



# Municipality of North Grenville

**Report No.**  
PW-015-2020

**File No.**  
C7-PW

<b>Agenda Date:</b>	<b>June 16, 2020 - Council Meeting</b>
<b>Subject:</b>	<b>Proposed Burritt's Rapids Hamlet Design Program</b>
<b>Attachments:</b>	<b>Appendix 1: Burritts Rapids Secondary Plan report to Committee of the Whole- November 2015, PD38-2015</b> <b>Appendix 2: Burritts Rapids Hamlet Design Plan January 2020</b> <b>Appendix 3: Burritt Rapids Report: Community Roundtable on Traffic Flow and Resident-Centered Streetscape- February 2019</b> <b>Appendix 4: Traffic Calming for Burritts Rapids- July 2018</b>

The following recommendation is provided for the Council's consideration:

**That Council authorize the Public Works Department to proceed with the procurement of a multi-disciplinary firm to complete a conceptual design plan for the Hamlet of Burritts Rapids.**

## **BACKGROUND**

In November 2015, Committee of the Whole authorized the Planning Department to proceed with the preparation of a Secondary Plan (**Appendix 1**) pursuant to the intent stipulated in Section 2.7- Heritage, Urban, Hamlet and Rural design of the Municipality's current Official Plan in consultation with the residents of Burritt's Rapids. This was completed along with a community led initiative to provide a Traffic Calming presentation by the Burritts Rapids Community Association to the United Counties of Leeds and Grenville in 2018 (**Appendix 3** and **Appendix 4**) and a Burritts Rapids Hamlet Design Plan presented to North Grenville in 2020 (**Appendix 2**).

## **ANALYSIS**

The character and community of Burritts Rapids is unique and is recognized in the North Grenville Official Plan for its heritage and historical qualities. For additional historical background see Burritts Rapids Secondary Plan report (**Appendix 1**). On May 8, 2020, a video conference was conducted to provide information on the Hamlet Design Plan and how it should progress to fruition.

Over the years, the Public Works Department has maintained the roadways and drainage systems in Burritts Rapids and the Hamlet Design Plan noted that the residents of the hamlet would like to revisit the Heritage nature prior to any capital improvement are complete. The concerns are the lack of complete drainage systems, the lack of sidewalks, the height of the roadways based on the heritage elevation of some structures and the

road cross-section itself. The roadways and storm systems are rural by design with asphalt surfaces, small gravel shoulders and ditches with limited areas of piped storm systems.

In 2015, the Public Works Department had planned on removing and replacing the asphalt surface and complete some limited improvements to the drainage system on Centre Street, east of Grenville Street. The Hamlet residents raised concerns that the nature of the hard surface was not conducive to the heritage nature of the hamlet. The Council of the day passed a resolution that the Capital funds provided in the Public Works budget would be utilized for the creation of a Secondary Plan for Burritts Rapids and the capital work was placed on hold.

With the proposed Hamlet Design Plan, proposed Traffic Calming measures and the Official Plan Secondary plan data, it is recommended that this information along with the United Counties of Leeds and Grenville and all other regulatory requirements be considered for any Capital program moving forward. Topographical data, legal information, regulatory compliance and public consultation is required which cannot be provided with in house Municipal staff. It is the recommendation to utilize the reserve fund balance to move forward a Tender for the collection of this data and a conceptual design plan before consulting both the residents of Burritts Rapids and Council before finalizing a design plan for future capital works recognizing the heritage significant of Burritt's Rapids.

The current balance of the reserve is \$47,290. The final design and capital construction costs are unknown at this time. It is recommended to issue a request for proposal (RFP) for the conceptual design, public consultation, and final design which will include capital cost estimates. The RFP results will be brought back to Council for their consideration on moving forward.

#### **FINANCIAL/STAFFING IMPLICATIONS**

This item has been identified in the current budget:                      Yes ☐                      No **X**                      N/A ☐

This item is within the budgeted amount:                                      Yes ☐                                      No **X**                                      N/A ☐

Staffing implications, as they relate to implementing Council's decision on this matter, are limited to the existing staff complement and applicable administrative policies as approved by Council.

#### **LINK TO COUNCIL WORK PLAN**

Proceeding with the Burritts Rapids design plan will help to contribute towards the achievement of the Sustainable, Strategic Growth with becoming a Tourism destination and recognizing the unique historical qualities in the hamlet of Burritts Rapids.

**Prepared by:**

Original Signed By

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**Karen Dunlop**  
**Director of Public Works**

**Reviewed by:**

Original Signed By

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**Phil Gerrard**  
**Director of Planning**  
**& Development**

**Recommendation submitted for**  
**Council consideration by:**

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**Gary Dyke**  
**CAO**



# Municipality of North Grenville

**Report No.**  
PD-038-2015

**File No.**  
C10-PD

<b>Agenda Date:</b>	<b>November 16<sup>th</sup>, 2015 – Committee of the Whole</b>
<b>Subject:</b>	<b>Burritts Rapids Secondary Plan</b>
<b>Attachments:</b>	<b>Appendix 1: Council Resolution No. C-2015-148 Appendix 2: Draft Scope of Work</b>

## **RECOMMENDATION**

The following recommendation is provided for Committee of the Whole's consideration:

**That the Committee of the Whole direct staff to present the Draft Scope of Work for the Burritts Rapids Secondary Plan to the residents of Burritts Rapids for their review.**

## **BACKGROUND**

### History:

The Hamlet of Burritts Rapids is situated in the north-west corner of the Municipality in Parts of Lots 4 and 5, Concession 1, in the former Township of Oxford-on-Rideau. The village is somewhat unique in that it actually straddles the Rideau River with the southern part being located in the Municipality of North Grenville, and the northern part lying within the boundary of the City of Ottawa. On the North Grenville side, part of the Hamlet is located on an island that was created by the construction of the Rideau Canal (1826-1832), when a dam was built upstream and a navigation channel leading to a lock station was excavated to bypass the rapids.

In the wake of the American Revolution (1776-1783), Townships were being surveyed in Upper Canada to accommodate the influx of Loyalists. The Townships of Marlborough and Oxford had been surveyed by Theodore de Pencier and Jesse Pennoyer (respectively) in 1791.

The first settler in the area was Roger Stevens who took up residence on the north side of the Rideau at the boundary of Marlborough and Montague Townships on 1790, before the Township surveys had been undertaken. In 1794, William Merrick had settled on the north side of the Rideau in Montague Township. But a year earlier, in 1793, Stephen Burritt with his wife Martha Stevens (daughter of Roger Stevens) and his brothers Daniel and Edmund Burritt came to this area and settled next to the rapids that would be an ideal location for them to establish a mill site, which now bears their family name.

The Burritt family came from Arlington, Vermont where, as a loyalist to the Crown, Stephen had served in the King's Rangers. At the close of the war he had petitioned for and received a land grant for his services, which eventually brought him to the Rideau. A small settlement grew up around the mill site, which began to thrive after the completion of the Rideau Canal in 1832.

On October 12<sup>th</sup> 1850, Henry Burritt deposited a Plan in the Registry Office (Registered Plan No. 3), which subdivided his land on the island and the south shore into the lot configuration, which still exists for the most part today. By the mid-1800's the village boasted several mills, a tailor shop, hat shop, two shoe stores, a bank, post office, two hotels and even a resident doctor. However, by 1854, the Bytown & Prescott Railway had bypassed the community and with the resulting diminished river traffic, the village entered a period of decline.

Since then, the Rideau Canal was designated a National Historic Site in 1926 in recognition of its construction, survival of a high number of original structures and the unique historical environment of the canal system. In 2000, the Canal was designated a Canadian Heritage River for its outstanding human heritage and recreational values. In 2007, the Rideau Canal was designated a UNESCO World Heritage Site, due to its construction technology and role in defending Canada. The Canal is the best preserved slackwater canal in North America and is the only canal from the great North American canal building era of the early 19th century that remains operational along its original line with most of its structures intact.

Today Burritts Rapids is considered to be the Municipality of North Grenville's "window onto the Canal."

#### Official Plan:

Burritts Rapids is designated as a "Hamlet" in the Municipality's Official Plan. Hamlets are identified as locations where some concentrated growth will be encouraged. The Hamlet areas are predominantly residential. However, there are also a variety of commercial, industrial, community facility and park uses located in the Hamlets. The boundaries, as set out in the Official Plan, indicate the future limits of the hamlet. Any significant expansions beyond those boundaries would require an amendment to the Plan, which could only be considered during a five-year review process.

The Municipality's Official Plan already contains a number of policies that deal with both Burritts Rapids and the Rideau Canal, which includes:

- 12.8.2(c) *Development and/or site alteration on lands adjacent to the Burritts Rapids and the Canal proper will need to demonstrate that significant cultural heritage landscapes and built heritage resources shall be conserved.*
- (d) *The Municipality will work with Parks Canada to identify the cultural heritage, natural heritage and scenic features and vistas of the Canal landscape and may protect those values through appropriate land use designation and land division policies, cultural and natural heritage policies, and view protection policies.*
- (e) *Based on the results of studies of the landscape character of the Rideau Canal, the Municipality may adopt design guidelines for new development along the shoreline of the Canal to protect certain areas, such as lands adjacent to lock stations, narrow channels and scenic shorelines, and important vistas and sightlines from development that could impair the character or understanding of the heritage values of these areas.*

- (f) *Applications for Official Plan amendments, re-zoning, minor variance, severance, or subdivision of land (including plans of condominium) will be circulated to Parks Canada for comment, and will be reviewed in the context of the protection of the natural, cultural and scenic values of the Rideau Canal.*
- (h) *The lands located between River Road and the Canal are recognized as a Special Policy Area in recognition of their association with the Rideau Canal. In this area, Council intends to preserve the natural, cultural and scenic character of this area based on the results of the landscape character study of the Rideau Canal. The underlying designations continue to apply.*

### **2.7.3 Hamlet Design Goal**

*It is a goal of the Official Plan to promote a high standard of architectural, landscape and community design that is sensitive to the character of the surrounding uses and streetscapes, conducive of pedestrian accessibility, safety, circulation and use, and that provides for the protection of significant natural features.*

*Council will consider the completion of Secondary Plans for existing undeveloped or substantially underdeveloped Hamlets. The Secondary Plan will identify areas for housing, commercial, institutional and leisure activities within a development pattern that respects the character of the area.*

*Specifically, this Plan supports the creation of a Secondary Plan for Burritt's Rapids in collaboration with the City of Ottawa and Parks Canada prior to considering any new subdivision development proposals within the Hamlet.*

## **ANALYSIS**

In response to a request from the residents of Burritts Rapids, the Municipal Council passed Resolution No. C-2015-148 on October 13<sup>th</sup>, 2015. (**Appendix 1**) In that resolution, Council directed Municipal staff to proceed with the preparation of a Secondary Plan for the Hamlet of Burritts Rapids and to present a proposed Scope of Work for that project to the residents of Burritts Rapids for their review.

A draft Scope of Work to prepare a Secondary Plan for the Hamlet has been developed and is attached to this report for the Committee's review and comment, prior to it being presented to the community. (**Appendix 2**)

## **ALTERNATIVES**

This item is mandated by the Provincial/Federal Government:    Yes ☐    No **X**

## **FINANCIAL/STAFFING IMPLICATIONS**

This item has been identified in the current budget: Yes **X** No ☐ N/A ☐

This item is within the budgeted amount: Yes **X** No ☐ N/A ☐

Staffing implications, as they relate to implementing Council's decision on this matter, are limited to the existing staff complement and applicable administrative policies as approved by Council.

## **LINK TO COMMUNITY STRATEGIC PLAN**

This project is seen to advance a number of themes and actions of the Community Strategic Plan including Section 5.1 (Arts, Culture and Heritage) which states that dedicated efforts to celebrate arts, culture and heritage will ensure that those assets will become tourism anchors as well as tools to attract new people to North Grenville. In addition, those efforts will help to build community pride and promote the built heritage and environment within North Grenville.

Section 5.5 (Rural) cites a commitment to ensuring that the rural way of life in North Grenville is preserved. Residents in the hamlets enjoy rural charm at a relaxed pace with quick access to urban centers for everyday goods and services and the Strategic Plan strives to preserve that atmosphere.

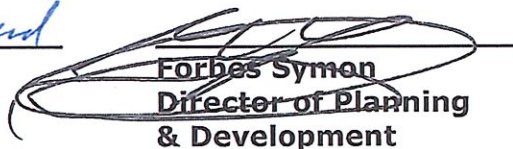
**Prepared by:**

**Reviewed and  
submitted by:**

**Reviewed and submitted  
for Council/Committee  
Consideration by:**



**Phil Gerrard  
Senior Planner**



**Forbes Symon  
Director of Planning  
& Development**

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**Brian J. Carré  
CAO**

**Resolution No. C-2015-148**

Moved by Jim Bertram and seconded by Frank Onasanya that the roadwork in Burritts Rapids as approved by Council in the 2015 Municipal budget be postponed;

**AND FURTHER THAT** staff be directed to proceed with the preparation of a Secondary Plan pursuant to the intent stipulated in Section 2.7 - Heritage, Urban, Hamlet and Rural Design of the Municipality's current Official Plan, as amended;

**AND FURTHER THAT** a proposed scope of work for the development of a Secondary Plan be presented to the residents of Burritt's Rapids for their review;

**AND FURTHER THAT** any costs associated with the development of a Secondary Plan based on a mutually agreed upon scope of work be funded from the 2015 Public Works Capital Allotment for the rehabilitation of both East and Centre Streets in Burritts Rapids.

CARRIED



## DRAFT SCOPE OF WORK



10 Nov 2015

### BURRITTS RAPIDS SECONDARY PLAN SCOPE OF WORK

<u>TASK</u>	<u>DELIVERABLE</u>	<u>DATE</u>
A) Project Inception		
<u>Introduction to Community</u> - Planning 101 - Council Direction - OP Process (Planning Act) - Next Steps	Informal Public Meeting	25 Nov 2015
B) Background:		
<u>Desktop Review</u> - MNG Official Plan - UCLG Official Plan - Ottawa Official Plan - Provincial Policy Statement - Miscellaneous Official Plans	Summary Report of Findings	_____
<u>Background Studies</u> - Population Stats & Projection - Land Needs Evaluation - Natural Heritage - Cultural Heritage - Transportation - Services	Summary Report of Findings	_____
<u>Public Consultation</u> - Visioning Exercise Consultant - Identify Preferred Direction / Options	Public Information Session Summary Report of Findings Issues & Options Report	_____ _____ _____
C) Draft Documents		
- Prepare Draft Text & Schedules - Public Consultation - Refine Documents Based on Public Comments	1 <sup>st</sup> Draft Text & Schedules Public Information Session 2 <sup>nd</sup> Draft Text & Schedules	_____ _____ _____
D) Formal Adoption Process		
- Statutory Public Meeting - Council Adoption of Official Plan - Decision by Approval Authority	Notice & Public Meeting Staff Report & By-law	_____ _____

FORMAL OP ADOPTION PROCESS – PLANNING ACT

1. Notice of Public Meeting, including the information prescribed in Section 17(15)(c), at least twenty (20) days prior to the Public Meeting
  2. Open House (if required under Section 26) held no later than seven (7) days before the Public Meeting [Section 17(18)]
  3. at least one (1) Public Meeting [Section 17(15)(d)]
  4. Council adoption of the OP
  5. Notice of Adoption of the OP, not later than fifteen (15) days after it was adopted, as prescribed in Section 17(23) and compiled record to the Approval Authority [Section 17(31)]
  6. Approval and Notice of Decision from Approval Authority [Sections 17(34) & (35)]
  7. Appeal period lapses twenty (20) days after the date of the Notice of Decision.
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[illegible]

February 19, 2019  
Burritt's Rapids Community Hall  
Burritt's Rapids, Ontario

# **Report of the Community Roundtable on Traffic Flow and Resident-Centred Streetscape for Grenville-Burritt's Street**

**February 19, 2019  
Burritt's Rapids Community Hall**

*"The vision for Burritt's Rapids is to remain a small village, proud of its heritage and seeking a socially, economically and environmentally sustainable future, in part by leveraging the entrepreneurial spirit of villagers. It will be a multi-generational village that provides residents with a safe and quiet way of life. The village will be defined by its preserved heritage resources and by its location on the shores of the Rideau Canal UNESCO World Heritage Site.*

*The planning and development of the whole village will be coordinated between the City of Ottawa and the Municipality of North Grenville with input from Parks Canada and the Rideau Valley Conversation Authority."*

- Resident-driven vision statement for Burritt's Rapids, 2011 (confirmed in 2016)

## **Introduction**

At the 2018 Annual General Meeting (AGM) and at a roundtable discussion of residents in February 2019, the Burritt's Rapids Community Association (BRCA) asked the community to begin to put the hamlet's vision statement (set out above) into effect. Specifically, the BRCA asked residents to consider a range of options that had been identified earlier to calm traffic on Grenville St but to do so through the prism of the vision statement. The AGM and roundtable discussion was supplemented by a survey that allowed residents who could not attend the roundtable to voice their preferences for options, and the reasons for their preferences.

This report summarizes the roundtable discussion and conclusions reached at it.

## **Background**

Various discussions and actions led to the Roundtable discussion, most notably the meeting that led to the development of the hamlet's vision, discussions with the Municipality of North Grenville, previous AGMs and special meetings, the 2018 all candidates debate for the Municipality of North Grenville, and recent contact with the County of Leeds and Grenville. At this last meeting, it was agreed that further work would be done within Burritt's Rapids to assess support for options before returning to the County for subsequent discussion.

Following a presentation by the BRCA, residents in attendance at the 2018 AGM identified their preferences from streetscape and traffic flow options that had been considered in the past. They also identified some new options that they asked the BRCA to consider.

The February 2019 Roundtable was meant to revisit the work done at the AGM and, hopefully, come to a consensus on which, if any, options to pursue with the County.

### **Process For The Roundtable**

A detailed process for the Roundtable (as described below) as well as proposals on how the conversation was to be conducted, e.g. listen to understand, suspend judgement, take turns speaking, raise important points only, was presented to residents, who were asked to approve these.

It was proposed that the process followed at the Roundtable was to be structured to facilitate the establishment of consensus. A variety of different options had garnered roughly equivalent support at the AGM. Residents were therefore asked to be flexible in their decision-making and to understand that achieving consensus might mean that each of them would have to consider supporting an option that, while acceptable to them, was not necessarily their first choice. Residents were reminded of the following rule of thumb that some organizations use to help with decision making: if you agree 70% then you support 100%.

Residents were to be asked to establish clear and broader objectives for traffic calming and resident-centred streetscape, as opposed to having a discussion solely about a choice between options. It was felt that such objectives would help identify important principles and facilitate the community's conversation.

Residents were to be asked to develop a community-based plan of action. This was to be done in a logical and progressive manner, one step at a time, and building on previous work, information circulated and information raised in the room, including through the survey of community preferences.

To accomplish this, residents were:

- to be given the Board's assessment of new options raised at the AGM and asked whether actions proposed by the Board might be taken;
- to be provided the results of the AGM priority selection process and asked whether the most favoured option – speed limit reduction - could be acted on;
- to come to decisions on which other options, that had less support at the AGM, might warrant further consideration; and
- to be asked to discuss the various options left on the table and consider their relative advantages and disadvantages and determine, by consensus if possible, which should be acted on.

It was proposed that formal votes would take place only when necessary, such as when there were potential divisions to be resolved. These votes would be weighted to take preferences into account, i.e. first preference would be given more weight than second, third, fourth, etc. It was proposed to further refine details on voting with everyone should a formal vote be required.

Throughout the process Board member John Dwyer was to raise the preferences expressed by residents not able to attend, and the rationale for these, as identified in the opinion survey on preferred options.

The Roundtable discussion was to be animated by Board member and resident Bart Bilmer.

## Roundtable Discussion and Results

### (a) Agreement on Process

Residents present agreed with the proposed process including that they would listen carefully and respectfully to opposing views and fully consider the points being raised. They also acknowledged the flexibility that might be required of them to reach consensus.

### (b) Principles

Residents reflected on why they were participating in this conversation on traffic flow/calming and resident-centred streetscape and what they were seeking to achieve in finding a solution. They defined these as:

#### **Decision #1:**

- **Safety, including for children, the elderly and pets**
- **A streetscape ambience that promoted and ensured a peaceful and quiet environment**
- **A reduction in the level of traffic (and associated noise), and the use of Grenville/Burritt's as a short-cut**
- **A green streetscape**
- **Solutions that were community friendly**

John Dwyer indicated that two survey respondents had independently provided narrative comments with their survey referring to the desirability of a greener, less car-centric and less noisy street design.

### (c) Development of a Community-based Option

#### (i) New Options Raised at the 2018 AGM

As the first step along this decision-making process, the Roundtable animator identified the options that were newly raised by residents at the AGM:

- Designation of Grenville-Burritt's Street as a "community safety zone"
- Ensuring greater and more consistent police presence
- Installing photo-radar
- Installing electronic speed monitoring boards
- Ensuring Google maps do not send trucks down the street
- Special signage, e.g. Children At Play
- Changing the location of stop signs

The Board indicated that it had considered these options in detail and agreed that it would pursue most as complimentary to other options. They indicated that the placement of stop signs should be considered in the context of the stop sign option when considered later in the meeting.

### *Discussion*

*Community Safety Zone:* John Dwyer indicated that some residents who completed the survey 'wrote in' several of these options as preferred choices. Designation as a Community Safety Zone in particular had received strong support from three respondents.

There was a general discussion on what designation as a Community Safety Zone meant. (Essentially that posted speed limits would be 30kph, that speeding infraction fines would be doubled, that there would be greater police surveillance and that the possibility of photo-radar could be introduced). Residents were advised that it did not seem likely that the community met the criteria for such designation but that the Board would make the case.

*Police presence, Photo-radar, Electronic Speed Monitoring Boards:* The BRCA indicated that they would investigate these ideas, if the community wished, as they could be useful complimentary measures.

*Google Maps:* Board member and resident Jill MacDonald indicated that Google might be moved to action if a sufficient number of residents raised the issue with Google directly and described how this might be done. It was suggested that Parks Canada should also be encouraged to act.

John Dwyer indicated that one respondent in the survey had suggested that Parks Canada should help in assuring that Google maps were changed to make it clear that the route was not open for over-weight vehicles.

*Special Signage:* Some residents wondered if more signage was needed since the community was already being inundated with new signage. (Note: more new signage has appeared since the February meeting)

### *New Consideration*

John Dwyer indicated that some survey respondents had raised problems with the intersection at Donnelly Dr. as an issue that had to be addressed as well. Several residents in the meeting agreed with this, and the Board Chair Inge vanGemenen suggested that – while earlier efforts had failed – achieving action on Grenville might give the community more traction for future change at Donnelly Dr.

**Decision #2: Residents unanimously approved the recommendation to proceed with the proposed new options as 'complementary options'. They also supported the suggestion to engage with Google and to encourage Parks Canada to do the same. Finally, they agreed that the need for calming at Donnelly Dr. was to be kept in mind and pursued as other efforts proceeded.**

**(ii) Speed Reduction: Most Strongly Supported Option At 2018 AGM**

The animator indicated that one option – speed limit reduction – had received nearly unanimous support at the AGM and asked whether it could be considered separately, as it could also be complimentary to other potential options/solutions.

John Dwyer indicated that nearly all survey respondents also supported speed limit reduction. Those that did not indicated that their reason for not doing so it related to lack of enforcement. He also indicated that one respondent had suggested a reduction to 30kph instead of 40kmh. It was noted that designation as a Community Safety Zone would achieve this same aim.

Following discussion, it was determined that difficulties in enforceability should not prevent the Board from pursuing the option, especially given that it had already agreed to lobby for more police presence, speed monitoring boards and photo radar.

**Decision #3: Residents unanimously approved the recommendation to proceed with seeking a reduction in the speed limit on Grenville/Burritt's from 50 km/h to 35-40 km/h.**



### (iii) Less Strongly Supported Options at 2018 AGM

The animator listed a number of 'original' options considered at the AGM that had received relatively low support there:

- do nothing
- centre-line flags
- planters
- pedestrian islands
- crosswalks

John Dwyer indicated that a few survey respondents had supported one or another of these options, with the exception of "do nothing", which was not mentioned at all. Residents in the room did not favour the "do nothing" option either as evidenced by the fact that they had already supported speed limit reduction and other complimentary solutions.

One survey respondent thought that using centre-line flags temporarily might prove effective at highlighting changes, e.g. speed reduction or other changes to the street. Some residents at the meeting agreed and were amenable to centre-line flags as a temporary, awareness-raising measure. The general view, however, was that such flags were unsightly, and outside the character desired for the community.

A couple of survey respondents noted that planters provide a greening solution. There was a short discussion about whether planters were similar to curb extensions and so should be considered later. It was concluded that the planters were intended to be for seasonal usage only. Residents at the meeting thought that the planters would be difficult for the community to maintain and, when asked, no one in the room stepped forward as a volunteer to do this. In addition, planters need to be removed during winter and cannot support trees without exceptional care. As a consequence, residents asked that planters not be further considered.

There was also discussion of the possibility of 'narrow' pedestrian islands that might have the same impact as centre-line flags but be more visually pleasing. It was suggested that this option would push traffic towards the sidewalks and parked cars, so was potentially more intrusive to pedestrians and less safe. The possibility of using planters as pedestrian islands was raised, but then withdrawn as being impractical.

Crosswalks were not supported as an option, as residents viewed "the whole street as a crosswalk."

**Decision #4: Residents unanimously agreed that these options could be taken off the table, with the following exception: centre-line flags could be considered as a temporary measure for awareness raising purposes if technical experts believed they would be useful in this regard.**

### (iv) Strongly Supported Options From 2018 AGM

The animator summarized where we now stood thus far, indicating that a lot of progress had been made.

The remaining options, the ones that had received significant support at the AGM, were then introduced:

- Stop signs
- Speed humps
- Curb extensions (two options were considered at the AGM)

The animator proposed to proceed, option by option, putting all information on the table, including background materials circulated for this discussion, information from the AGM, opinions/perceptions that had that been previously unshared, and any new information. This would be followed by an identification of pros and cons, but no votes would be taken or judgement made until all options had been similarly considered.

**Stop Signs:** Some residents saw stop signs as being both effective in stopping traffic and in ensuring safer access for cars from the side streets on to Grenville Street. Others pointed out that expert studies indicated stop signs would be ignored where the volume of cross traffic was minimal, as would be the case here, and that this could lead to safety issues. The issue of the noise associated with braking and accelerating at the intersection was highlighted as well as the loss of parking (cars aren't supposed to park within 9m of a stop sign). It was also noted that with stop signs came the need for street lighting over the stop sign.

John Dwyer indicated that survey respondents were almost evenly split as between rating stop signs as highly preferable or as not at all preferable. The reasons for and against the option expressed in the surveys were exactly those raised in the meeting itself.

**Speed Humps:** Some residents felt that speed humps were effective as they, alone among all the options, would physically force drivers to slow down; one recounted her recent experience in a community in Toronto that had them and how it slowed cars considerably. Others were concerned with noise, both with regard to the sound of cars going over the hump and with the braking and acceleration that might ensue. Still others were concerned that speed humps would cause snow clearing issues. Finally, some residents found speed humps unsightly. Reference was made to *past* community discussions, when removable speed humps were considered then rejected by the experts because removable speed humps could be stolen (as had happened) and because there were no cost-savings in using them. Once again, survey respondents were relatively evenly divided on the merits of speed humps. Once again, the reasons for their positions were the same as those raised in the meeting.

**Curb Extensions:** Some residents felt that extensions would serve to slow and perhaps deter traffic due to the optical illusion created (a narrowing of the street), while others were less certain. A discussion of "nature's curb extensions," i.e. snow banks in winter, ensued. Some residents felt that there had been no reduction in traffic or speed despite the narrowed winter roadway. Several residents felt that curb extensions were the only remaining option that provided the opportunity to 'green' the community, especially if the extensions held trees. A number of residents referred to snow clearing issues and the loss of parking spaces.

John Dwyer reported that survey respondents, while mildly more favourably disposed to extensions than not, were relatively evenly split on the option as well. The concerns they raised mirrored those raised by residents in attendance, though the issue of the expense of this option was also raised. In addition, one survey respondent had raised safety concerns: snow piled on extensions, or planting in the extension, could obscure the vision of those entering the street, and might also prevent drivers from seeing individuals entering the street.



**Related General Discussion:** Discussion on these options led to some conclusions regarding mitigating some of the potential cons raised above:

- With respect to parking congestion, several points were made. First, it was concluded that parking could be impacted by any of the three options. Second, while the major parking issues occurred at larger events, the Board recognized that some residents could also be affected by smaller events. It was suggested that the development of a parking plan for users of the Community Hall might help mitigate negative impacts in either situation. Residents agreed this step would be helpful, particularly with respect to access of emergency vehicles
- It was agreed that, as regards speed humps and curb extension, experts hired by Leeds & Grenville County to design an approach for either option would need to take into account the placement of driveways and entryways: speed humps or curb extensions would not be placed in front of people's driveways or in unsafe locations. The placement of stop signs was not necessarily viewed as a given either, even though the County proposal had it placed at Centre Street. It was also agreed that the Board would seek to ensure that the community would be consulted on specific placement of options before decisions were made.
- Residents concluded that snow clearing issues should not be a factor in decision-making since that would be an issue to be addressed by those responsible for snow removal and since there were snow removal concerns with regard to both speed humps and curb extensions. As the Mary Street corner is used as a snow dump, the placement of stop signs may also impact snow removal. That said, snow clearing would be a consideration when the County and the Board examined how to best implement a given option.
- It was agreed that the cost of implementing an option shouldn't influence the community's choice. The Leeds & Grenville County asked the community to arrive at an option that it wanted. If some options required new grading for the road or revised drainage, that was an issue for the County to address.
- It was felt that snow accumulation on curb extensions should not be an issue of concern: it should be no greater than is now the case and, in any event, extensions need not necessarily be placed at intersections. A member of the Greening Committee indicated that a choice of appropriate tree type would reduce risk of loss of visibility that was raised for curb extension.
- As for speed humps, there were testimonials both from those who have experienced them and from studies on the option that vehicle noise cause by the hump itself was negligible compared to the noise of speeding vehicles.

- Stop signs were seen as the option, among the three presented, with the least support overall. The animator asked if it should be dropped as an option. While some maintained that stop signs would be effective, there was an acknowledgement that the east-west traffic flow did not really warrant stop signs and therefore north-south stop signs may, over time, come to be ignored.
- Discussion quietened, and the animator proposed assessing the options against the earlier exercise re: what residents were seeking to achieve in finding solution to traffic flow/calming and resident-centred streetscape, and asked residents to imagine a tabular format.

One resident commented that curb extensions was the only option to “tick all the boxes,” i.e. met desired principles (as reproduced in Table 1 below) and others felt that curb extensions were the closest to ticking all the boxes.

**Table 1\*: An assessment of highly supported options against list of “what residents are seeking” from traffic calming**

Options 	Stop Signs**	Speed Humps**	Curb Extensions
What We Are Seeking 			
Safety, including of children, the elderly and pets			+
A peaceful and quiet streetscape ambience			+
A reduction in the level of traffic (and noise), and the use of Grenville / Burritt's as a short-cut			+/-
A green streetscape			+
A community-friendly solution			Neutral

\* Note: The following table is provided for illustrative purposes based on discussions at the Roundtable.

\*\* Note: these options were not ultimately fully enumerated at the meeting.

At this point in the discussion, a proposal was made, paraphrased as follows:

**(v) A Proposal**

*In consideration of the physical makeup of Grenville-Burritt's Street--a bidirectional 500 m "four lane speed way" in places, with two bridges, and hills and climbs in both directions--there are really very few possibilities for the placement of the options selected. Experts will tell us where the best locations would be regardless of the option chosen, and those choices are further limited based on driveways, road ways and public buildings. A combination of curb extensions and speed humps, if placed in the right locations, should assure an effective solution to reducing speed and traffic and provide possibilities for greening. The Hamlet was a tranquil spot at one time with a beautiful canopy of mature trees, now cut down. Combining speed humps, curb extensions and greening offers a way to partly re-create this community-friendly environment.*

#### **Decisions #5a,b**

**The proposal appeared to capture the attention of the group, and so the animator proposed that it be subjected to further scrutiny. A decision was made to pursue this multi-option proposal.**

**It was further proposed that the residents present be given the opportunity, one by one, to comment on the proposal and raise any concerns they had. Residents unanimously agreed to proceed in the manner proposed.**

#### **(vi) Further Discussion**

A 30 minute discussion took place. Points made earlier in favour of the options, as well as concerns, were spoken to. Approaches to mitigate concerns were reviewed in further detail.

The development of a village parking plan by the Board was identified as a best solution for parking problems when events were held, especially in spots where parking was an issue.

The appropriate mix and placement of options was also discussed in further detail. Residents reiterated that they were not experts and proposals would have to be further considered if and when approvals from the County were received. Features that calm traffic north-south might be less effective in the other direction and vice-versa. The Board would work to ensure that consideration of the issues raised by residents in respect of placement and/or design of options were considered by County and any contentious points were brought back to the community.

The possibility of planting trees in the curb extensions was received favourably, given that the hope of the extensive tree canopy of the past were gone, and the presence of sidewalks did not allow for the addition of a great number of new trees on the main street in the hamlet.

The challenges at Donnelly were raised, specifically that fast turns there were the beginning of north-south speeding problems. The painting of the 60 km/h on the asphalt by the City of Ottawa was

recognised as a potential calming measure, but it was felt that the Board should be prepared to approach the City/its Councillor should problems continue to be observed.

Similarly, problems with stunt drivers at the historic south bridge should be brought to Parks Canada's attention. Bad behaviour here was the start of south-north speeding problems that culminated in excessive speed on the bridge and up the hill towards Donnelly.

No other new proposals emerged for consideration.

**Decision #6:**

Each resident present supported the idea of linking speed humps, curb extensions, and greening, indicating that this combination would meet what the community wanted to achieve.

The discussion animator indicated that he would poll the residents present to determine if there was consensus, and asked residents to consider both the discussion just completed and all the other decisions taken earlier in the session before indicating their position.

A vote via a show of hands indicated that the proposal was unanimously supported by all present.

**Next Steps**

The animator thanked everyone for their 2.5 hours of patience, respectful conversation, and contributions to the discussion, and congratulated all for arriving at a strongly supported option.

As a next step it was proposed that the Board draft a report of the meeting and determine appropriate next steps before having a follow up discussion with the Municipality (to make them aware) or the County.

**Thank You's**

The Board was thanked for its efforts to bring people to the meeting (by email and door to door), to share information for consideration of the community (by email), and for organizing the session.