

June 14, 1999

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Department of Urban Planning and Public
Works

Ward/Quartier
OT6 - Somerset

- Planning and Economic Development Committee / Comité de l'urbanisme et de l'expansion économique
- City Council / Conseil municipal

Action/Exécution

Gladstone Improvement Initiative Study - Streetscaping and Traffic Issues

Étude du projet d'embellissement de l'avenue Gladstone - Aménagement esthétique et circulation

Recommendations

1. That the Gladstone Improvement Initiative Study recommendations developed by the Community Task Group dealing with Streetscaping and Traffic Issues (the Streetscaping and Traffic Calming Task Group) as detailed in Document 2, be **RECEIVED**.
2. That the traffic-related Task Group Recommendations 1, 2A, 3A, 3B, and 7C in Document 2 be dealt with by the Department of Urban Planning and Public Works as follows:
 - a.
 - i) That, consistent with the process approved by City Council on April 15, 1998 when Council approved in principal the Centretown Traffic Calming Plan, and in response to Task Group Recommendation 1, staff give consideration to implementing traffic calming measures identified within the Preferred Traffic Calming Plan for Centretown, as part of the Proposed Road Reconstruction and Sewer Project for Gladstone Avenue in the year 2000; and,
 - ii) That no consideration be given to midblock and intersection narrowing through the use of stand-alone concrete planter boxes that are placed on the roadway surface.
 - b. That staff formally request the Regional Municipality of Ottawa Carleton to investigate the signal timing and physical modifications to the Bronson/Gladstone intersection requested by Task Group Recommendation 2A as part of the work that has been initiated by the RMOC in its consideration of modifications to the Gladstone/Bronson intersection, for possible implementation in conjunction with the Proposed Road Reconstruction and Sewer Project for Gladstone Avenue in the year 2000.

- c. That staff investigate and report on the possibility of eliminating Gladstone Avenue as a truck route, as requested in Task Group Recommendation 3A, as part of the review scheduled for 1999 of the truck route designations of roads recently transferred from the RMOC to the City.
 - d. That Task Group Recommendation 3B be included within the Comprehensive Cycling Plan Implementation Work Program, and that physical modifications to Gladstone Avenue accommodate, to the extent possible, the needs of cyclists and advance the directives set out in the Comprehensive Cycling Plan for designated bicycle routes.
 - e. That, in response to Task Group Recommendation 7C, staff monitor the effects of any physical modifications to the roadway that may be implemented along Gladstone Avenue through the collection of data related to traffic conditions prior to implementation of any modifications and through the collection of comparable data following implementation.
3. That, subject to Planning and Economic Development Committee consideration of changes to the 1999 Planning Branch Work Program, staff act as a catalyst to promote the implementation of the non-traffic-related Task Group recommendations in Document 2 (Task Group Recommendations 2B, 2C, 4A, 4B, 5A to 5E, 6, 7A and 7B); and that staff provide guidance to the McNabb Neighbourhood Improvement Bunch in its promotion and implementation of these Task Group recommendations.
 4. That the McNabb Neighbourhood Improvement Bunch be consulted in the implementation of all Task Group recommendations in Document 2.
 5. That staff report back to Planning and Economic Development Committee in one year's time on the progress achieved in the implementation of all the Task Group recommendations in Document 2.



June 14, 1999 (2:55p)

Edward Robinson
Commissioner of Urban Planning and Public
Works

JMS:jms

Contact: Julie Sarazin - 244-5300 ext. 1-3872



June 14, 1999 (5:13p)

Approved by
John S. Burke
Chief Administrative Officer

Financial Comment

Subject to City Council approval, staff time spent on this project will be done by existing staff and any additional funding requirement as a result of this study will be addressed in a subsequent report to Council.


June 14, 1999 (1:53p)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendations

Background

The Gladstone Improvement Initiative Study was officially launched May 14, 1997. A local community group, the McNabb Neighbourhood Improvement Bunch (McNIB), and the local Councillor expressed concerns to the City regarding the character of Gladstone Avenue and the need for improvement to better integrate the street with the surrounding residential neighbourhood.

The community chose the Task Group planning approach for this study. This approach involved the establishment of several task groups made up of community members and staff, to examine and develop proposals/strategies for improvements to address potential areas of concern. The community formed and named three task groups which included: the Land Use and Zoning Task Group, the Safety and Crime Task Group, and the Streetscaping and Traffic Calming Task Group.

Staff's role was to provide guidance and direction, and to ensure that consistency with municipal policies was observed, and that recommendations were practical and potentially supportable while also recognizing that any recommendations developed by the various task groups would be subject to both internal and external circulation (other City Branch's/Departments and outside agencies). The final staff recommendations dealing with the recommendations put forward by the different task groups take into account and incorporate technical comments provided.

The primary goal of the Gladstone Improvement Initiative Study was to develop proposals and improvement initiatives to enhance Gladstone Avenue's image and its relationship with adjacent residential areas, thereby contributing to the larger revitalization efforts presently on-going in Centretown.

The main objective was to make Gladstone Avenue a safe and attractive environment to live, conduct business, socialize and shop. This would be achieved through the identification of

initiatives recommended by the task groups. The first phase of the Gladstone Avenue Improvement Initiative consisted of a zoning report, which incorporated the Land Use and Zoning Task Group's recommendations. The zoning report, which recommended the addition of neighbourhood-serving commercial uses at-grade with residential above, was approved by Planning and Economic Development Committee and City Council on September 8, 1998, and September 16, 1998, respectively. The second phase of the study consists of the recommendations brought forward by the Streetscaping and Traffic Calming Task Group which are the subject of this report.

Study Area

The study area comprises all properties along Gladstone Avenue extending between Bank Street and Bronson Avenue (see Document 1).

Recommendation 1

The Streetscaping and Traffic Calming Task Group was formed as a result of the launching of the Gladstone Avenue Improvement Initiative Study in May 1997. This Task Group met twice a month (from May 1997 to December 1997) to discuss possible landscape/street calming improvements to Gladstone Avenue. Consequently, this Group's recommendations, as detailed in Document 2, were developed as a result of the numerous discussion sessions amongst community members. A total of 15 recommendations were formulated and these are grouped into seven categories.

The recommendations of the Task group dealing with streetscaping and traffic issues were circulated to other City Branches and Departments and to outside technical agencies (i.e., RMOC, Ottawa Hydro). As a result of the technical circulation, a number of comments were received. Some of the Task Groups recommendations are in conflict with previous Council decisions (i.e., the Centretown Traffic Calming Plan-CTCP), are already incorporated into current work programs (i.e., review of truck routes on roads transferred from the RMOC to the City); relate to matters that require comprehensive policy decisions (i.e., ensuring that resources are made available to implement the recommendations); require identification of capital and operating funds (physical improvements to public property); or relate to matters that are not solely under the jurisdiction of the City (i.e., modifications to the Bronson/Gladstone intersection).

Staff accepts that the recommendations of the Task Group represent the community's response to the streetscaping and traffic concerns along Gladstone Avenue, and that they serve to highlight the priority areas, from the community's perspective, for physical improvements to support the evolution of the street to become an integral part of the residential areas to the north and south. In this context, the overall thrust of the Task Group's recommendations are reasonable and to be applauded. It is, therefore, recommended that the recommendations of the Task Group dealing with the Streetscaping and Traffic issues be received. This will ensure that existing Council policies/directives and existing work programs and associated budgets will be respected, and that works will not be undertaken without having been subject to technical evaluations, detailed designs and the identification of capital and operating funds, where these are required.

Recommendation 2a

Task Group Recommendation 1 was formulated prior to Committee and Council consideration of a staff report dealing with the Centretown Traffic Calming Plan on April 8, 1998, and on April 15, 1998 respectively. As worded, Task Group Recommendation 1 conflicts with Council's already established position on the CTCP and with the direction that has been provided by Council for consideration of traffic calming measures for implementation along City streets within Centretown.

Staff's Recommendation 2a, in responding to the Task Group's recommendation, clearly establishes that consideration will be given to implementing traffic calming measures as part of the Proposed Road Reconstruction and Sewer Project along Gladstone Avenue in the year 2000. Consistent with Council's previous directive for implementation of traffic calming measures in Centretown, those measures along Gladstone that will be considered for implementation are reflected in the preferred CTCP. Proposals made by the Task Group that differ from the CTCP can be considered during the design and consultation stages. Also, consistent with Council's established process, implementation of any measure being considered will be subject to technical evaluation, detailed design, the identification of capital and operating funds and additional public input as required under the Municipal Act.

The placement of stand-alone planter boxes, or other "non-standard" physical elements within the roadway to implement mid-block and intersection narrowings can pose a serious concern for safety and for road operations, and can impact on driver sight lines at intersections. Staff therefore cannot support the introduction of stand-alone planter boxes to implement on a priority basis mid-block and intersection narrowings. Staff are recommending that Council clearly establish a directive that implementation of such measures not be considered.

Recommendation 2b

The Centretown Traffic Calming Plan identified the Bronson and Gladstone Avenue intersection as a location requiring physical modifications to improve pedestrian safety. However, because the Bronson/Gladstone Avenue intersection is under Regional jurisdiction, any modifications will require approval by Regional Council.

Consistent with Regional Council directives when Regional Council dealt with the Centretown Traffic Calming Plan, RMOC staff have initiated work to give consideration to implementing the traffic calming measures identified for the Bronson/Gladstone intersection in the Preferred Traffic Calming Plan for Centretown in conjunction with the Proposed Road Reconstruction and Sewer Project for Gladstone Avenue in the year 2000. In response to Task Group Recommendation 2A, staff are recommending that the RMOC be requested to further investigate the recommendations of the Task Group as part of their current work to investigate traffic calming modifications for the Gladstone/Bronson intersection.

To date RMOC staff, in response to the circulation of the Task Group's recommendations, have advised as follows:

- they are presently examining the possibility of providing eastbound and westbound left-turn lanes on Gladstone Avenue at Bronson Avenue.
- they cannot support left-turning signals since left turn-traffic movements are minimal during peak traffic periods. Consequently, the introduction of special left-turn signal phasing would increase delay to all competing traffic movements including those of the crossing pedestrians.
- they have reviewed the current timing for pedestrian crossings at this intersection, and have determined that the times allocated for these movements are appropriate. The road narrowing identified for both sides of Gladstone immediately east of Bronson Avenue in the Centretown Traffic Calming Plan, if implemented, could potentially reduce the roadway width at the intersection to the extent that under most circumstances, a pedestrian would be able to complete his/her crossing under the walk display.

Finally, staff would advise that medians are not currently being proposed as part of the work being undertaken by the RMOC. Also, medians have not been proposed for Gladstone Avenue at Bronson in the Centretown Traffic Calming Plan. This, however, does not preclude the construction of medians should future approved designs require their installation.

With staff Recommendation 2b, a directive is provided to request the RMOC to further explore some of the specific requests of the Task Group to determine whether there is a possibility to refine the modifications identified in the Centretown Traffic Calming Plan that are being considered for implementation in 2000.

Recommendation 2c

The Licensing, Transportation and Buildings Branch has scheduled as part of its 1999 Traffic Operations Work Program, a review of the truck route designations of roads recently transferred from the RMOC to the City. Recommendation 2c provides clear direction to investigate the possibility of eliminating Gladstone Avenue as a designated truck route.

Under the overall review, determinations will be made as to whether there are roads that may not be required to have their truck route designations should be retained. This will involve an examination of the overall truck route system, and the role that the streets play in that system, and will look at adjacent land uses and areas to identify possible impacts that may result should a truck route designation be removed for certain streets.

While final determinations with respect to Gladstone Avenue will be made following the completion of the overall review, staff would advise that a preliminary examination of the truck route system shows Gladstone Avenue as an important truck route link. The elimination of this link may result in the diversion of truck traffic onto adjacent residential streets. Also, given the nature of uses along the street, it is expected that no significant reduction in the use of the street by heavy trucks would result, regardless of whether or not it is designated a truck route. The overall review will look into the foregoing in greater detail prior to arriving at a final staff position regarding the possible elimination of Gladstone from the truck route system.

Recommendation 2d

Task Group Recommendation 3B makes reference to the retention of the “secondary east/west bicycle route along Gladstone”. Staff would advise that the “primary” and “secondary” designations for bicycle routes in the Comprehensive Cycling Plan are no longer in use (this has occurred subsequent to the Task Group formulating the recommendations). Any treatment for bicycle routes is based on a case-by-case basis relative to need, opportunity and availability of funding. Further, any decision with respect to the priority for treatment must be made through the Ottawa Cycling Advisory Group (OCAG). Staff Recommendation 2d provides direction for staff to bring forward the recommendations of the Task Group to OCAG for consideration. Recommendation 2d also provides direction to ensure cycling needs are accommodated to the extent possible with any physical modifications that may be made to the road, including the modifications to be considered as set out in staff Recommendation 2a for the proposed roadway and sewer work scheduled for 2000.

Recommendation 2e

Task Group Recommendation 7C proposes periodic traffic flow and speed survey monitoring. Before and after monitoring is an established practice for examining the need and nature of physical changes, including traffic calming, that may be considered for roadways to respond to traffic issues. Monitoring includes collecting data related to traffic volume and speed prior to the implementation of measures, and collecting data after implementation to identify the effectiveness of the measures installed. Staff Recommendation 2e provides direction to ensure that this monitoring will be undertaken prior to and following the implementation of any roadway modifications.

Recommendation 3

The Task Group recommended a number of actions which have limited or no impact on traffic measures, but rather serve to enhance the urban design character and livability of Gladstone Avenue. These actions include: a welcoming entrance to Gladstone from Bronson Avenue, additional bus shelters at the Bronson Avenue/Gladstone Avenue intersection, hanging flower baskets, private property beautification, streetscaping, tree planting, improving the Ottawa Hydro site, and a on-going relationship with the street’s business community. These are addressed in more detail below.

As a general comment, however, there are no current City of Ottawa funding sources to implement these activities, and no staffing resources to assign to them. It is therefore recommended that these activities be pursued on a community “self-help” basis, with City staff acting as a catalyst to promote the implementation of these activities by the community. In particular, staff will provide guidance to the McNabb Neighbourhood Improvement Bunch as the lead community group which will be responsible for the implementation of the non-traffic-related Task Group recommendations. To that end, it is proposed that the already approved Planning Branch Work Program be brought back to Planning and Economic Development Committee for review, and for the inclusion of Gladstone activities within it (and for the year 2000 Planning Branch Work Program as well).

Outlined below are the six non-traffic-related Task Group recommendations, as itemized and numbered by the Task Group, with staff comments.

Task Group Recommendation 2B: the creation of a “welcoming entrance” at the northeast and southeast corners of Bronson at Gladstone, primarily by “greening” the chain link fence west of McNabb Arena.

The Department of Community Services has reviewed the recommendation and indicated that this would be best achieved by planting small clusters of low maintenance coniferous trees located randomly along the fence to break up its line and regularity. This type of planting would address any safety and maintenance concerns. However, proper funding, which is not available, will be required within the budget of the Department of Community Services to implement the planting.

Task Group Recommendation 2C: additional OC Transpo bus shelters at the southeast and northeast corners of Gladstone and Bronson to serve the west bound route on Gladstone and the northbound route on Bronson respectively.

Planning Branch staff have written to OC Transpo to request this. After some investigation, the OC Transpo response is: “While these two bus stop locations warrant a shelter, there is currently a space limitation within the road right of way for any installation. Shelters could only be accommodated on private property”. In addition, OC Transpo has advised that: “To accommodate the Gladstone Improvement Initiative, we have investigated the possibility of installing bus shelters on private property at the northeast and southeast corners of Gladstone and Bronson Avenue. The following is the outcome of our investigation: 1. There is not enough room to install a shelter and base at the property located on the north side of Gladstone at this corner, and 2. The south side of this corner is property owned by a gas station and there is also no room to place a shelter. It is also private property and we have not been given permission to place a shelter there.” Despite this response, staff would pursue whether alternatives exist for the westbound route shelter, and if the owners’ permission could be obtained for the northbound route shelter.

Task Group Recommendation 4A: that the northwest corner of Gladstone and Percy be improved by relocating park benches and adding landscaping.

The Department of Community Services has no objection to removing the benches along the north side of Gladstone Avenue, west of Percy Street, nor to formalizing the existing footpath running diagonally from the corner of Percy and Gladstone to the McNabb Arena entrance. In addition the Department of Community Services indicated that they have no objection to adding foundation planting to the arena/community centre, subject to the appropriate funds being available. Deciduous or coniferous trees, sited to minimize visual obstruction, would be more appropriate as they require no long-term maintenance. Pedestrian-oriented lighting or wall-mounted lighting (on the arena) would increase the lighting in the surrounding area. It is to be noted that appropriate funding will be required to implement these recommendations.

Task Group Recommendation 4B: the installation of hanging flower baskets on light standards and/or hydro poles.

The installation of hanging baskets from utility poles would require City Council approval. The approval would be subject to conditions which would address installation, maintenance funding and liability issues, as well as the manner in which the baskets would be affixed to the poles. It should be noted that the appropriate funding required to implement this recommendation is typically covered by the community or private sector. With regard to the hanging flower baskets installed on hydro poles, Ottawa Hydro has indicated that an agreement between Ottawa Hydro and a Gladstone Business Improvement Association (BIA) would be required. At the moment Gladstone Avenue does not have a BIA. Should a BIA or other legal entity exist to accept legal responsibility for the baskets and hardware, Ottawa Hydro would review the proposed plans showing the locations of the hanging flower baskets and would conduct a field survey to determine the acceptability of their proposal. The memorandum of understanding would then be finalized with the BIA or other legal entity.

Task Group Recommendations 5A, B, C, D, and E: possible incentives to property owners (5A) and business owners (5B) to improve the appearance of their street frontage; establishing streetscaping guidelines for Gladstone (5C), the possible inclusion of wall murals (5D), and maintaining the “Do It Yourself Tree Planting Program” (5E).

Appropriate funds would be required to address the recommendation of providing incentives to property and business owners to beautify their properties. The recommendation for the City to establish streetscaping guidelines for Gladstone Avenue and the possible inclusion of wall murals would be referred to the Planning Branch for consideration in the 1999 and future work programs. The “Do-It-Yourself Tree Planting Program” continues to be promoted by the Department of Urban Planning and Public Works, as is a similar program at the Region: “Plant for Tomorrow”.

All of the above five items would be pursued by Planning Branch staff as part of the Gladstone additions to the Branch’s 1999 Work Program (and future Work Programs if appropriate).

Task Group Recommendation 6: improvement of the Ottawa Hydro site at Gladstone near Lyon Street.

Subsequent to the circulation of the Streetscaping and Traffic Calming Task Group’s recommendations, Ottawa Hydro has advised that several street trees have been planted along the frontage of their property at the northeast corner of Gladstone Avenue and Lyon Street. This item is considered complete.

Task Group Recommendations 7A and 7B: requirement for implementation

Recommendation 7A requests that the City facilitate and support the bringing together of the existing Gladstone business community as well as potential new businesses. Recommendation 7B requests that the City continue to work with the community, and ensure that adequate resources are available for implementation.

Currently, there is no funding or staff resource allocations available to address or respond to recommendations 7A and 7B, nor are there any existing municipal programs that would allow staff to provide the recommended assistance to facilitate and bring together the business interests.

Recommendation 4

The McNabb Neighbourhood Improvement Bunch, in addition to having been involved in the Gladstone study for its duration, were instrumental in ensuring that this study was initially undertaken. This recommendation will ensure that this community group not only continues to be a part of the implementation phase, but that they will be have a lead role in it.

Recommendation 5

This recommendation will ensure that the implementation of all Task Group recommendations (traffic-related and non-traffic-related) are monitored at the end of one year for completion and/or current status.

Economic Impact Statement

There is no immediate cost associated with the staff recommendations. However, should certain recommendations of the Streetscaping and Traffic Calming Task Group be implemented, this will result in future capital and maintenance costs. The Streetscaping and Traffic Calming Task Group recommendations which entail capital and operating costs to the City will be determined and evaluated at the time that the recommendations are being considered. Any costs will be reported to Committee and Council for their consideration prior to approvals.

Environmental Impact

This report falls under the automatic exclusion list, Item D, studies. Future development of the streetscape may be subject to the Municipal Environmental Evaluation Process depending upon the proposed work. If required, reports will be completed at that time.

Consultation

Numerous meetings with the community took place approximately twice a month from May 1997 to February 1998 and a public meeting to discuss these recommendations was held on March 10, 1998.

Disposition

Department of Community Services (Recommendation 3 [Task Group Recommendation 4A])
Department of Urban Planning and Public Works (all other Recommendations)

List of Supporting Documentation

- Document 1 Location Map
- Document 2 Gladstone Avenue Improvement Initiative Streetscaping and Traffic Calming
Task Group Recommendations
- Document 3 Compatibility with Public Participation Policy / Input from other Departments
or Government Agencies

Streetscaping and Traffic Calming Task Group
Recommendations

1. Centretown Traffic Calming Study

That the RMOC and the City of Ottawa adopt the Centretown Traffic Calming Plan and implement immediate measures relating to Gladstone Avenue on a priority basis such as midblock and intersection street narrowing through the use of street-side concrete planters. (High Priority)

2. Intersection at Bronson and Gladstone Avenue

- A. That the Bronson/Gladstone intersection be redesigned to include priority (advance) left turning lanes and signals onto Bronson from Gladstone Avenue, extend time of pedestrian crossing signal and incorporate a median on Gladstone Avenue. (High Priority)
- B. That the City of Ottawa incorporate design elements to create a “welcoming entrance” at the northeast and southeast corner of Bronson Avenue and Gladstone Avenue to indicate the entry onto a residential community (i.e. the “greening of the existing chain link fence located at the northeast corner). (High Priority)
- C. That the City of Ottawa approach OC Transpo to install additional bus shelters at the northeast corner of Bronson Avenue and Gladstone Avenue (west bound route on Gladstone) and at the southeast corner of Gladstone Avenue and Bronson Avenue (north bound route on Bronson Avenue) and that they be incorporated into the design elements of the proposed entrance feature. (High Priority)

3. Traffic and Circulation

- A. That the City of Ottawa, as a result of the transfer of ownership of Gladstone Avenue from a regional road to a city street, eliminate Gladstone Avenue as a trucking route and redirect truck traffic away from Gladstone Avenue to regional roads having a vehicle traffic function. (High Priority)
- B. That the City of Ottawa maintain the secondary east/west bicycle route along Gladstone Avenue and establish safety design features for cycling such as improved signage and street painting. (Medium Priority)

4. Beautification on Public Property

- A. That the City of Ottawa improve the northwest corner of Gladstone Avenue and Percy Street by relocating the existing park benches currently located west of this intersection, formalizing the existing footpath, adding foundation planting to the Community Centre and by improving the on-site lighting. (High Priority)

- B. That the City of Ottawa facilitate the installation of hanging flowering baskets (natural or artificial flowers) on each hydro pole and/or light standards along Gladstone (Low Priority)

5. Beautification on Private Property

- A. That the City of Ottawa encourage and provide incentives to property owners along Gladstone Avenue to maintain and beautify their front properties by planting shrubs and/or ornamental trees, repairing and painting front porches, etc. (High Priority)
- B. That the City of Ottawa encourage and provide incentives to commercial property owners with on-site parking to improve the street frontage appearance, provide adequate on-site lighting and establish controlled accesses. (High Priority)
- C. That the City of Ottawa establish streetscaping guidelines for Gladstone Avenue. (High Priority)
- D. That the City of Ottawa investigate the inclusion of wall murals at appropriate locations along Gladstone Avenue. (High Priority)
- E. That the City of Ottawa maintain and promote the “Do It Yourself” Tree Planting program. (High Priority)

6. Ottawa Hydro

That the City of Ottawa facilitate ongoing initiatives of the Gladstone Avenue Improvement group with Ottawa Hydro to visually enhance the site on Gladstone Avenue (following other examples such as the hydro site at Lisgar and Bay, and 1894 Kilborn Avenue). (High Priority)

7. Requirement for Implementation

- A. That the City of Ottawa provide facilitation and support in the bringing together of the existing Gladstone Avenue Business Community as well as new potential business interests to participate in the Gladstone Improvement Initiative.
- B. That the City of Ottawa continue to work with the community and ensure that adequate resources are available to implement the recommendation of the Gladstone Improvement Initiative.
- C. That the City of Ottawa undertake periodic traffic flow and speed surveys along Gladstone Avenue in order to monitor the effectiveness of the Gladstone Improvement Initiative.

Compatibility with Public Participation Policy

NOTIFICATION AND CONSULTATION PROCESS

Notification and consultation procedures were carried out in accordance with the Early Notification Procedure P&D/PPP/N&C#1 approved by City Council.

SUPPLEMENTAL NOTIFICATION AND CONSULTATION

Four public community meetings as well as a further 14 meetings of the Streetscaping and Traffic Calming Task Group occurred during the course of this planning study.

SUMMARY OF PUBLIC INPUT

The task group planning approach was the planning approach preferred by the community. The Streetscaping and Traffic Calming Task Group committed a significant amount of time to develop the Streetscaping and Traffic Calming Recommendations. Four public meetings were held as part of the consultation process involving the general public.

INPUT FROM OTHER DEPARTMENTS OR OTHER GOVERNMENT AGENCIES

COUNCILLOR'S COMMENTS

Councillor Arnold is aware of the Streetscaping and Traffic Calming Task Group's recommendations.