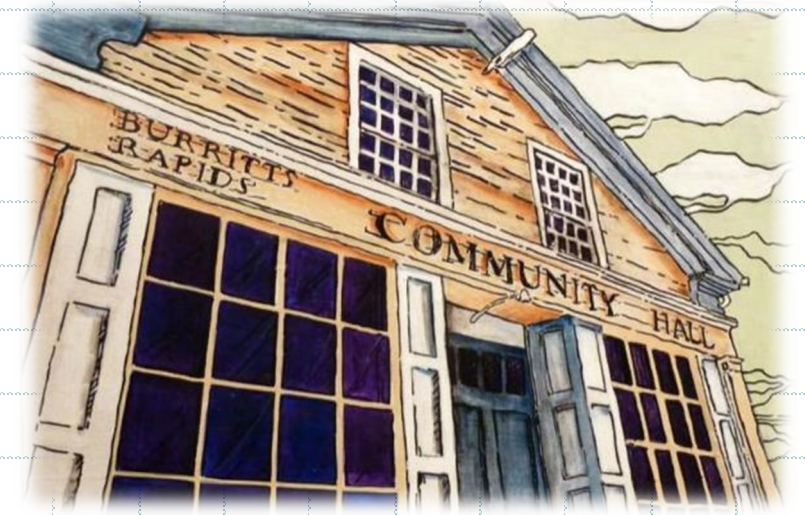


Burritt's Rapids Hamlet Design Plan (HDP)



Revisions:

- *October 2019 - initial drafts, based on community meeting Oct 22nd and previous inputs*
- *December 2019 – revised with feedback received after distribution and at Nov AGM*
- *January 2020 – revised with feedback received via email and on-line survey in December*

❖ OBJECTIVES:

- **The Burritt's Rapids Hamlet Design Plan (HDP)** is intended to be a descriptive statement of the desired aesthetics of the streetscapes and greenspaces within the hamlet of Burritt's Rapids
- This document is a 'final draft', ready for review with Municipal and County officials & staff

❖ PURPOSE of this HDP:

- In the short term, the HDP will provide a standard against which overdue road maintenance and street calming initiatives will be completed (especially, Grenville Street and Center Street)
- On-going, this HDP will provide a standard for all maintenance and improvement activities executed by North Grenville and Leeds & Grenville

❖ SCOPE:

- This document addresses the streetscapes within the entire hamlet of Burritt's Rapids
- As of January 2020, focus is placed on the portion of Burritt's Rapids that lies within the jurisdiction of North Grenville and Leeds & Grenville, due to the high level of municipal and county engagement at this time
- The concepts, ideals and aesthetics included here should be applied appropriately to the north side when City of Ottawa engagement is secured

❖ ELEMENTS include all public spaces:

- Streets and lane shoulders
- Formal and informal parking areas
- Sidewalks and Cross-walks
- Curb extensions and speed humps
- Street signage and lighting
- Walking trails

❖ TIME LINE

- The ideals defined within are not expected to be implemented immediately, nor all at once
- This is a vision which we hope to achieve over time with support from the Municipality of North Grenville, County of Leeds & Grenville and Parks Canada, then through re-application with the City of Ottawa



Vision Statement:

“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 staff and by its location on the shores of the Rideau Canal UNESCO World Heritage Site.”

- ❖ The HDP is intended to support and enable the vision statement above
- ❖ This statement has been adopted within:
 - Ottawa Secondary Plan for Burritt’s Rapids (2014)
 - *created by Community members and recognized by the City of Ottawa through City-led exercises*
 - BR Community Vision Exercise (2016)
 - *formally adopted by Community members during Municipal-led exercises*
 - the North Grenville Official Plan (2018)
 - *formally recognized by North Grenville within the Official Plan*

- ❖ **Success Criteria** represent the Vision Statement in a measurable way, without dictating specific solutions:
 - Quiet streets and narrow laneways preserve the small village ambiance
 - Streetscapes reflect the Hamlet's historic location and natural beauty, including increased greenspaces and trees within the village
 - Community adornments such as lighting and benches do not distract from the historic character; lighting is energy efficient and minimizes light pollution
 - Safe walkways exist through the village to provide access to community assets
 - Visual and physical elements along Grenville St and Burritt's Ave encourage slower vehicular traffic and safer intersections
 - appropriate parking, whether formal and/or informal, is available within the village for residents, their guests and visitors
 - Sustainability of the village (including built heritage) and the environment are improved: key factors include reversal of asphalt creep and ground-level creep, as well as improved drainage solutions to minimize water run-off onto private property and the Rideau system

❖ TRAFFIC CALMING Strategies

- Desired **Traffic Calming** strategies were identified and agreed upon through previous community consultations (refer to Appendix A). The desired devices include:
 - *Curb Extensions*
 - *Speed “Tables” and*
 - *Speed reduction to 40 km/hr*

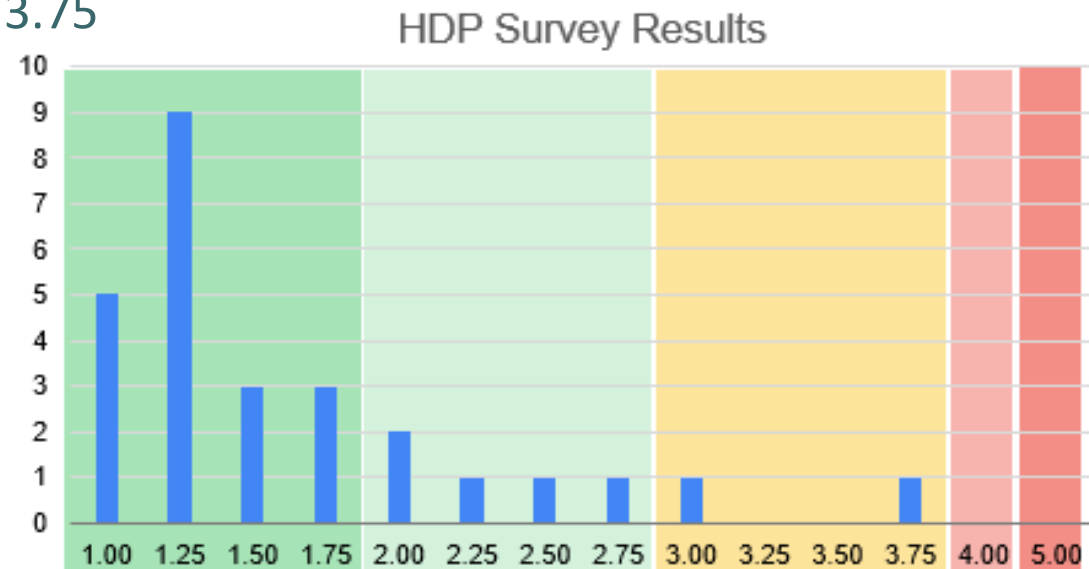
❖ VISUAL DESIGN ELEMENTS for Traffic Calming

- Additional design elements are identified within the HDP with the primary intent of visually altering the current streetscape along Grenville Street
- These include: textured parking, pedestrian cross-walks and greenspaces

❖ This HDP addresses the desired aesthetic to be achieved with these devices

- ❖ An on-line survey was completed in December
 - 28 residents responded via the on-line survey or via paper submission
 - Additional feedback was received via email from 7 residents (without scaled ratings)
- ❖ Overall, positive support for the HDP package: average = 1.6
 - 19 residents rated overall package between 1 and 1.75
 - 6 residents rated overall package between 2.0 and 2.75
 - 2 residents rated package between 3.0 and 3.75
 - No one rated the average package higher than 3.75
- ❖ This version of the HDP reflects feedback received from the completed survey

1 = Agree
2 = Somewhat Agree
3 = Neutral
4 = Somewhat Agree
5 = Disagree



❖ Categorizing responses by respondent's street of residence indicates:

- Lowest score overall (2.1) received for Side Street sidewalks
- Strongest support from those living on Grenville Street, west side of island and off-island
- Residents on Center Street East are concerned about changes to side streets and the tip-to-tip trail; specific issues have been addressed within this version of the HDP
 - *Refer to appendices for more details about survey results*

QUESTIONNAIRE SECTION									
Respondent's Location	#	Grenville Street	Sidewalks on Grenville	Cross-Walks	Curb-Ext	Side Streets	Sidewalks on Side Streets	Tip-to-Tip Trail	Village Lighting
Grenville	12	1.3	1.3	1.2	1.4	1.5	1.9	1.4	1.3
Center East	4	2.3	1.8	2	2	3.3	4.5	4	2.5
East Street	1	2	2	2	1	1	1	3	2
Center West	1	1	1	1	1	1	1	1	1
Mary Street	3	2	2	1.7	1.7	2.0	1.7	1.3	1.7
Heritage Drive	5	1.8	1	1.6	1	1.3	1.75	1	1
Burritt's Rapids Rd	1	1	1	1	1	1	1	3	1
Mill Pond Lane	1	1	1	1	1	1	1	1	1
Average Rating	28	1.6	1.4	1.4	1.4	1.7	2.1	1.8	1.5

1 = Agree
 2 = Somewhat Agree
 3 = Neutral
 4 = Somewhat Agree
 5 = Disagree

- ❖ During consultations, residents expressed concerns over a few key themes
 - Below are those concerns, and how we addressed them within this version of the HDP
 - Concerns regarding curb extensions were already addressed during previous consultations, but are included here for transparency

Concern	How Addressed within this document	Where Addressed
Narrowing Center Street on east side will hamper emergency access to the Fire Dock.	It is <u>not</u> the intent to negatively affect access for emergency service vehicles anywhere in the hamlet.	“B-Side Streets” and “I-Other Considerations”
Current informal parking along side streets creates a “muddy mess” during spring thaw, particularly near Henry Street.	All side streets have grassy shoulder(s) today, but lack effective, local drainage solutions (drain tiles). In addition, road profiles are not optimized to manage road-runoff. All roadways and shoulders will be evaluated to identify drainage improvements.	“B-Side Streets” and “C-Sidewalks” and “G-Tip-to-Tip Trail”

Continued ...

Concern	How Addressed within this document	Where Addressed
A sidewalk along Center Street is not required at all	Per majority opinion, a sidewalk is to be maintained	"C-Sidewalks"
Sidewalk relocation along Center Street raises a variety of concerns with different home owners (privacy, parking, drainage)	The sidewalk will not be relocated <u>unless</u> experts advise that drainage can be improved and/or other success criteria are optimized by relocation.	"C-Sidewalks"
Drainage along side streets is poorly managed today, and removal of sidewalks will make it worse.	Sidewalks will not be removed unless/until drainage solutions are implemented. All shoulders will be evaluated to identify drainage improvements.	"B-Side Streets" and "C-Sidewalks"
Curb Extensions will reduce the amount of parking available on Grenville Street	Curb extensions will not reduce the number of 'legal' parking spaces, per current by-laws. Perceived parking spots will be reduced slightly, but sight-lines at intersections will improve as a result	"A-Grenville Street", "D-Curb Extensions" and Appendix C "NG Parking By-Laws"

Continued ...

Concern	How Addressed within this document	Where Addressed
Narrowed parking lanes on Grenville Street will create unsafe conditions for people getting into/out of their cars	No longer included as a component of the design	removed
Drainage issues (in general) are related to ground level creep	Reversal of ground level creep is specifically called out as a priority for our community	Priorities and “B-Side Streets”
A significant amount of run-off goes down East Street and directly into the river	Specially referred to in relation to current road profiles and natural drainage	“B-Side Streets”
Implementation of Curb Extensions will worsen snow conditions during winter months.	Snow clearing standards need to be modified to meet the changing streetscape of Grenville Street.	“H-Snow Clearing”

LIST OF APPENDICES

January 2020 12

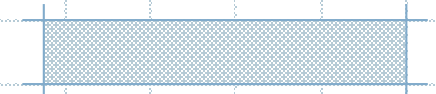
- A. Background / How we Got Here
- B. Results of 2019 Community Survey
- C. North Grenville Parking By-Laws

BR HAMLET DESIGN PLAN



Version 1.1
January 2020

January 2020



- ❖ The sections within are intended to express our collective vision for the future state of Burritt's Rapids
- ❖ The Success Criteria (page XX) include statements that also define the priority outcomes for future maintenance and improvement work. They are:
 - improve drainage through-out the hamlet
 - slow vehicular traffic and improve intersection safety
 - preserve the small village ambiance with narrow streets and increased greenspaces
 - encourage parking along Grenville Street
 - reverse asphalt creep and ground-level creep

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A. Grenville Street – Roadway & Parking

- Retain existing parking lanes and sidewalks; where feasible, plant trees along the street
- Parking lanes on Grenville Street to be texturized to visually narrow the street and to indicate where parking is not permitted
- Use design elements to eliminate sightline issues at intersections

B. Side Streets – Lane Width & Shoulders

- Reverse asphalt creep without impacting emergency vehicle access
- Reverse ground creep (minimize elevation of streets relative to home foundations)
- Shoulders along side streets will be grassy, with proper drainage solutions that serve as informal, unmarked parking areas for residents and their guests; natural drainage and filtering solutions are desired for road run-off

C. Sidewalks

- Maintain sidewalks on Grenville Street, Burritt's Avenue and Donnelly Drive
- Maintain and/or improve sidewalks along Center Street
- All others to be replaced with grass and appropriate drainage solutions

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D. Curb Extensions / Bump-Outs

- Install one or more sets of bump-outs as traffic calming strategies
- Leverage new bump-outs to add low-maintenance greenspaces to Grenville street

E. Cross-Walks

- Add at least one cross-walk along Grenville Street, primarily as a traffic calming device
- Use texture to differentiate it from asphalt; no flashing lights will be installed

F. Village Lighting

- Future lighting will be energy efficient, pole-mounted and minimize light pollution

G. Tip-to-Tip Trail

- Visually connect the tip-to-tip trail between the east and west entrances in order to encourage trail users to park on Grenville Street

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H. Snow Clearing

- Snow clearing requirements will need to evolve to match changes to streets and sidewalks, and minimize salt and run-off damage

I. Additional Requirements

- Emergency vehicles will not be impacted by changes to streets and sidewalks
- Natural and historic features within the hamlet are to be preserved and/or enhanced
- Requirements set out by local codes, provincial regulations and local conservation authorities must be met

J. City of Ottawa

- The north side of the Hamlet needs to be addressed similarly to the south side
- This section presents preliminary scope concepts that are beyond the immediate scope to be addressed by Leeds & Grenville and North Grenville staff

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GRENVILLE STREET – Roadway & Parking Lanes

- Parking lanes will be retained on both sides of the street (per current design)
- Trees are desired along both sides of Grenville Street (where feasible) – refer to Sidewalk design for more details
- Design changes are needed for traffic calming and to improve sight lines at intersections; it is desired that the impact of these changes on the legal parking capacity be minimized
- Parking ‘spots’ within the parking lanes will not be delineated with painted lines; other design features will be used to disallow parking at intersections and driveways
- Parking lanes will be finished with Interlock or similar to visually narrow the roadway and to indicate no-parking spaces; emphasis should be on texture rather than colour
- A gutter between the roadway and the parking lane could also be used to visually emphasize a narrower road width
- It is acceptable to make the roadway centerline "not straight" if needed to help reduce traffic speed, but only if the effect is well integrated to the overall plan for Grenville Street
- Create a “stopping” space in front of the post boxes for residents to access mail; sign or mark appropriately to disallow parking

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GRENVILLE STREET – Parking Lanes (continued)



Use textured interlock to visually narrow the drive lane and to identify spaces NOT intended for parking through negative spaces



Use design features rather than painted lines to visually narrow the roadway and to keep driveways and intersections clear of parked cars

Photos are for illustrative purposes

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SIDE STREETS – Lane Width & Shoulders

- The narrow lane width of side streets such as Oxford Street is a village characteristic to be preserved; all side street/lanes ideally will have similar characteristics (widths and shoulder finish)
- Through-out the hamlet, asphalt creep (ie. width of paved areas) is to be reversed without impacting emergency vehicle access
- Over the next several years, it is expected that ground creep over the last 50 years will be reversed; major repair work will reduce/minimize road elevation relative to home foundations
- Surface profiles of side streets will be modified opportunistically to optimize run-off management, especially along East Street
- Minimizing unfiltered run-off into the Rideau is important; therefore, use of grass shoulders is desired for natural drainage and filtering, as well as aesthetics.
- Centre Street (on the east side) should be narrowed to eliminate asphalt and to improve the aesthetic

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SIDE STREETS – Lane Width & Shoulders (continued)

- Parking on side streets will remain informal through the continued use and protection of grassy shoulders; grass will be planted at the asphalt edge; gravel is not to be used
 - *appropriate drainage at the asphalt edge is required to avoid puddling and rutting*
 - *All shoulders need to be evaluated and drainage improved where appropriate*
 - *Gutters should be avoided except if/where required for appropriate drainage control*
- To improve safety, parking at the intersections of Grenville Street will be appropriately restricted through the careful implementation of design elements such as curb extensions, pedestrian crossings and/or green spaces; asphalt markings should be minimized
- Trees and shrubs will not be planted in grass shoulders that could be used for informal parking, except where doing so discourages unlawful parking

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SIDE STREETS – Lane Width & Shoulders (continued)



Preserve narrow width of side streets;
endeavor to make all side streets similar
width



Create informal parking on grassy
shoulders with proper drainage



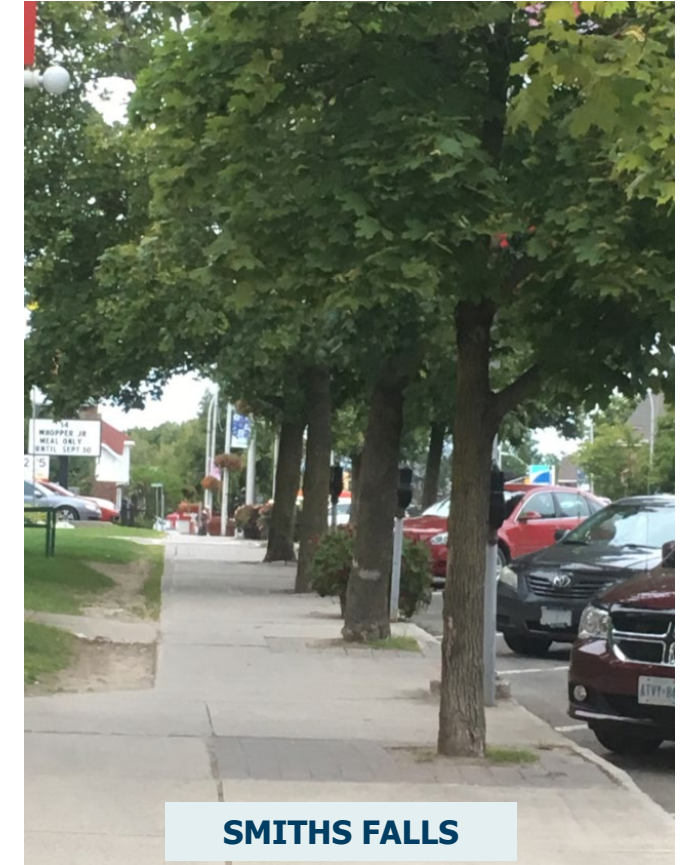
Use gutters only if/where required
for water control

Photos are for
illustrative purposes

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SIDEWALKS – Grenville Street

- Sidewalks will remain on both sides of Grenville street
- Trees are desired along both sides of Grenville Street (where feasible based on interferences and sight lines) between the sidewalk and the parking lanes and/or on future bump-outs; native trees will be carefully selected and located by streetscaping experts
- Hydro wires should be underground if feasible, to improve the character of the street and to enable large trees on both sides



SMITHS FALLS

Photos are for
illustrative purposes

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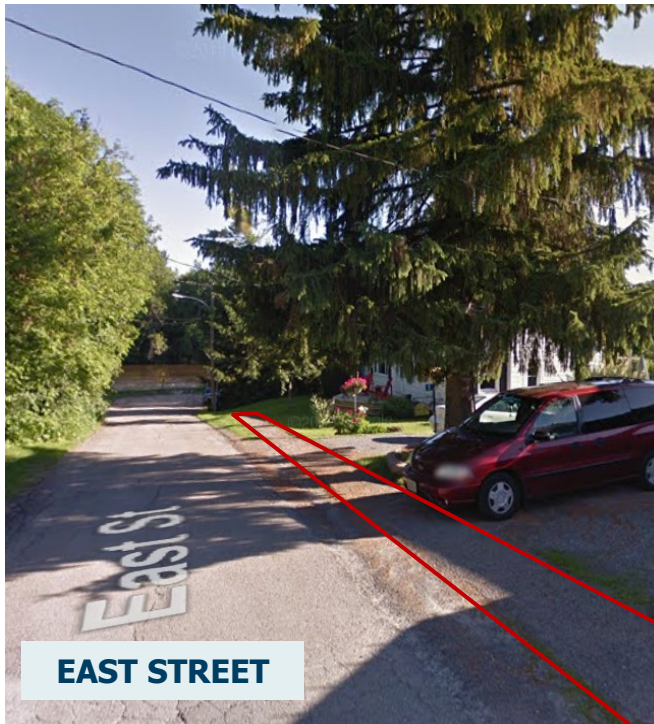
SIDEWALKS – Side Streets

- Centre Street is the major cross street within the village, and therefore sidewalks will be maintained or improved to provide an east-west walkway through the village
- Sidewalks along Center Street will enable safe pedestrian access while maintaining the historic nature of the hamlet
- The current sidewalk along Center Street (between Oxford St and Henry St) is to be improved in place, unless relocation is recommended to improve drainage and/or to optimize one or more of the Success Criteria for this HDP
- The remaining sidewalks along side streets will be removed and replaced with grass to increase green space and provide natural drainage and filtration; it is imperative that these spaces include well designed drainage solutions when the sidewalk is removed:
 - *Mary Street (between Grenville and Oxford)*
 - *East Street (between Centre Street and the river)*
 - *Centre Street (in front of 22 Centre Street, depending on the final design)*
- All sidewalks will be made of concrete and be of standard width, ensuring they can be plowed according to provincial requirements

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SIDEWALKS – Side Streets (continued)

When appropriate, remove these sidewalks, install with effective drainage and finish with grass



UNREQUIRED sidewalk



Consultation is required with the owner to define the finish and to ensure proper/improved foundation protection during and after redesign

Photos are for illustrative purposes

CURB EXTENSIONS / Bump-Outs

- Curb extensions will be implemented along Grenville Street as traffic calming measures, per previous community consultations and alignment
- The quantity, size, shape and location of extensions will be determined by experts, with the desire to also improve intersection sight lines and minimize impact on parking spaces
- Bump-outs will include trees where possible
- Ideally, bump-outs should be functional, especially for managing storm-water run-off (example: Ottawa 'Rain Garden' pilot project)
- Use of concrete or interlock finishes will be minimized; bump-outs could include other greenspace elements such as low-maintenance shrubs and grasses; maintenance requirements need to be considered
- Bump-outs could include other design features (benches, plaques, etc), but it is not a specific objective at this time; these can be added by the community when appropriate



KEMPTVILLE



RAIN GARDEN

Photos are for
illustrative purposes

PEDESTRIAN CROSS-WALKS

- There should be at least one pedestrian cross-walk across Grenville Street, to serve pedestrians and provide further traffic calming device(s)
- Pedestrian Cross-walks should be integrated with traffic calming curb extensions where practical
- Potential cross-walk locations, if they can be integrated within the overall streetscape, include:
 - *at Grenville & Centre Street*
 - *near the Postal Boxes or Community Hall*
 - *near the Library to connect the Tip-to-Tip trail*
- Cross-walk(s) will be visually different than the roadway; interlock brick will be used in neutral colours
- Cross-walk(s) will not include overhead flashing lights or similar; mandated lighting will be downcast, minimalist and efficient



Photos are for
illustrative purposes

VILLAGE LIGHTING

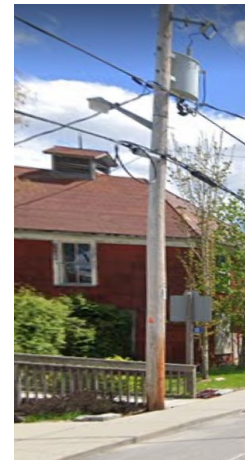
- Lighting quantity and location needs to enable safe walking and driving
- Replace current hydro-pole mounted light fixtures with efficient, downcast fixtures on attractive light poles
- Lighting at the Swing Bridge should be carefully reviewed; new or relocated fixtures may be necessary to ensure appropriate safety
- A full evaluation of lighting on side streets should be completed, with the intent of minimizing light pollution without compromising community safety



Photos are for
illustrative purposes



Increase lighting at the Swing Bridge for safety purposes.



The 4 light fixtures along Grenville Street will be replaced

PARKS CANADA TIP-to-TIP TRAIL

- Physically connect the eastern trail (from the Locks) to the Library and to the western trail (to the dam), via one or more of the following strategies:
 - *Create a 'worn footpath' along the edge of the canal and/or*
 - *Strategically mow to create an obvious pathway along the canal*
 - *Use additional signage to encourage use of public lands behind private properties*
- Emphasize parking for the tip-to-tip trail at it's center point (the Lock Master's house aka the Library), in order to draw visitor parking off of Centre Street



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SNOW CLEARING

- Snow clearing and snow removal practices will continue to evolve as the streetscape changes and municipal or provincial standards are revised
- Snow plowing practices will leverage open, grassy spaces for snow collection, and avoid depositing snow near homes and fences; snow placement will be optimized for drainage
- The clearing of curb extensions will match standards elsewhere in North Grenville
- The clearing of sidewalks will meet provincial regulations, including side walk extensions added to curb extensions
- History:
 - *Prior to 2019, North Grenville cleared snow from parking lanes on Grenville Street once per winter season. As a result, traffic flow along Grenville Street was often constricted due to parked cars affected by snow accumulation in parking lanes. The practice has left residents doubtful as to the safety focus provided by NG.*
 - *In 2019, the new North Grenville Council mandated a new approach for snow clearing standards along Grenville street; as a result, they will match those on Prescott Street in Kemptville (parking spaces to be cleared when snow exceeds 20 cm of build-up)*
 - *In 2019, new provincial standards require North Grenville and City of Ottawa to clear public sidewalks, including those in Burritt's Rapids*

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ADDITIONAL CONSIDERATIONS

- Heritage character and historical features
 - *Wherever possible, the historical character and features of the village are to be enhanced and/or preserved (greenspaces, access to water, sight lines)*
- Emergency Vehicles:
 - *There will be sufficient access for emergency vehicles within the village, including the fire dock*
- UNESCO sight lines
 - *Sight line requirements defined by the UNESCO designation of the Rideau Canal will be respected*
- Local Conservation Authorities
 - *Drainage solutions will comply with water-shed protection requirements (per Rideau Valley Conservation Authority and others)*
- Parking By-Laws for Municipality of North Grenville
 - *Current by-laws may need to be reviewed as they pertain to Burritt's Rapids now and in the future; currently, many by-laws are unwittingly being broken on a daily basis*
- Ontario Highway Act
 - *On-street signage should be minimized, but will comply with the provincial Highway Act*

CITY OF OTTAWA

- The initial focus for the Ottawa side of Burritt's Rapids should be on pedestrian safety and greening, with the intent to bring both Burritt's Ave and a stretch along Donnelly into the look of the Hamlet and perhaps reclaim Donnelly from the thoroughfare it has become.
- The following components have not been reviewed with the community, but are consistent with the scope discussed for the North Grenville side of the Hamlet.
- They are included here as a preliminary indication of improve opportunities to be addressed with City of Ottawa officials and staff:
 - Pedestrian Cross-walks: *one between the east and west sides of Burritt's Street, connecting the sidewalks at Donnelly; one connecting the west side sidewalk to the Church and possibly one just before the fixed bridge, primarily as a method to calm traffic*
 - Trees: *along Burritt's Ave and along Donnelly, with consultation and permission from property owners*
 - Bump-outs: *along the south side of Donnelly, on both sides of Burritt's Ave for a sufficient distance to ensure that parking does not obstruct sight-lines from the Burritt's Ave /Donnelly intersection.*
 - Lighting: *additional lighting which matches those in the NG side should be located on both sides of Burritt's Ave as well as both sides of Donnelly (between the edge of Burritt's Farm property to Dwyer Hill Road)*

APPENDICES

(A) Background

- ❖ Nov 2014: BR Traffic Calming initiative kick-off
- ❖ May 2016: Community Vision exercise
- ❖ Nov 2016: Recommendation by L&G Engineering to install speed humps
- ❖ Oct 2017: Alignment withdrawn by new L&G Engineering Director
- ❖ July 2018: Direction from L&G Committee of the Whole to develop a community-centric traffic calming solution
- ❖ April 2019: Multiple community meetings arrived at a detailed report entitled *“The Community Roundtable on Traffic Flow and Resident-Centred Streetscape”*, which defined speed reduction, curb extensions and speed humps as the desired traffic-calming solutions
- ❖ July 2019: Alignment in principle received from NG Planning and L&G Engineering regarding traffic calming
- ❖ July 2019: Creation of an HCD recommended by NG Planning and L&G Engineering

(A) Background

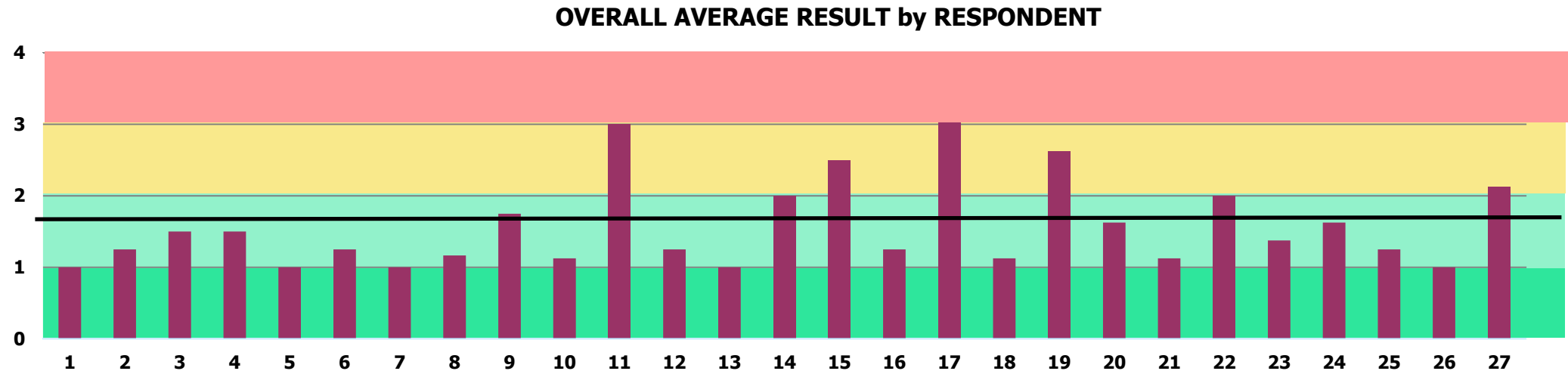
- ❖ Oct 20th 2019: A Community Meeting was held to discuss design options and review local examples as developed by the BRCA; as an outcome, vision statements for a Hamlet Design Plan were drafted.
- ❖ Nov 2019: Draft Hamlet Design Plan was shared with community via e-mail and door-to-door hand-outs. Verbal and written responses were collected.
- ❖ Nov 2019: The draft was discussed during Annual General Meeting on Nov 28th to gauge community alignment; primary concerns were related to sidewalks and drainage issues across the community.
- ❖ Dec 2019: Revised package was shared with community, including a survey to measure alignment with comment fields to encourage feedback. There were 31 participants (27 via the survey + 7 additional via e-mail); satisfaction responses and feedback were carefully reviewed.

(B) Survey Results & Responses

January 2020

36

- ❖ Below are the ratings by respondent
- ❖ Comments provided by all respondents were carefully reviewed and addressed within the context of all feedback received to date; refer to “Resident Concerns” on pages 9-11 as well as the next 3 pages for specific concerns and how this version of the HDP addresses them



1 = Agree
2 = Somewhat Agree
3 = Neutral
4 = Somewhat Agree
5 = Disagree

- Respondent identities are masked by the numbering scheme above
- survey responses are shown in the order they were received

(B) Survey Results & Responses

January 2020

37

- ❖ Ratings by section, and # of respondents per rating, are shown below
- ❖ For negative ratings, comments are summarized with the response as reflected in this HDP



Comment received:

- narrowing the parking lanes will impede traffic especially in the winter ... re snow removal

HDP Response:

- snow removal standards must keep roadways safe; see Section H (new)

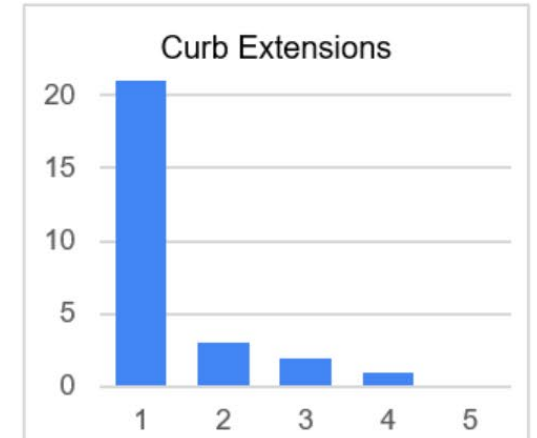
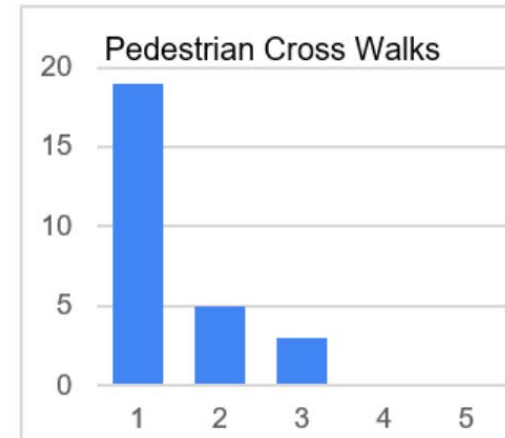


Comment received:

- eventually trees will outgrow their space ... roots will lift the sidewalks ... prefer to have garden space, restricting any trees to small ornamental trees

HDP Response:

- experts will be used for tree selection and placement; see Section B



Comment received:

- Concerned with rain garden maintenance... suggest to look at matting (for trees)

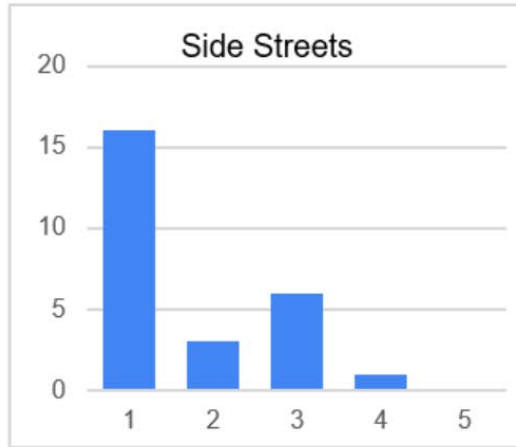
HDP Response:

- comments are certainly valid; more investigation is needed before final design

(B) Survey Results & Responses

January 2020

38



Comment received:

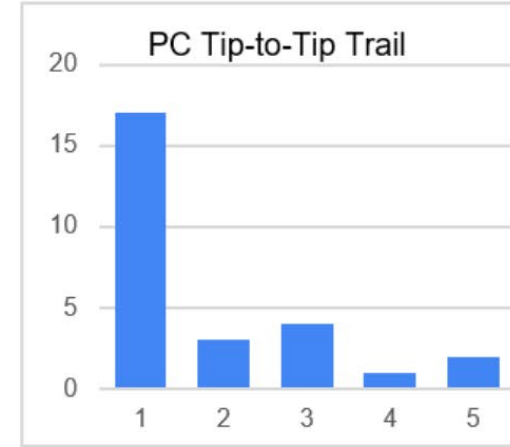
- Streets should not have shared characteristics ... Center St East should not be narrowed any further ...

HDP Response:

- majority of residents prefer street to be narrowed, providing that fire & emergency access is not impacted; see Section B and Section I (new)



See Next Page

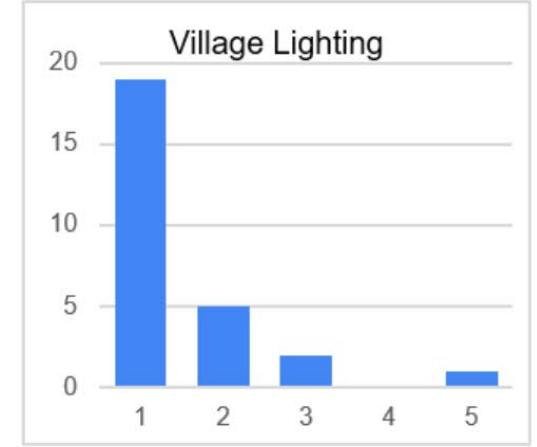


Comments received:

- BRCA should have no say as to how PC manages their land
- Tip-to-Tip trail was not included in the package
- Should draw parking off Center Street and have clear entry points from Grenville Street Connect east & west sides of the trail

HDP Response:

- Everyone has input to public land management
- Yes, it was included
- The intent is to do exactly that; see Section F



Comment received:

- statement should be more visionary ... “support safe walking and driving, minimizing light pollution, energy efficient”

HDP Response:

- agreed; see Section G

(B) Survey Results & Responses

January 2020

39



Comments received:

- a. Don't need sidewalk on dead-end street (Center East) ... sidewalk on south side will take away parking spaces for the tip-to-tip and beach
- b. No need for sidewalks except on Grenville Street
- c. Prefer a more visionary statement ... safe walking, provide access, heritage feel
- d. don't support removing Mary Street, due to snow removal and mud; prefer to leave "as is"

HDP Responses:

- a. A large majority of residents expect a sidewalk to be maintained along Center Street, on the east and west sides of Grenville Street; the HDP reflects this desire
- b. See previous comment
- c. This is the intent of the design; see Sections B and C
- d. "As is" is a temporary option only; either the sidewalk gets rebuilt (restricting parking along Mary Street), or the sidewalk is replaced with grass and drainage tiles (thereby improving drainage, reducing asphalt creep and enabling parking to continue). See Sections B and C.

(C) NG Parking By-Laws

- ❖ The following excerpts are from North Grenville Parking By-Laws, 2015
 - Includes only those that are relevant to conditions within Burritt's Rapids

PARKING OFFENCES THAT DO NOT REQUIRE SIGNS		By-Law Section	Fine
PARK -INTERFERE WITH SNOW CLEARING		SEC. 7.2	\$60.00
PARK WITHIN CROSSWALK		SEC. 4(i)	\$40.00
PARK MORE THAN 15 cm FROM RIGHT LIMIT OF ROADWAY		SEC. 3.1.1	\$35.00
PARK FACING WRONG DIRECTION -ONE WAY TRAFFIC		SEC. 3.2	\$35.00
PARK IN MARKED PARKING SPACE -NOT WITHIN DEFINED AREA		SEC. 3.3	\$35.00
PARK ON BOULEVARD (GRASS PORTION OF ROAD ALLOWANCE)		SEC. 4(i)	\$35.00
PARK ON SIDEWALK		SEC. 4(i)	\$35.00
PARK IN FRONT OF DRIVEWAY		SEC. 4(iii)	\$35.00
PARK WITHIN 1.5m OF A DRIVEWAY		SEC. 4(iii)	\$35.00
PARK WITHIN 9m OF AN INTERSECTION		SEC. 4(iv)	\$35.00
PARK WITHIN 6m OF CROSSWALK AT AN INTERSECTION		SEC. 4(vi)	\$35.00
PARK WITHIN 30m OF BRIDGE		SEC. 4(viii)	\$35.00
PARK WITHIN 15m OF TERMINATION OF DEAD END HIGHWAY		SEC. 4(xi)	\$35.00
PARK IN FRONT OF ENTRANCE TO PUBLIC BUILDING		SEC. 4(xii)	\$35.00
PARK IN EXCESS OF 24 CONSECUTIVE HOURS		SEC. 4(xiii)	\$35.00
PARK IN EXCESS OF 3 HOURS BETWEEN 7 A. M. AND 7 P.M.		SEC. 9.3	\$25.00

May not be well understood by many today

May need to be modified as result of this HDP