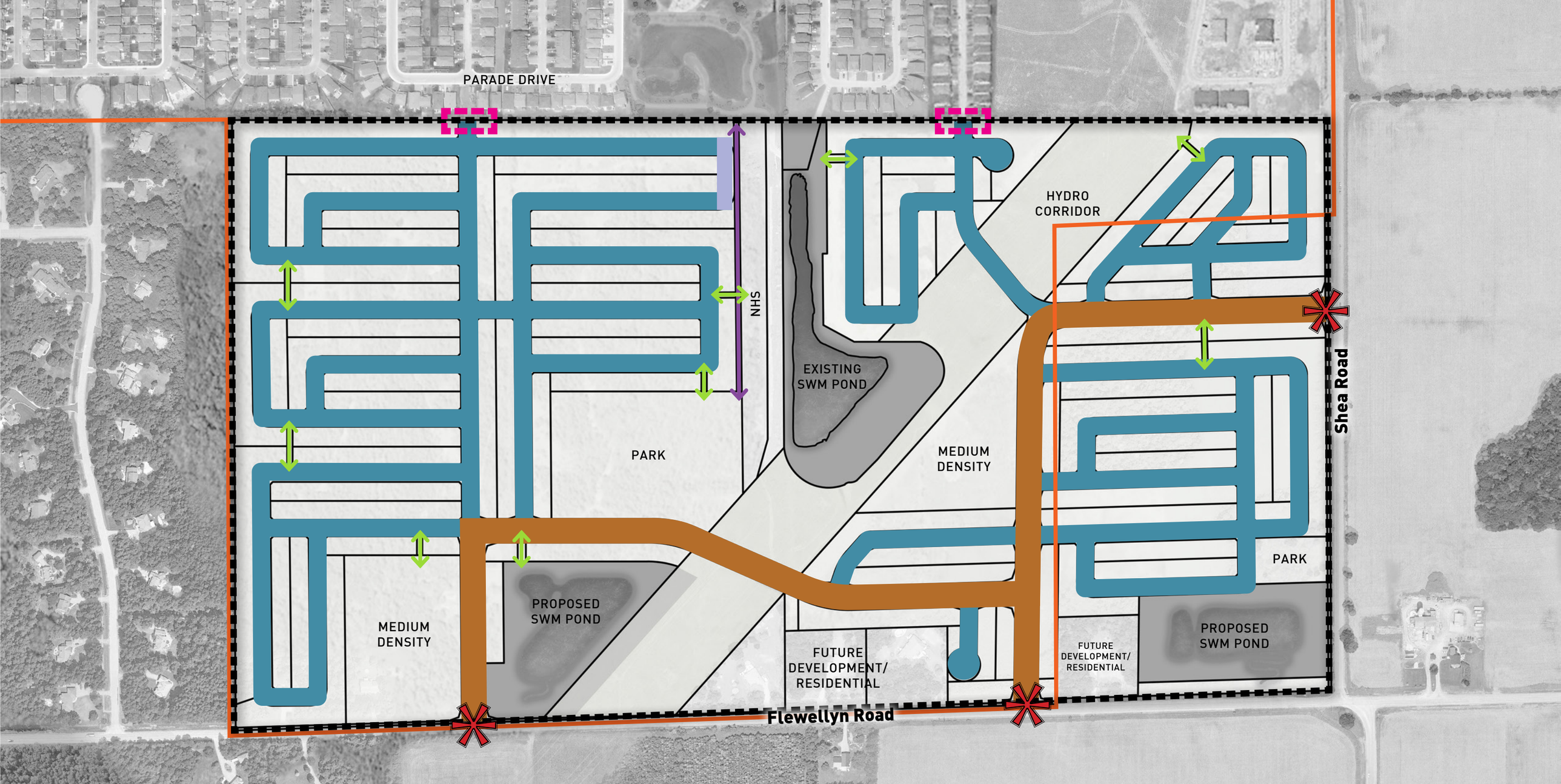


Figure 28 Street Hierarchy Diagram

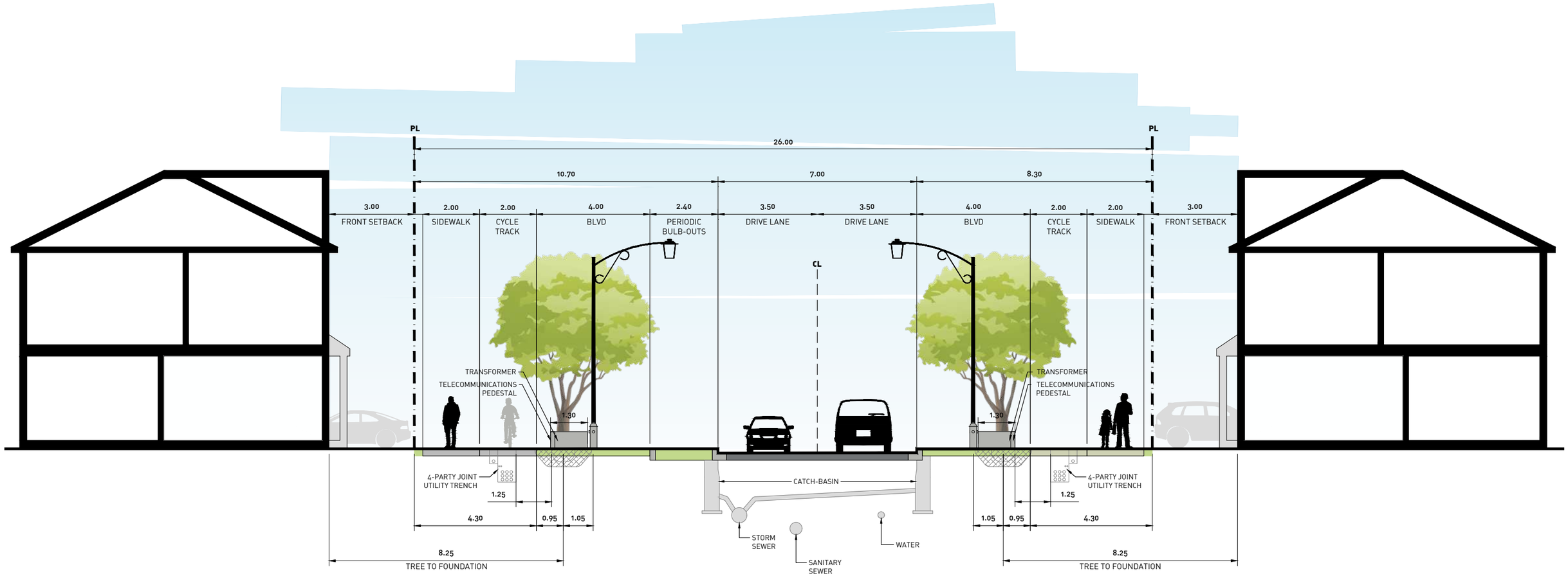


Figure 29 26.0m Collector Road (with Periodic Bulb-Out) Right-Of-Way Section

- The 26.0m Collector Road will serve as the primary throughfare within Stittsville South.
- Housing typologies will front or flank onto the right-of-way, providing dynamic interest along the streetscape.
- The hydro corridor and two parks will front the Collector and will be lined with street trees and aesthetic features along the park interface.
- The right-of-way will consist of the following elements: 7.0m pavement width, a cycle track and sidewalk on both sides, and street trees on both sides, as well as one-sided periodic bulb-outs.
- Utilities will be grouped to minimize visual impact on the streetscape where possible. Utility trenching, street lighting, and tree locations shall follow the City's servicing guidelines to ensure sufficient room for all elements in the road corridor ***(G65)***.

26.0m Collector Road.

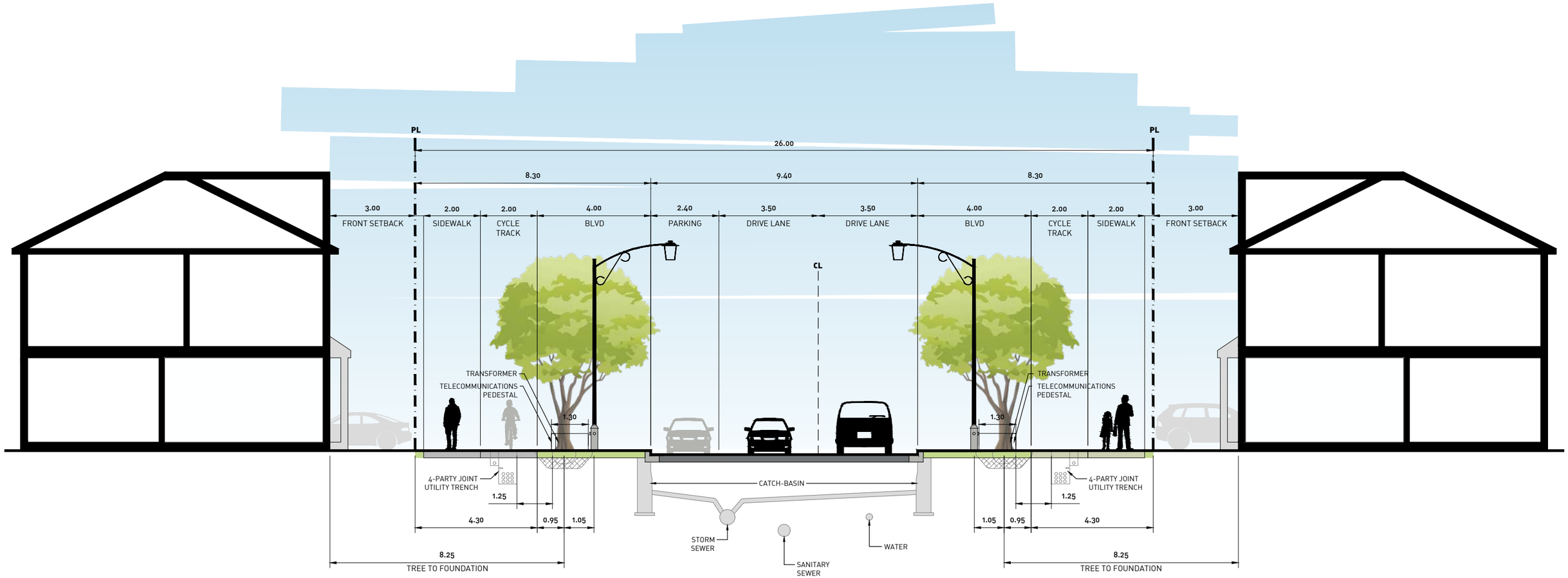


Figure 30 26.0m Collector Road (with On-Street Parking) Right-Of-Way Section

- The 26.0m Collector Road will serve as the primary throughfare within Stittsville South.
- Housing typologies will front or flank onto the right-of-way, providing dynamic interest along the streetscape.
- The hydro corridor and two parks will front the Collector and will be lined with street trees and aesthetic features along the park interface.
- The right-of-way will consist of the following elements: 9.4m pavement width, a cycle track and sidewalk on both sides, street trees on both sides, as well as one-sided periodic on-street parking.
- Utilities will be grouped to minimize visual impact on the streetscape where possible. Utility trenching, street lighting, and tree locations shall follow the City's servicing guidelines to ensure sufficient room for all elements in the road corridor ***(G65)***.

26.0m Collector Road.

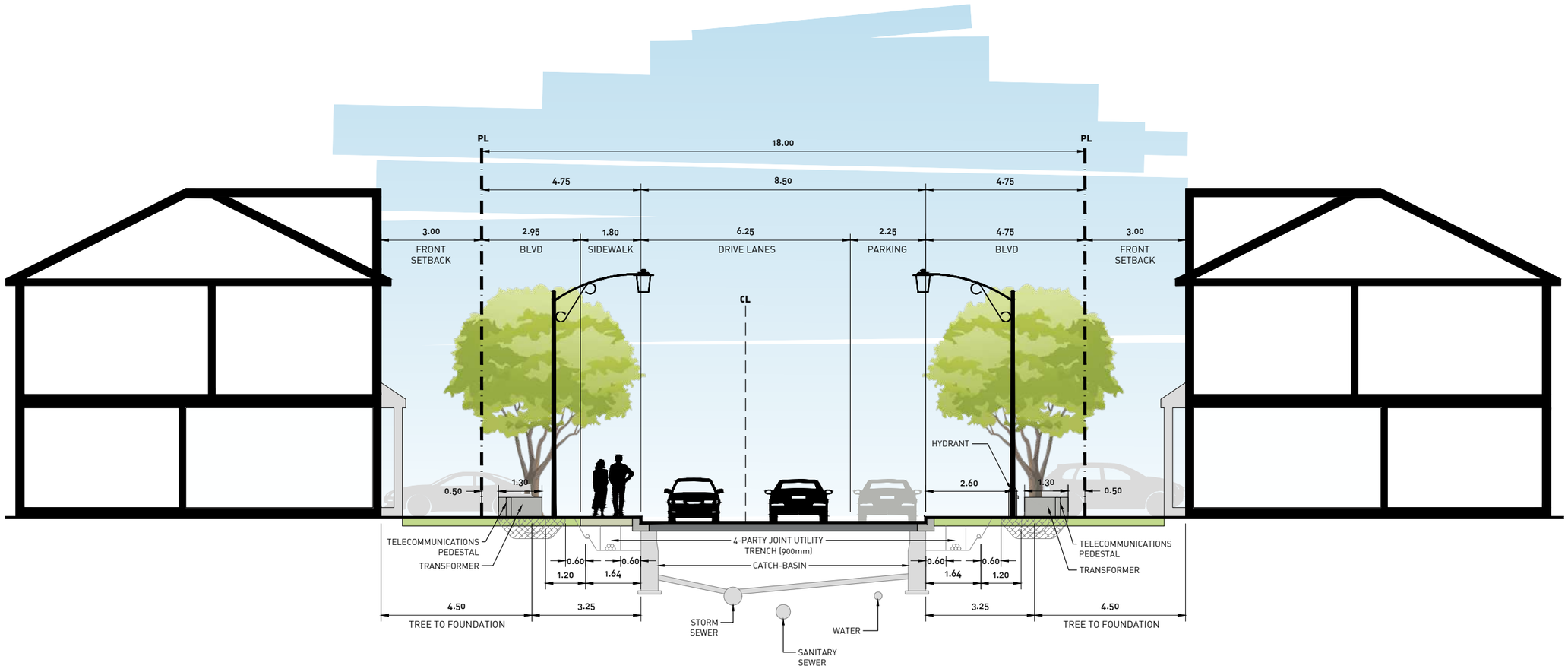


Figure 31 18.0m Local Road Right-Of-Way Section

- The 18.0m Local Roads within Stittsville South are intended to provide a comfortable pedestrian experience with relatively low levels of local vehicular traffic.
- The local street network shall facilitate logical, direct, permeable, and safe neighbourhood connections through a modified-grid configuration.
- The right-of-way will consist of the following elements: sidewalks on one side (on select roads), on-street parking, street trees within the boulevard, and two drive lanes.
- Utilities will be grouped to minimize visual impact on the streetscape where possible. Utility trenching, street lighting, and tree locations shall follow the City's servicing guidelines to ensure sufficient room for all elements in the road corridor ***(G65)***.

18.0m Local Road.

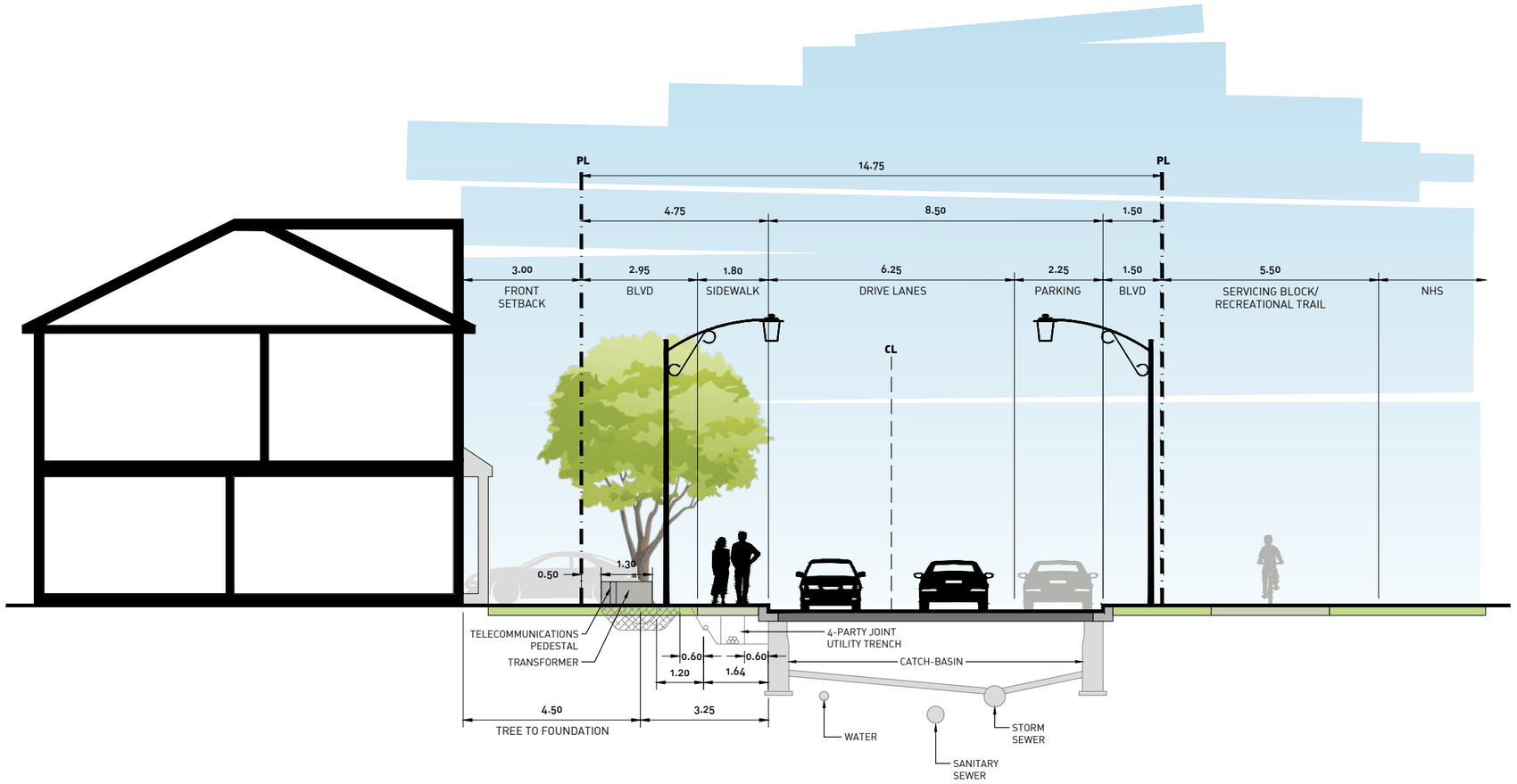


Figure 32 16.75m Window Street Right-Of-Way Section

- The 14.75m Window Street within Stittsville South is intended to provide a comfortable pedestrian experience with relatively low levels of local vehicular traffic, while providing views to the adjacent NHS.
- The right-of-way will consist of the following elements: a sidewalk and street trees within the boulevard on one side, on-street parking on one side, and two drive lanes.
- Utilities will be grouped to minimize visual impact on the streetscape where possible. Utility trenching, street lighting, and tree locations shall follow the City's servicing guidelines to ensure sufficient room for all elements in the road corridor *(G65)*.

14.75m Window Street.

9.0 | **On-Street Parking**

On-street parking will be provided on collector roads and local roads throughout the Stittsville South community to accommodate short-term visitor parking, loading, and delivery opportunities (for more details, please refer to the Parking Plan provided by NAK Design Strategies). On-street parking will be one-sided only, due to respective right-of-way widths. Periodic bulb-outs will act as a traffic calming measure and will be placed within these areas to book-end sections of parking, allow for breaks within longer uninterrupted stretches, and accommodate vegetative elements, such as trees.

The two main forms of on-street parking that will be explored within this section include:

- Local On-Street Parking
- Collector On-Street Parking

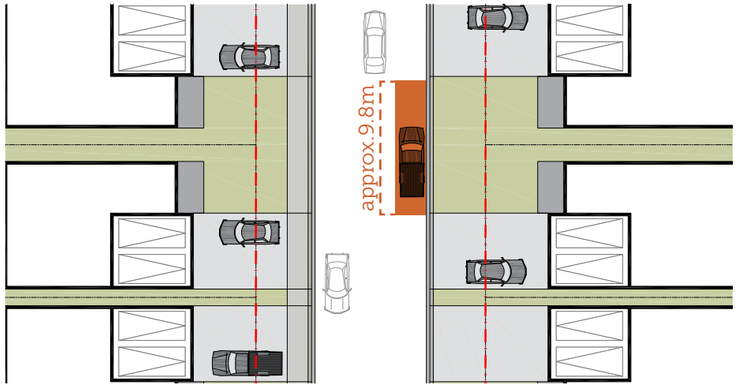
Design Objectives & Strategic Directions:

- On-street parking has been provided on all local and collector streets, offering additional short-term parking for residents and visitors, including 24-hour on-street parking with permits *(BBSS, p.42, SD6)*.
- Slower vehicular speeds will be encouraged throughout the community. Along with traffic calming strategies, collector roads will have alternating on-street parking, having an increased impact on travel speeds *(TCDG, p.16)*.
- Providing more on-street parking will remove the need for surface parking at parks and open spaces.
- The visual impact of curb face-to-curb face paving will be reduced.
- On-street parking will contribute to the creation of 'complete streets' *(BBSS, p.48, SD10)*.

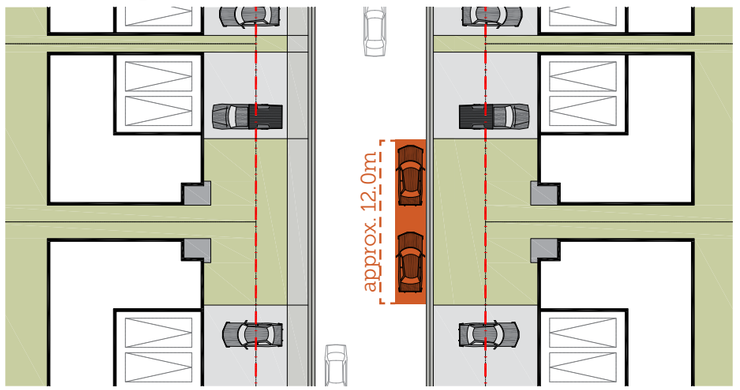
OpenPlan™ Designs:

In creating a community with increased lot widths, Caivan's OpenPlan™ designs will allow for increased on-street parking opportunities between separated or paired driveways, on all local and collector roads.

Ottawa Standard Lot Size



Caivan's OpenPlan™ Lot Size





On-Street Parking Along Collector Road



On-Street Parking Along Local Road

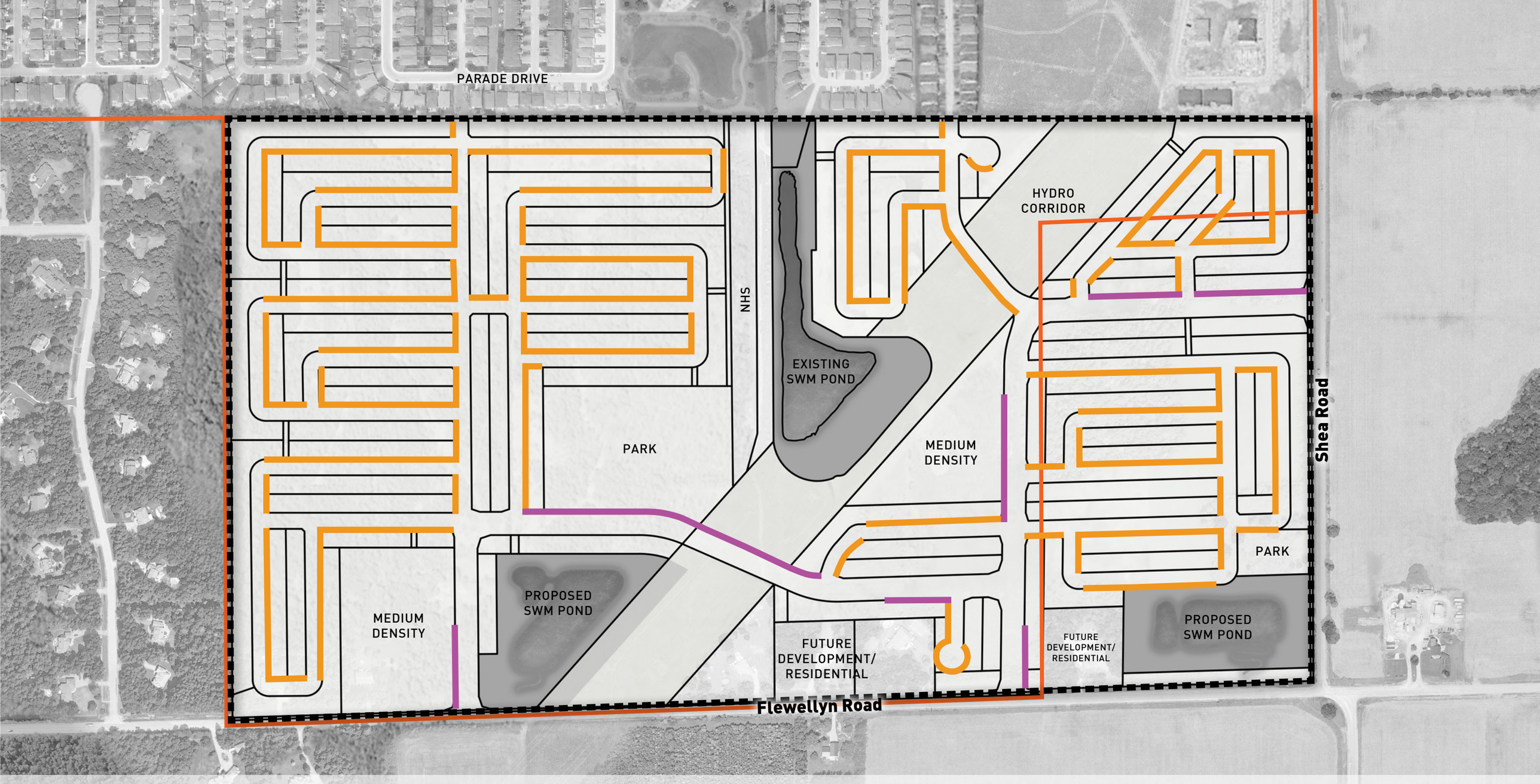


Figure 33 Conceptual On-Street Parking Plan



Figure 34 On-Street Parking Demonstration on Collector Road

- One-sided on-street parking will be located within the right-of-way.
- Bulb-outs will be placed periodically to break-up longer stretches of on-street parking, act as a traffic calming measure and provide an opportunity for tree planting.

Parking Demonstrations.

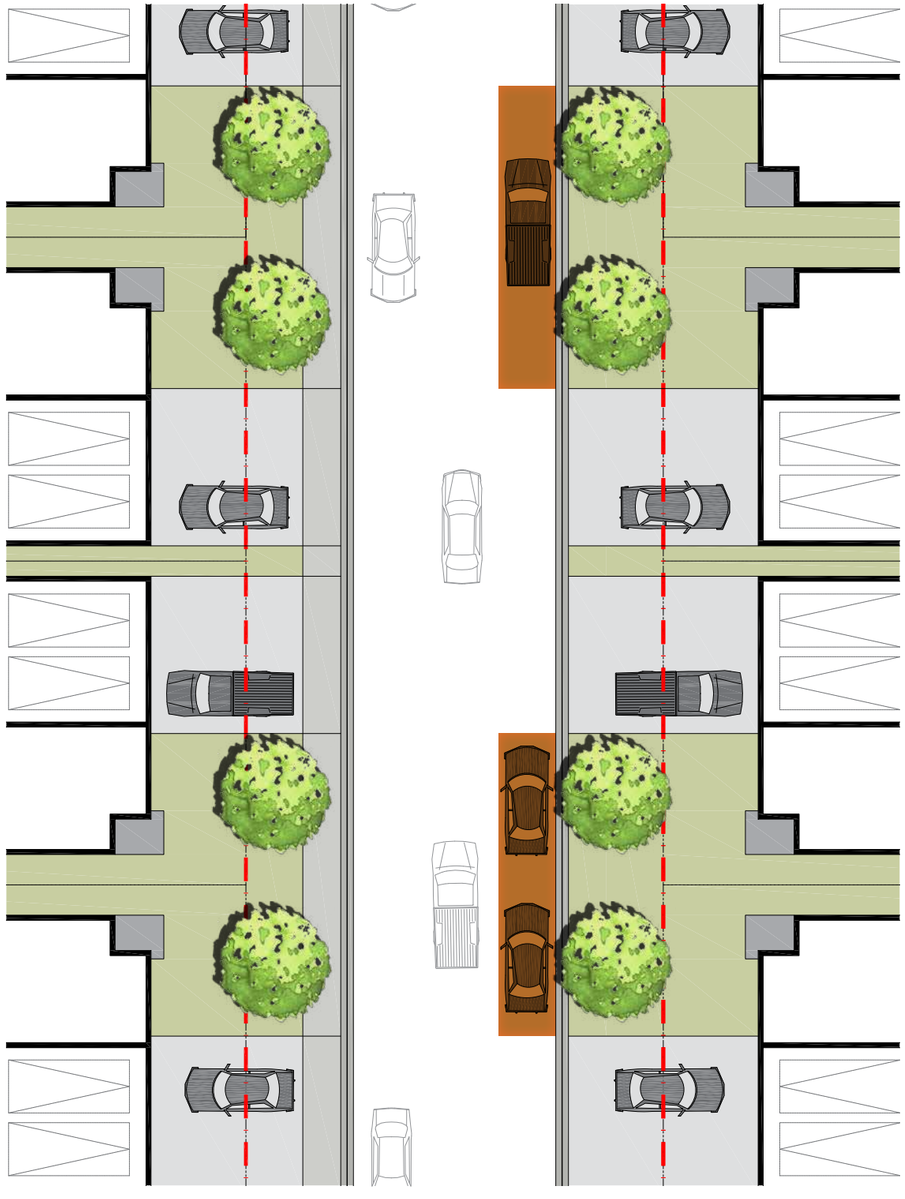


Figure 35 Single Detached Parking Demonstration on Local Road

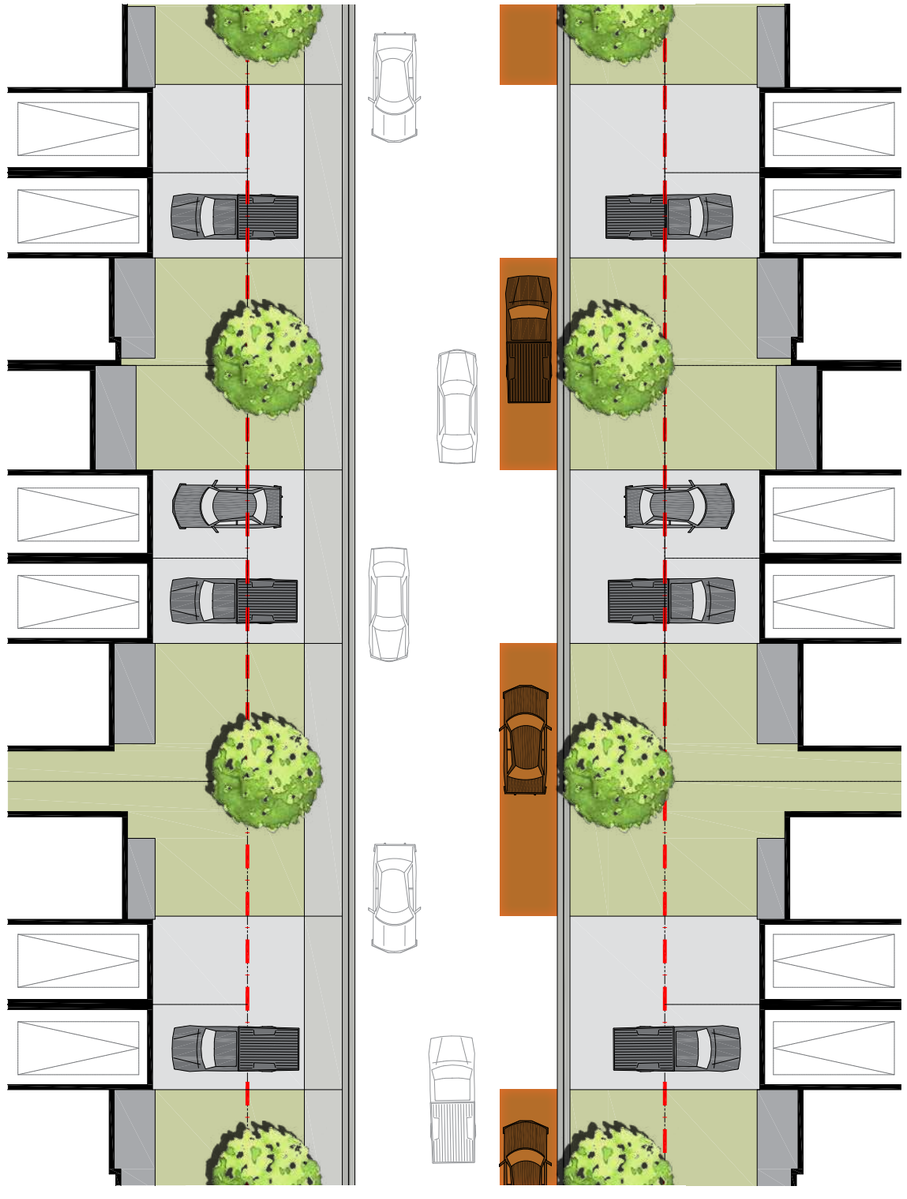


Figure 36 Front-Drive Townhomes Parking Demonstration on Local Road

- One-sided on-street parking will be located on the side of the right-of-way.
- Parking opportunities will be available between separated or paired driveways.

10.0 | **Traffic Calming**

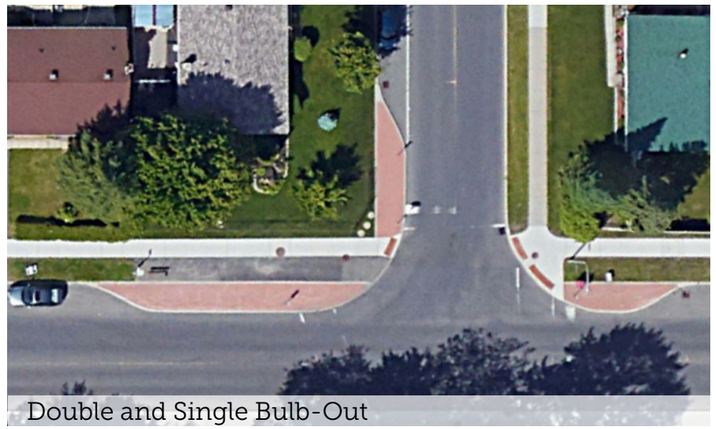
Ensuring a safe, efficient, and innovative approach to community-wide connectivity will be an important feature in the design of the Stittsville South street network. Due to the various modes of travel that will be designed into and anticipated in this new community, a series of traffic calming strategies will be put in place along active mobility routes and areas of higher foot traffic.

These measurements, appropriately dispersed throughout Stittsville South will include (as seen in Figure 37):

- Single Bulb-Outs
- Double Bulb-Outs
- Speed Humps
- Mid-Block Narrowing

Design Objectives & Strategic Directions:

- Traffic calming measures that minimize negative impacts on the street are provided and used for maintaining the priority of sustainable modes of transportation and the safety of vulnerable road users *(OP 5.4.4.1.c)*.
- Improvement of pedestrian and cyclist connectivity by including traffic calming measures *(BBSS, p.35, SD4)*.
- Traffic calming measures will be implemented at the outset of road design for local and collector streets *(BBSS, p.48, SD7)*.
- Tree lined streets will be encouraged, as they contribute to traffic calming measures *(BBSS, p.56)*.
- Localized vehicular speeds will be reduced to improve safety *(BBSS, p.21)*.
- A sidewalk and cycle track on both sides are proposed along the collector roads to serve key destinations, such as parks and transit stops *(G26)*.
- Where there are higher pedestrian and vehicular traffic volumes, crosswalks should be designed with enhanced paving for increased pedestrian safety *(G28)*.



Double and Single Bulb-Out



Speed Hump



Mid-Block Narrowing with On-Street Parking

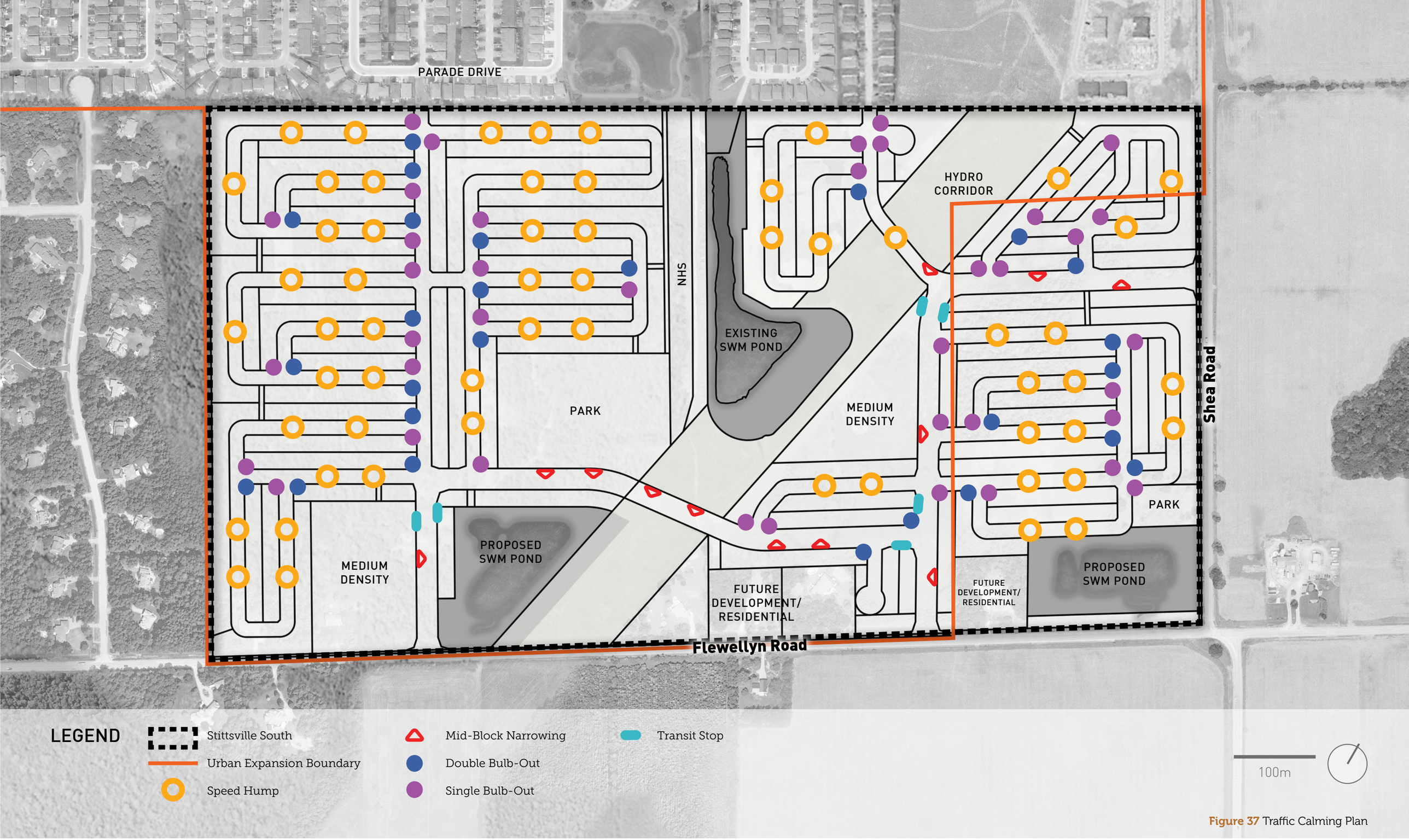


Figure 37 Traffic Calming Plan



Figure 38 Single Bulb-Out at Intersection

- Single Bulb-Outs can be located at intersections.
- For increased pedestrian safety, bulb-outs shorten crossing distances.



Figure 39 Double Bulb-Out at Intersection

- Double Bulb-Outs can be located at intersections.
- For increased pedestrian safety, bulb-outs shorten crossing distances.

Intersection Treatments.

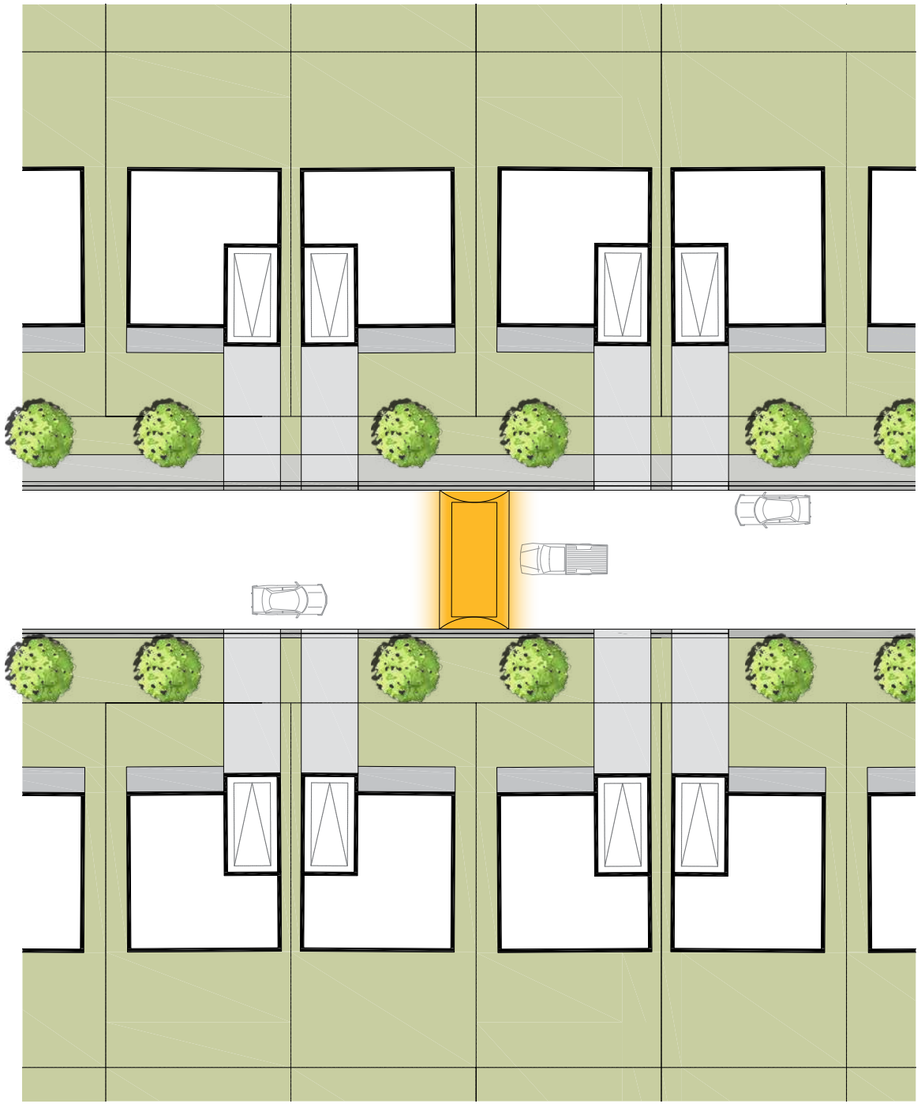


Figure 40 Speed Hump on Local Road

- Speed Humps will be located along select local roads.
- These increased traffic calming measures will enhance pedestrian and cyclist safety and help reduce vehicular speeds.

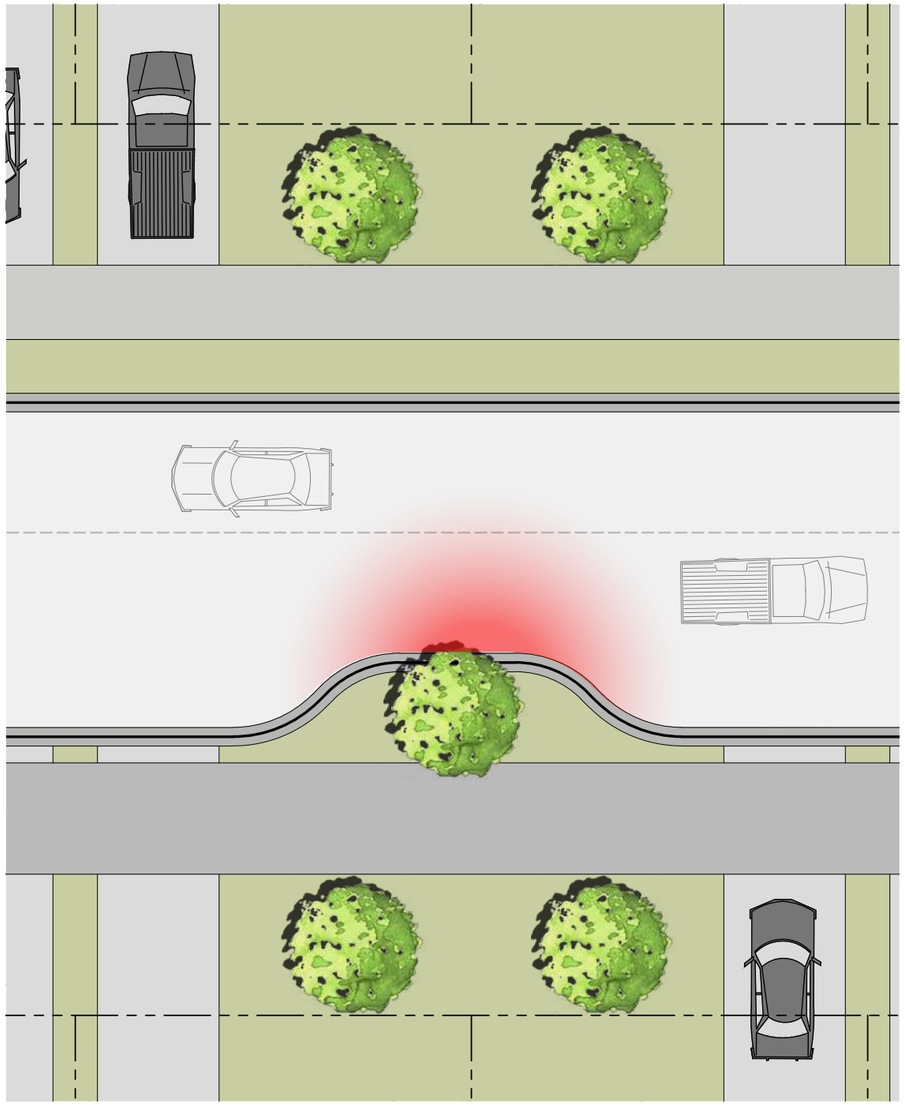


Figure 41 Mid-Block Narrowing on Collector Road

- Mid-Block Narrowing will be located along select collector roads.
- These increased traffic calming measures will enhance pedestrian and cyclist safety and help reduce vehicular speeds.

11.0 | **Parks & Open Spaces**

The Parks within Stittsville South will be key features of the open space system. These nodes will include passive recreational opportunities, appealing to a diversity of ages and abilities. In order to ensure good and safe connections, these parks will be accessible by sidewalks, walkway blocks, multi-use pathways through the hydro corridor, cycle tracks along the street network, and a recreational trail adjacent to the NHS. The parks will also act as gateways to the hydro corridor, expanding on the open space system.

Design Guidelines & Strategic Directions:

- The planned arrangement of streets, blocks, built form, and parks in relation to the hydro corridor creates a sense of place and orientation by creating view corridors and focal points to frame the public realm *(OP 5.4.4.1.a)*.
- Within the suburban context, a larger park is centrally located and will offer a wide range of activity spaces for residents to access *(OP 4.4.4.1.a)*.
- Municipal parks have been generally placed within a 5-minute walking radius (400-metres) of most residential units, will be easily accessible by various modes and users (walking, biking, and vehicle), and connected by a series of streets, sidewalks, multi-use paths, cycle tracks, and trails *(BBSS, p.25)*.
- All parks and open spaces have been designed to offer a variety of year-round passive and active recreational opportunities including playgrounds, sports fields, courts, rinks, splash pads, flex spaces (open areas), seating/gathering zones, and trails *(Park Development Manual)*.
- Each municipal park will be able to accommodate both small and large groups, and offer spaces, amenities, and activities for a variety of user groups and demographics (young children to seniors) *(BBSS, p.25)*.
- The Faulkner Drain and minor water features are conserved, with the NHS as a landscape buffer to protect the ecological functions. Any new planting will be provided where needed to create a consistent planted buffer, and will consist of native trees and shrubs *(G57)*.
- Two stormwater management ponds are strategically located as an integral part of the overall greenspace function and pedestrian network *(G7)*.
- The edges of the stormwater management ponds will be naturalized to deter public access and to create wildlife habitats *(G55)*.
- Landscape elements, such as shade structures, fencing, decorative paving, and planting, will be consistent with the established community character and theme *(G60)*.
- Park features and elements have been sited to ensure visibility from surrounding streets and homes, and to instill a sense of safety and put eyes on the park; applicable CPTED principles will be implemented *(Park Development Manual)*.
- Most greenspaces have been designed with the majority of their frontage onto public roads to make a visible contribution to the neighbourhood *(G54)*, while appearing open and accessible *(G56)*.
- Trees and sidewalks will be provided along the edges of parks and greenspaces to complement the treatment across the street *(G58)*.
- Street, lot patterns, and building orientations will frame and enhance the presence of all parks, regardless of size *(BBSS, p.27, SD3)*.



Stormwater Management Pond



Play Structure and Seating Amenities

LEGEND

- Stittsville South Study Area
- Transit Priority Corridor
- Future Park and Ride
- Hydro Corridor
- Park/ Open Space
- School

UPDATED

POOLE CREEK PATHWAY
ALEXANDER GROVE PARK
FREDERICK BANTING ALTERNATIVE HIGH SCHOOL
PINE BLUFF PARK
AMBERWOOD PATHWAY
PAUL LINDSAY PARK
FOREST CREEK PARK
STITTSVILLE PUBLIC SCHOOL
SLATE PARK
SAINT-JEAN-PAUL II CATHOLIC ELEMENTARY SCHOOL
PAUL-DESMARAIS SPORTS DOME/ SOONERS ME
PAUL-DESM CATHOLIC SCHOOL

Abbott Street East

Stittsville Main Street E

HYDRO CORRIDOR

SACRED HEART HIGH SCHOOL
KEMP WOODLAND
RALPH STREET PARK
CARDELREC RECREATION COMPLEX
PUTNEY WOODLAND PARK
FUTURE ELEMENTARY SCHOOL KANATA-STITTSVILLE
BLACKSTONE PARK
DEER RUN PARK
OTTAWA PUBLIC LIBRARY - STITTSVILLE
MARY DURLING PARK
MAPLEWOOD SECONDARY SCHOOL
ST. BERNADETTE SCHOOL
SHINGWAKONS PUBLIC SCHOOL
COYOTE RUN PARK
FERNBANK WETLAND
SUNRAY PARK
MARK YAKABUSKI PARK
RUBICON PARK
WILLIAM BRADLEY PARK
W.J. BELL ROTARY PEACE PARK

Fernbank Road

GUARDIAN ANGELS SCHOOL
TRADITIONS PARK
TRADITIONS PARK
UPCOUNTRY PARK
WESTWIND PUBLIC SCHOOL
HOPETOWN PARK
TRUSTEE M. CURRY PARK
FERNBANK WETLAND
TRADITIONS WOODLOT
HOWARD A. MAGUIRE PARK
RAY MCCAFFREY PARK
SILAS BRADLEY PARK
HEALEY'S HEATH PARK

HYDRO CORRIDOR

0 500
metres

Flewellyn Road

Figure 43 Surrounding Recreational Opportunities





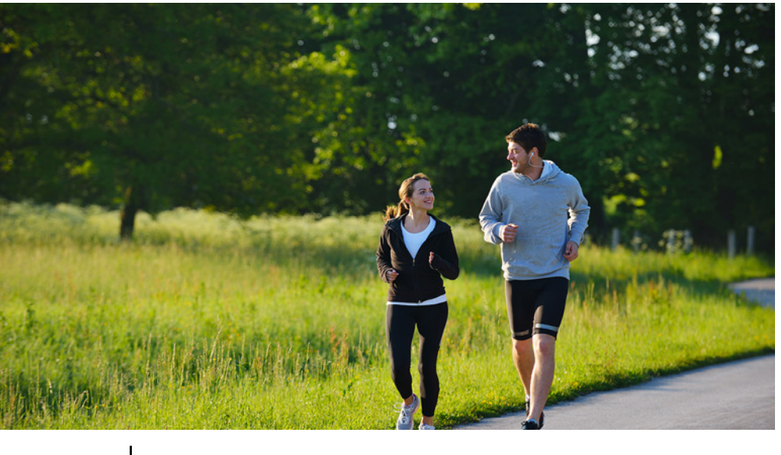
















PARADE DRIVE

HYDRO CORRIDOR

NHS

EXISTING SWM POND

1

MEDIUM DENSITY

Shea Road

2

MEDIUM DENSITY

PROPOSED SWM POND

FUTURE DEVELOPMENT/ RESIDENTIAL

FUTURE DEVELOPMENT/ RESIDENTIAL

PROPOSED SWM POND

Flewellyn Road

LEGEND

- Stittsville South
- Urban Expansion Boundary
- Park
- Hydro Corridor
- Drainage Corridor
- Open Space Block
- SWM Pond
- NHS
- Faulkner Drain
- Minor Water Feature
- 400m Radius (5 minute walking distance)

100m

Figure 44 Parks and Open Spaces Diagram

LEGEND

PROPERTY LINE

PLANTING

DECIDUOUS STREET TREE

LARGE DECIDUOUS TREE

CONIFEROUS TREE

SEEDING

EXISTING VEGETATION

SLOPED GRASS (MAX. 25%)

SURFACING

C.I.P CONCRETE

C.I.P CONCRETE - SPLASH PAD

ASPHALT PAVING

ENGINEERED WOOD FIBER

SAND PLAY

STONEDUST PAVING

AMENITIES

ACCESSIBLE BENCH

WASTE RECEPTACLE

PICNIC TABLE

SHADE STRUCTURE

PING-PONG TABLE

PARK SIGN

GRADING

EXISTING GRADES

PRELIMINARY GRADES

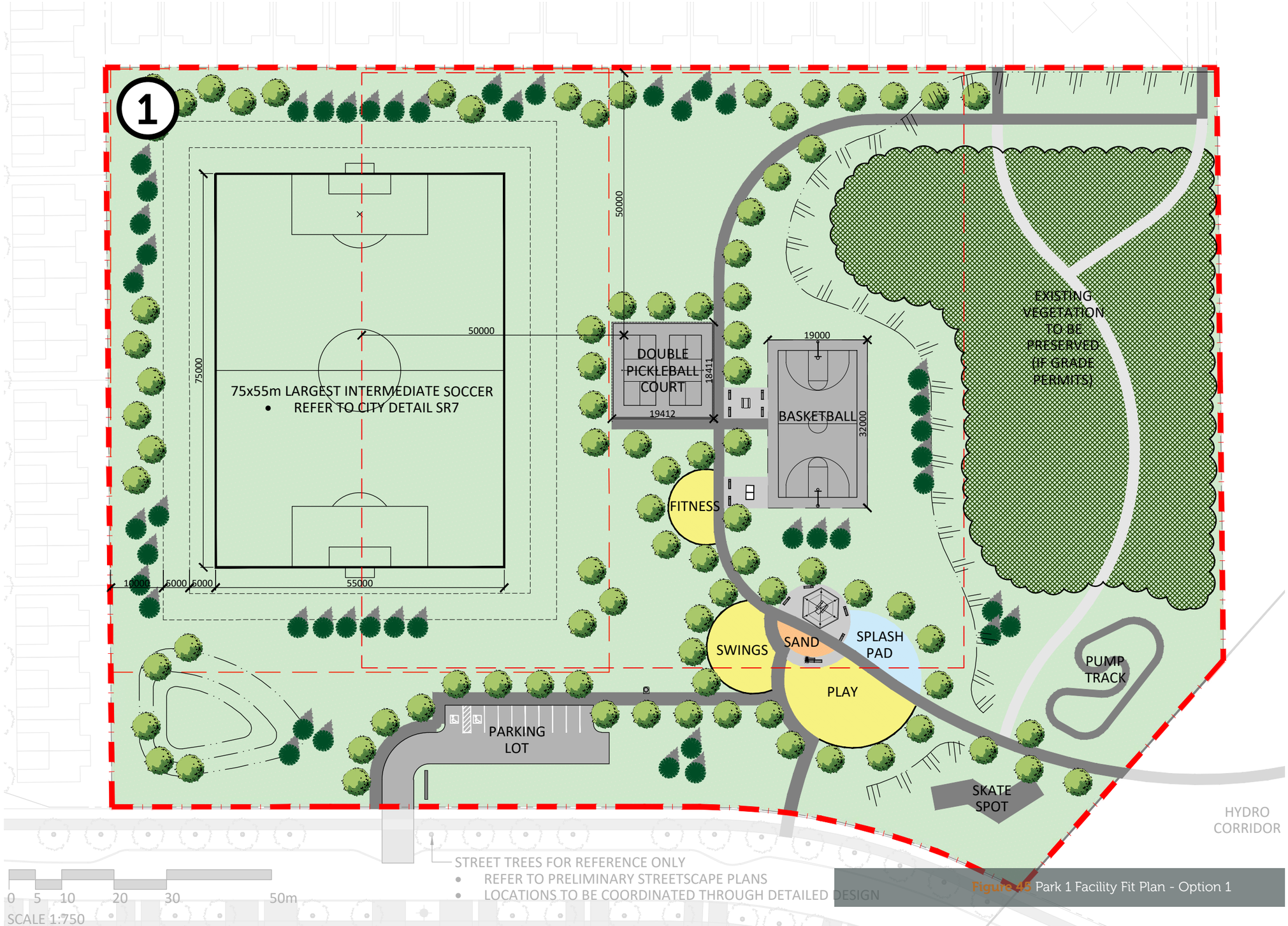


Figure 45 Park 1 Facility Fit Plan - Option 1



LEGEND

PROPERTY LINE

PLANTING

- DECIDUOUS STREET TREE
- LARGE DECIDUOUS TREE
- CONIFEROUS TREE
- SEEDING
- EXISTING VEGETATION
- SLOPED GRASS (MAX. 25%)

SURFACING

- C.I.P CONCRETE
- C.I.P CONCRETE - SPLASH PAD
- ASPHALT PAVING
- ENGINEERED WOOD FIBER
- SAND PLAY
- STONEDUST PAVING

AMENITIES

- ACCESSIBLE BENCH
- WASTE RECEPTACLE
- PICNIC TABLE
- SHADE STRUCTURE
- PING-PONG TABLE
- PARK SIGN

GRADING

- EXISTING GRADES
- PRELIMINARY GRADES

Figure 43 Park 1 Facility Fit Plan - Option 2

LEGEND

PROPERTY LINE

PLANTING

DECIDUOUS STREET TREE

LARGE DECIDUOUS TREE

CONIFEROUS TREE

SEEDING

SURFACING

C.I.P CONCRETE

ASPHALT PAVING

ENGINEERED WOOD FIBER

AMENITIES

ACCESSIBLE BENCH

WASTE RECEPTACLE

PICNIC TABLE

PARK SIGN

UMBRELLA TABLE

GRADING

EXISTING GRADES

PRELIMINARY GRADES

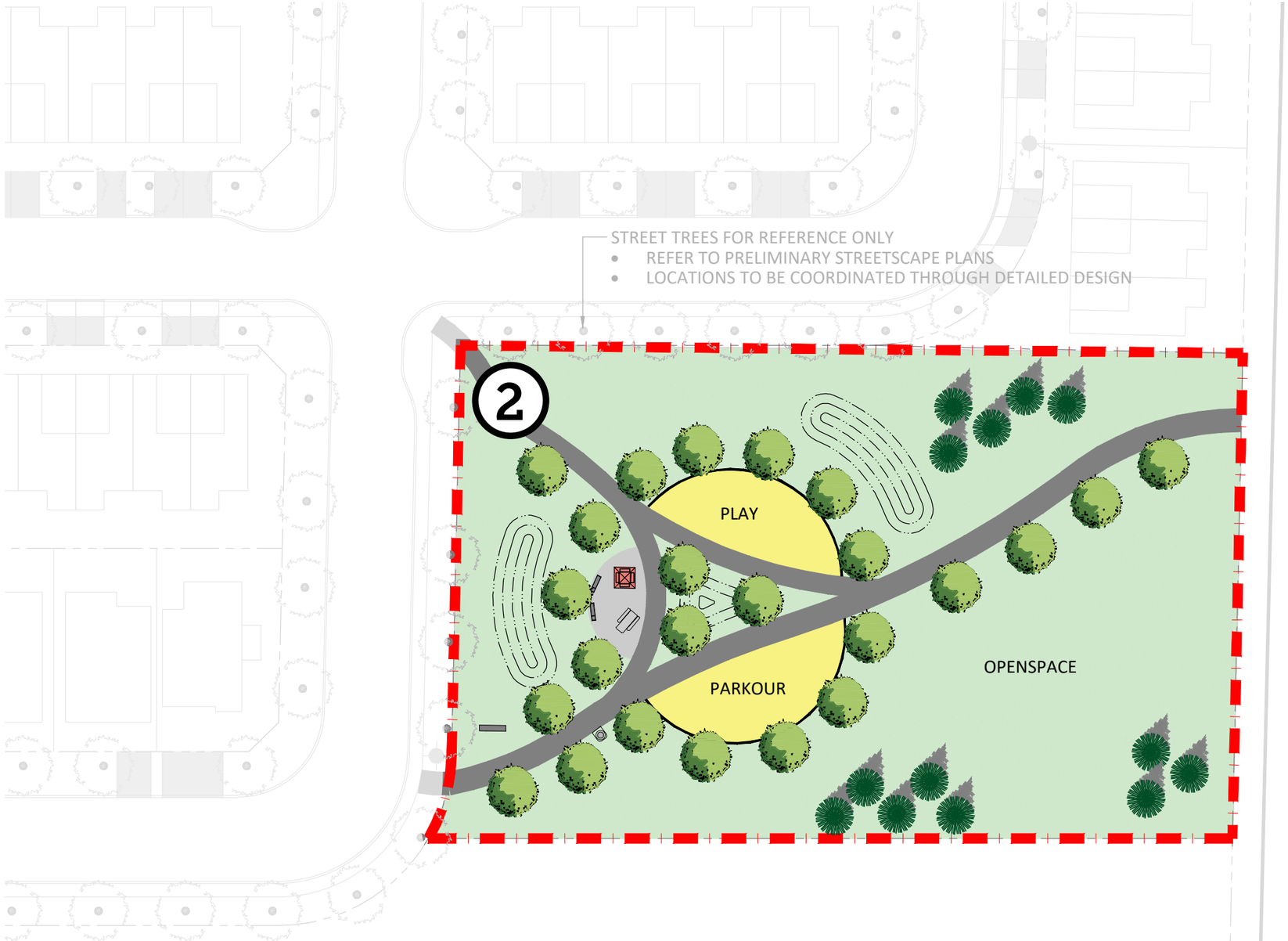


Figure 47 Park 2 Facility Fit Plan - Option 1

STREET TREES FOR REFERENCE ONLY
- REFER TO PRELIMINARY STREETSCAPE PLANS
- LOCATIONS TO BE COORDINATED THROUGH DETAILED DESIGN

2

ZIPLINE

PLAY

OPENSPACE

SHEA RD

STORM WATER MANAGEMENT POND

0 5 10 20 30 50m

SCALE 1:500

LEGEND

PROPERTY LINE

PLANTING

DECIDUOUS STREET TREE

LARGE DECIDUOUS TREE

CONIFEROUS TREE

SEEDING

SURFACING

C.I.P CONCRETE

ASPHALT PAVING

ENGINEERED WOOD FIBER

AMENITIES

ACCESSIBLE BENCH

WASTE RECEPTACLE

PICNIC TABLE

PARK SIGN

UMBRELLA TABLE

GRADING

EXISTING GRADES

PRELIMINARY GRADES

Figure 48 Park 2 Facility Fit Plan - Option 2

12.0 | **Hydro Corridor**

The hydro corridor is a distinct feature in Stittsville South, crossing through the community, creating west and east residential development pockets.

The presence of the hydro corridor within Stittsville South will encourage passive recreational use by providing an opportunity to strengthen the connection between the parks and open spaces within the community and the greater City-wide parks and open space system. The proposed large central park and stormwater management pond are strategically placed adjacent to the hydro corridor and act as gateways, which enables the open space trails to expand into the community.

The multi-use pathways within the hydro corridor will provide connections to amenities within the community and existing amenities north of the site, thereby creating convenient access to an array of recreational opportunities for the residents. The multi-use pathways will also connect surrounding communities with an array of parks and recreational opportunities.

Design Guidelines & Strategic Directions:

- The hydro corridor will be an extension of the community infrastructure, acting as a gateway for the neighbourhood, offering opportunities for passive recreational use, as well as enabling access to nearby recreational and institutional facilities *(OP 5.4.4.1.e)*.
- The plan is oriented to reinforce the presence of the hydro corridor, closely integrating and safely connecting pedestrians and cyclists to the surrounding neighbourhoods and destinations, as well as access to nearby public transit *(OP 5.4.4.1.f)*.



View of the Existing Hydro Corridor



Multi-Use Pathway within Hydro Corridor



Figure 49 Hydro Corridor and Open Spaces

13.0 | **Active Mobility**

Stittsville South will be equipped with a variety of different mediums for travel throughout the community, aligning with the larger vision of creating a connected and accessible community that promotes healthy living and social opportunities. These mediums aim to connect users to major greenspace elements, such as parks and the hydro corridor that leads to a wider range of recreational opportunities.

The mediums that will encourage active mobility in Stittsville South are (as seen in Figure 50):

- Sidewalks
- Cycle Tracks along the Collector Road
- Multi-Use Pathway through the Hydro Corridor
- Recreational Trail that runs parallel to the NHS
- Walkway Blocks

Design Guidelines & Strategic Directions:

- The proposed active mobility network safely and efficiently connects the development to the existing or planned surrounding urban fabric, including neighbourhoods, parks, recreational facilities, public transit, and natural amenities *(OP 5.4.4.1.d)*.
- Sidewalks have been strategically located to create more walkable streets, provide direct access to all parks and open spaces.
- Streets, sidewalks, and crosswalks will be constructed to be universally accessible to a wide range of residents and abilities *(G33)*.
- A connected network of parks, greenscapes and public lands has been created, structured when possible by existing natural features and connected by pathways and sidewalks. This network will be easily accessible on foot or by bike from homes throughout the neighbourhood *(G2)*.
- The community will be equipped with a recreational trail, multi-use pathways, cycle tracks, and sidewalks that are accessible year round and that connect destinations such as transit stops, schools, community facilities and parks, to increase walkability *(G10)*.
- A recreational trail within the hydro corridor and cycle tracks located along community collector roads will expand regional cycling facilities, connect to the existing network, and create connections to surrounding destinations and amenities *(G31)*.
- Walkway blocks, park pathways, and open space trails will be designed using appropriate landscape treatments to ensure sightlines are maintained and applicable principles of CPTED are adopted *(G46)*.
- Pedestrian lighting will be provided along streets, walkways, and pathways to ensure safe and comfortable nighttime user experience *(G59)*.
- Major greenspace elements, like community parks and natural features with well integrated street fabric, will create enhanced walking and cycling environments *(G30, BBSS, p.22, SD3)*.
- Design pathways, trails, and walkways that are connected to the road right-of-way so that they link to a sidewalk and cross at an intersection *(G32)*.
- Street furnishings, such as benches, waste receptacles, bike racks, and lighting, will have a similar design aesthetic (style, colour, and/or materials), be complementary to the established community theme, and be provided throughout the community *(G60)*.
- Streetscape amenities will be concentrated in locations with higher levels of activity, such as adjacent to parks, pathways, and transit stops, while ensuring they do not impede pedestrian and transit vehicle movements *(G63)*.



Walkway Block



Multi-Use Pathway in Hydro Corridor



Sidewalk and Cycle Track Along Collector Road

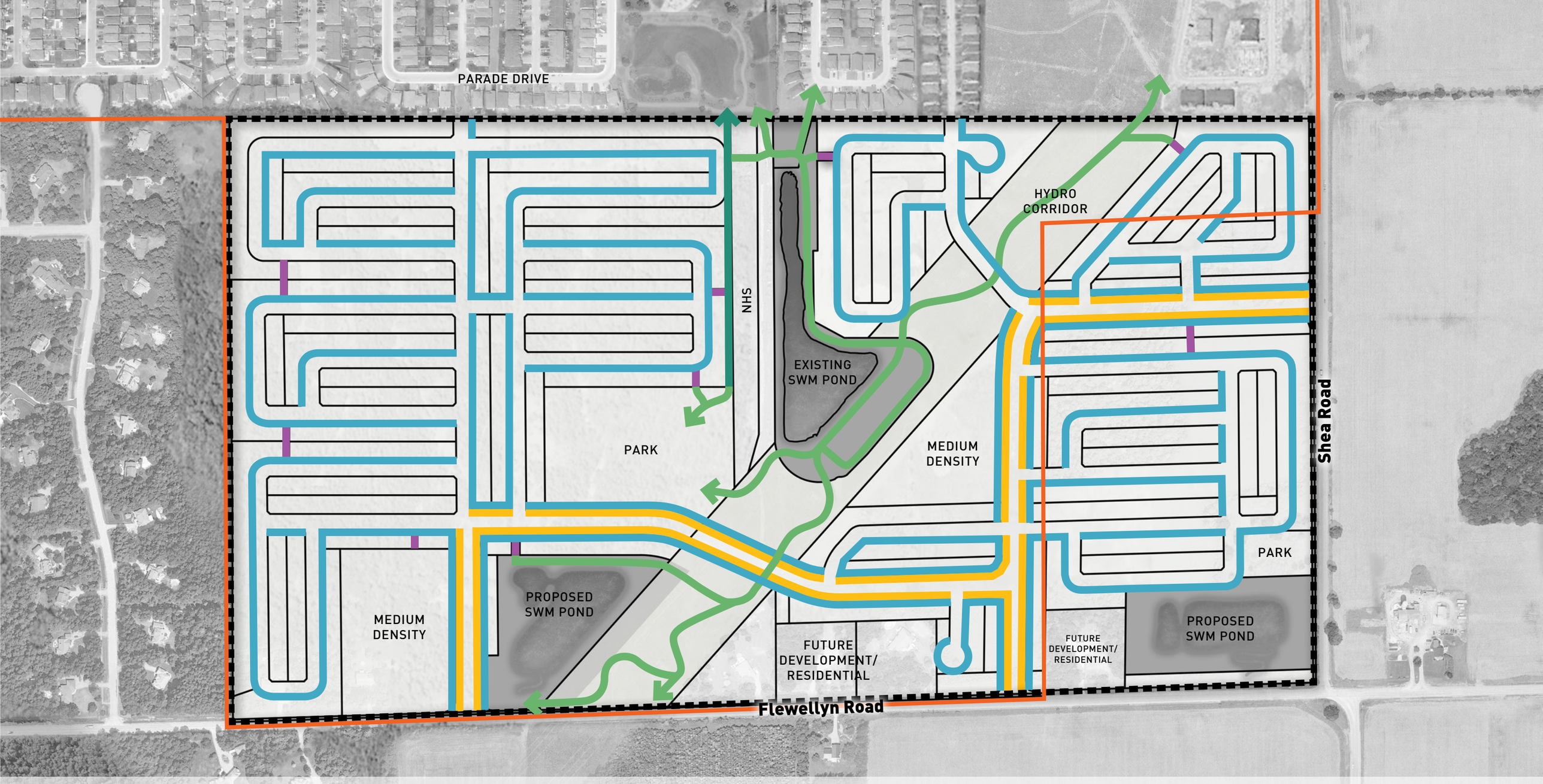


Figure 50 Active Mobility Diagram

14.0 | **Conclusion & Overview**

The Stittsville South Urban Design Brief provides direction and insight into the design intentions for this new community. These guidelines showcase the importance of Stittsville South to be structurally consistent with neighbouring communities yet provide architectural and community-centric designs that set this neighbourhood apart. The connected open space network will be a key feature of this community, showcasing Caivan's commitment to providing access to open space and providing an opportunity to experience and engage with a variety of recreational uses that surround the site.



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