

# APPENDIX

## **B** PIC 1 SUMMARY REPORT





---

**HIGHWAY 7 & HIGHWAY 15 INTERSECTION IMPROVEMENTS**

**(GWP 4084-16-00)**

**Preliminary Design and Class Environmental Assessment &  
Secondary Plan Studies**

**CLASS ENVIRONMENTAL ASSESSMENT  
FOR PROVINCIAL TRANSPORTATION FACILITIES  
(GROUP B)**

---

**PUBLIC INFORMATION CENTRE #1 (December 13, 2018)**

**SUMMARY REPORT**

March 2020

Carleton Place, Ontario



## TABLE OF CONTENTS

Introduction.....	2
Project Background.....	2
Purpose .....	2
Location, Date and Time .....	3
Methods of Notification.....	3
Project Team Representatives.....	4
Format and Material Displayed .....	5
Attendance .....	5
Website .....	6
Summary of Comments .....	6
Next Steps.....	24

## LIST OF TABLES

Table 1: Summary of Comments Received and Responses (November 27, 2018 to January 31, 2019)....	7
---	---

## LIST OF FIGURES

Figure 1: Canada Post Neighbourhood Mail Distribution Area.....	4
Figure 2: Unique website visitors (November 29, 2018 to January 31, 2019).....	6

## LIST OF APPENDICES

Appendix A – Newspaper Notice	
Appendix B – Notification Materials	
Appendix C – PIC Display Materials	
Appendix D – Comments Received and Responses	

## INTRODUCTION

The Ministry of Transportation (MTO) retained WSP to undertake a Preliminary Design and Class Environmental Assessment (Class EA) Study for improvements to the intersection of Highway 7 and Highway 15 (GWP 4084-16-00), in the Town of Carleton Place.

The objectives of this study include:

- Improvements to the intersection of Highway 7 and Highway 15 to meet interim and long-term transportation needs;
- A review of commercial entrances to Highways 7 and 15 to ensure safe and efficient traffic operations and to support ongoing and proposed development of surrounding lands; and
- Consideration for all road users including active transportation.

In parallel with the Preliminary Design and Class EA Study, MTO and WSP are working with the Town of Carleton Place to develop a Secondary Plan for lands surrounding the Highway 7 and Highway 15 intersection.

This report documents the comments and questions received from local elected representatives, external agencies, Indigenous communities, landowners and members of the public during and following Public Information Centre #1 (PIC #1) held for the studies on Thursday, December 13, 2018.

## PROJECT BACKGROUND

### ***Preliminary Design and Class EA Study***

The Class EA Study is being undertaken to improve the operation and safety of the Highway 7 and Highway 15 intersection.

The Study is being carried out in accordance with the approved environmental planning process for Group 'B' projects under the MTO *Class Environmental Assessment for Provincial Transportation Facilities* (2000), and will be documented in a Transportation Environmental Study Report (TESR).

### ***Secondary Plan Study***

The Secondary Plan Study is being undertaken to develop a vision and guiding principles for development and redevelopment in the Secondary Plan area and to address the need for an access management plan for the properties surrounding Highway 7 and Highway 15. It is being developed in consultation with landowners and the public and is following the approved process under the *Planning Act*, R.S.O. 1990, c. P.13. Upon completion of the Secondary Plan, it will be presented to the Town of Carleton Place for adoption.

### ***Integrated Class EA and Secondary Plan Process***

The studies are being undertaken in parallel to integrate the consultation requirements of both processes and jointly consider transportation needs and ongoing development within the study area.

## PURPOSE

PICs provide stakeholders who are most likely to be affected by a proposed project with the opportunity to review planning and project information and discuss their concerns with members of the Project Team.

The purpose of PIC #1 was to provide an opportunity for stakeholders to review and comment on the following elements of the project:

- The purpose of the studies and the overall integrated study process;
- Existing conditions in the study area;
- Existing and future transportation conditions;
- Problems and opportunities;

- The proposed Highway 7 and Highway 15 intersection alternatives;
- The Secondary Plan draft vision and guiding principles;
- The proposed Secondary Plan local road network access alternatives; and
- The evaluation process that will be used to determine the preferred Highway 7 and Highway 15 intersection improvement alternative.

This is the first of two PICs to be held for this project. The second PIC will present the evaluation criteria and methodology used to determine the preferred intersection improvement alternative, and the results of the evaluation, including the Recommended Plan for the intersection improvements and preliminary mitigation measures. PIC #2 will also present the draft Secondary Plan including the proposed local access network, schedules and associated land use planning policies.

## LOCATION, DATE AND TIME

PIC #1 was held as follows:

<b>Date:</b>	Thursday, December 13, 2018
<b>Location:</b>	Carleton Place Arena – Upper Hall 75 Neelin Street Carleton Place, Ontario K7C 4H1
<b>Time:</b>	4:00 pm to 7:00 pm

A session was offered from 3:00 pm to 4:00 pm in advance of PIC #1 for any interested local elected representatives, Indigenous community representatives, and external agency representatives.

## METHODS OF NOTIFICATION

### *Public Notification*

A “Notice of Public Information Centre #1” was published in the following local newspapers to inform the general public of the date, time and location of the PIC, and to provide an opportunity to submit information, comments or questions.

- Ottawa Citizen Thursday, November 29, 2018
- Carleton Place – Almonte Gazette Thursday, November 29, 2018

In addition, approximately 3,560 residents and businesses within the vicinity of the Highway 7 and Highway 15 intersection received a brochure advertising the “Notice of Public Information Centre #1” through Canada Post Neighbourhood Mail. The addresses that received the brochure are shown in **Figure 1** (Canada Post Distribution Routes).

Copies of the newspaper notices and brochure are included in **Appendix A**.

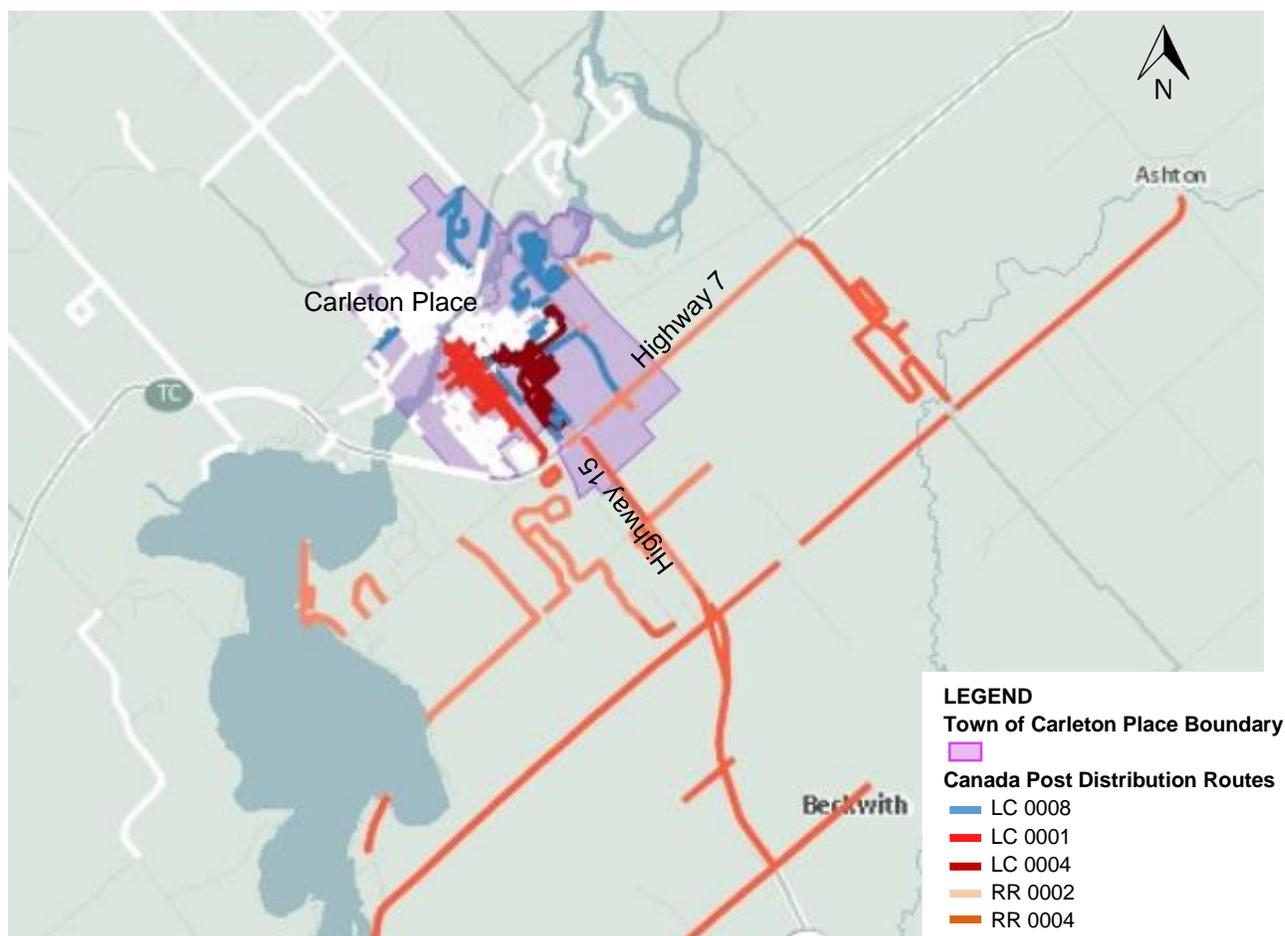


Figure 1: Canada Post Neighbourhood Mail Distribution Area

### Stakeholder Notification

On November 27, 2018 a “Notice of Public Information Centre #1” letter was distributed by mail to the study mailing list consisting of local elected representatives, Indigenous communities, landowners, external agencies, and interest groups. The purpose of the letter was to inform organizations of the date, time and location of PIC #1, and provide an opportunity to submit information, comments or questions.

Copies of the letters and enclosures are included in **Appendix B**.

## PROJECT TEAM REPRESENTATIVES

The following members of the Project Team were available at the PIC to discuss the studies with attendees:

- |                         |                                       |
|-------------------------|---------------------------------------|
| • Mr. Peter Fraser      | MTO Senior Project Engineer           |
| • Ms. Sharon Westondorp | MTO Senior Environmental Planner      |
| • Mr. Stephen Kapusta   | MTO Corridor Management               |
| • Mr. David Brake       | MTO Traffic                           |
| • Mr. Paul Knowles      | Town Engineer, Town of Carleton Place |
| • Ms. Diane Smithson    | CAO, Town of Carleton Place           |
| • Ms. Heather Templeton | Consultant Project Manager, WSP       |

- Ms. Rhonda George-Hiebert Consultant Project Manager, WSP
- Ms. Nadia De Santi Consultant Senior Project Manager, WSP
- Mr. Stefan Sirianni Consultant Highway Designer, WSP
- Ms. Meghan MacMillan Consultant Environmental Planner, WSP (*Bilingual*)
- Ms. Jade Garland Consultant Assistant Environmental Planner, WSP

## FORMAT AND MATERIAL DISPLAYED

PIC #1 was organized as an informal “drop-in” style session which allowed interested parties to review, discuss, and provide comments on any aspect of the studies. Attendees were greeted upon arrival and were encouraged to sign the register and to submit written comments on comment forms provided.

The PIC provided an introduction to the Class EA and Secondary Plan Study processes and an opportunity for stakeholders to review and comment on the proposed intersection alternatives, the Secondary Plan local access network alternatives, the Secondary Plan draft vision and guiding principles, and the evaluation process. Display materials included:

- Study purpose and overview of integrated processes;
- Existing conditions, including the policy and planning context, social / cultural, and natural environment conditions;
- Future transportation conditions;
- Problems and opportunities;
- Alternatives to the undertaking;
- Secondary Plan draft vision and guiding principles;
- Gateway and streetscaping opportunities;
- Intersection improvement alternatives and evaluation process;
- Secondary Plan local access network and alternatives; and
- Next steps.

The PIC display materials were posted to the project website on Friday, December 14, 2018. During the PIC, it was explained that the display materials would become available on the project website for online viewing and download. The project website address, project email address and Project Team contact information were provided on the “Next Steps” display board and comment sheets provided at the PIC. They were also provided in the Notice of PIC #1 letters, brochures and newspaper notices.

A copy of the PIC #1 display materials is included in **Appendix C**.

## ATTENDANCE

During the course of the advance session (3:00 PM – 4:00 PM) and the PIC (4:00 PM – 7:00 PM), a total of 40 individuals signed the register.

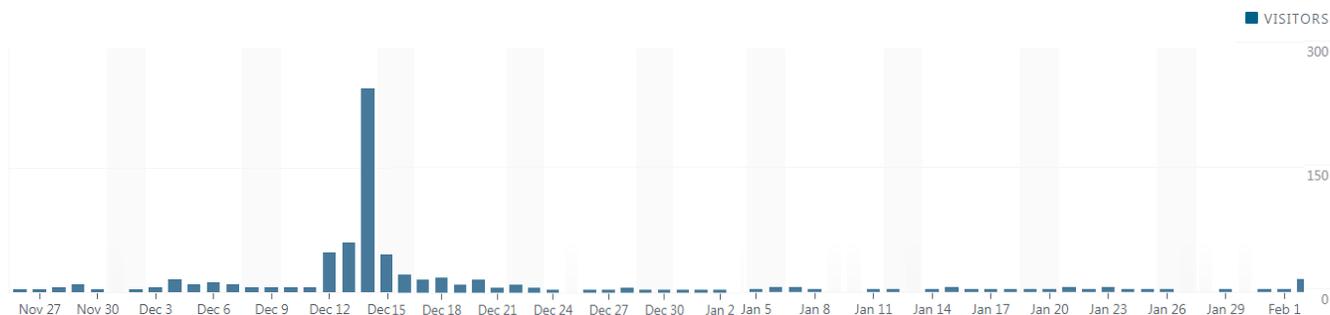
In addition to members of the general public, the following elected official representatives, and external agencies and interest groups were present:

- A Representative from the office of the MPP for Lanark-Frontenac-Kingston;
- The Mayor of the Town of Carleton Place;
- Two Town of Carleton Place Councillors;
- Representative of the Town of Carleton Place Urban Forest / River Corridor Committee;
- The Reeve of Beckwith Township;
- A Beckwith Township Councillor;
- A Representative from the Town of Carleton Place Chamber of Commerce; and
- A Representative from Hydro One.

## WEBSITE

Following publication of the newspaper notices advertising the PIC and leading up to the event date (November 29, 2018 to December 13, 2018), the project website ([www.hwy7-15ea.ca](http://www.hwy7-15ea.ca)) had 178 visits. During the seven-week period following the PIC (December 14, 2018 – January 31, 2019 inclusive) during which comments were requested, the website had 445 visits (**Figure 2**).

Four comments were received through the project website comment form during the PIC comment period.



**Figure 2: Unique website visitors (November 29, 2018 to January 31, 2019)**

## SUMMARY OF COMMENTS

Due to the close proximity of the PIC to the 2018 holiday season, the comment closing period was extended until January 31, 2019 to ensure ample time for interested persons to review the PIC materials and provide their comments to the Project Team. The following represents a summary of comments received from the two weeks prior to the PIC, until the end of the seven-week comment period.

A total of 25 comments were received from local elected representatives, external agencies, landowners and the general public throughout the two weeks prior and seven weeks following the PIC. As mentioned above, PIC attendees were encouraged to complete comment sheets. Eight comment sheets were submitted at the PIC, two of which did not require a response.

In general, the comments received included:

- Observations of safety concerns (e.g., collisions, queueing) and operational issues within the study area;
- Questions regarding the CPR Overpass and whether it would be removed as part of this study;
- Questions regarding individual property / access impacts;
- Observations regarding pedestrian safety and connectivity through the study area.

**Table 1** represents a summary of the comments received. Comments were received through email, phone calls, and comment sheets and are presented in the table in order of receipt. All comments have been given a reference number (top right corner) and are included in **Appendix D**.

All comments requiring a response were responded to with a letter or by phone addressing the submitter's comments, questions and/or concerns.

**Please Note:** Personal information has been removed in all submitted comments, in accordance with the *Freedom of Information and Protection of Privacy Act*.

**Table 1: Summary of Comments Received and Responses (November 27, 2018 to January 31, 2019)**

ID	Date / Form of Contact / Agency	Summary of Comments Received	Summary of Response Provided
External Agencies / Interest Groups			
Ex-1	November 27, 2018 / Email  Darin McRae / Beautiful Eastern Association of Snowmobile Trails	<ul style="list-style-type: none"> <li>Indicated a member of Beautiful Eastern Association of Snowmobile Trails will attend PIC #1.</li> </ul>	<b>No response required.</b>
Ex-2	December 13, 2018 / PIC #1 Comment Sheet  Jim McCreedy / Chair of Urban Forest/River Corridor Committee	<ul style="list-style-type: none"> <li>Concerns about tree removals south of Highway 7.</li> <li>Indicated there are large sugar maples that should be retained and that creeks and wetlands must be protected.</li> <li>Indicated that Bill 68 includes retaining and enhancing tree canopy cover within a municipality and that tree cover must be retained as much as possible south of Highway 7.</li> <li>Inquired which Environmental Impact Statement was reviewed for the study area.</li> </ul>	<p><b>Response sent by email from Meghan MacMillan, WSP Environmental Planner, on January 29, 2020.</b></p> <p>On behalf of the Ministry of Transportation (MTO), thank you for your comments and the information you provided at Public Information Centre (PIC) #1 held for the Highway 7 &amp; Highway 15 Intersection Improvements Preliminary Design / Environmental Assessment (EA) and Secondary Plan studies on December 13, 2018.</p> <p>We appreciate your concerns about retaining mature trees within the study area and protecting other important natural features. In order to gather background information on the existing conditions within the study area, we reviewed both the Existing Conditions – Natural Environment Features, Highway 7 South Conceptual Development Plan prepared by Muncaster (2013), and the Environmental Impact Statement prepared by Bowfin (2012). To confirm and update the findings of the above-mentioned reports, WSP ecologists also conducted terrestrial and aquatic field investigations in August 2018. The results of the field investigations have been documented in separate terrestrial and aquatic ecosystem existing conditions reports that may be forwarded to you upon your request.</p>

ID	Date / Form of Contact / Agency	Summary of Comments Received	Summary of Response Provided
			<p>As part of the EA Study, we have assessed potential impacts to the natural environment resulting from the recommended highway intersection improvements in order to identify mitigation measures to minimize negative impacts. The footprint of the highway intersections improvements is relatively minor and is anticipated to have minor impacts on natural features, such as vegetation, wildlife and watercourses, that can be mitigated during construction. Please note that only the intersection improvements are subject to the MTO Class EA process.</p> <p>Within the broader Secondary Plan study area, natural environmental impacts associated with any future development are to be assessed through the Town of Carleton Place's existing development approvals process, which may require preparation of an Environmental Impact Statement and be subject to approval from the local conservation authority.</p>
Ex-3	<p>December 30, 2018 / Email</p> <p>Nicholas Ariss / Provincial Constable, Ontario Provincial Police</p>	<ul style="list-style-type: none"> <li>• A member of the Carleton Place OPP Detachment provided personal insights and suggestions to be considered as part of the improvements to the Highway 7 and Highway 15 intersection, including the following:</li> <li>• Traffic queues on Highway 7 eastbound between Highway 15 and Mississippi Road (especially during summer weekends) creates a delay of upwards of 5 minutes per vehicle. They have witnessed impatient drivers use the shoulder and / or opposing lanes to pass stopped vehicles to exit Highway 7 at Napoleon Street to bypass the queues. Impatient drivers delayed are more likely to run the amber / red traffic light upon reaching Highway 15, creating an additional collision risk.</li> <li>• Suggested a dedicated right turn channel from Highway 7 eastbound to Highway 15 southbound that is not controlled by intersection / traffic signals at Highway 15.</li> <li>• Reduced sightline due to CPR overpass on Highway 7 eastbound as you are approaching Highway 15 has caused collisions due to fast moving motorists who are unfamiliar with the area crest the overpass and are not expecting to meet stopped traffic queued at the Highway 7 eastbound red light. The controlled intersection in close proximity to the crest of</li> </ul>	<p><b>Response sent by email from Meghan MacMillan WSP Environmental Planner, on January 29, 2020.</b></p> <p>Thank you for your comments regarding the Highway 7 &amp; 15 Intersection Improvements EA Study and Secondary Plan. We appreciate your observations and have taken these into consideration as part of this study. We would like to provide responses to your comments below.</p> <p><b>Highway 7 Eastbound Traffic Queues between Highway 15 and Mississippi Road</b></p> <p>Operational improvements at the Highway 7 &amp; 15 intersection have been reviewed as part of this project, including turning lane length and signal timing requirements. We are aware of and have received a number of comments regarding delays in the eastbound direction west of Highway 15.</p> <p>As part of this study, we have developed alternatives for improvements to the intersection that include:</p> <p>The addition of a through travel lane, as follows:</p>

ID	Date / Form of Contact / Agency	Summary of Comments Received	Summary of Response Provided
		<p>the overpass, combined with heavy traffic volumes during summer weekends do not provide enough warning for motorist who are unfamiliar with the area to stop.</p> <ul style="list-style-type: none"> <li>• Suggests the installation of a warning sign with flashing amber lights that is activated by the Highway 7 and Highway 15 intersection traffic signals. The warning system should be installed immediately prior to the commencement of the CPR overpass to warn approaching motorists of a red traffic signal to reduce speed and prepare to be stopped.</li> <li>• They have personally witnessed multiple collisions where motorists attempting to exit the Turpin Kia Dealership have been side-swiped by Highway 7 westbound traffic. The Highway 7 westbound exit at the dealership requires motorists to cross the Highway 15 southbound right turn channel, and then Highway 7 eastbound through lanes. In all of the incidences they witnessed, Highway 7 eastbound traffic was stopped and created a deliberate void, waving the motorist exiting dealership onto highway. The motorist exiting the dealership turned blindly left on to Highway 7 westbound and was immediately side-swiped by westbound traffic.</li> <li>• Suggested limiting traffic exiting Turpin Kia Dealership to right in / right out privileges only.</li> <li>• Agreed with study assessment regarding excessive collisions on Highway 7 between McNeely Avenue and Highway 15 as a result of traffic volumes and numerous entrance/ exits along the highway. Indicated they frequently witness motorists attempting to cross all five lanes of traffic to cross from one side of the highway to another, resulting in frequent side swipe collisions.</li> <li>• Agrees with study assessment of implementing a divided highway barrier to permit right-in/right-out access only.</li> <li>• Indicated they frequently witness pedestrians attempting to cross all five lanes of traffic on Highway 7 between McNeely Avenue and Highway 15 to access businesses along both sides of the Highway. Majority of foot traffic is from hotels on either side of the highway.</li> <li>• Indicated that the stretch of highway is not safe for pedestrian crossings.</li> </ul>	<ul style="list-style-type: none"> <li>• Highway 7 westbound (WB) from approximately 550 m east of McNeely Avenue to 360 m west of Highway 15;</li> <li>• Highway 7 eastbound (EB) from approximately 360 m west of Highway 15 to the Highway 7 / 15 intersection;</li> <li>• Highway 15 northbound (NB) from approximately 850 m south of Highway 7 to the Highway 7 / Highway 15 intersection; and</li> <li>• Franktown Road southbound (SB) for approximately 430 m north of Highway 7 to the Highway 7 / Highway 15 intersection.</li> </ul> <p>The addition of a dual left turn lane, as follows:</p> <ul style="list-style-type: none"> <li>• Highway 7 WB, Highway 15 NB and Franktown Road SB at the Highway 7 / Highway 15 intersection; and</li> <li>• Highway 7 WB and McNeely Avenue NB at the Highway 7 / McNeely intersection.</li> </ul> <p>WSP has completed a traffic operational analysis for this study looking at typical weekday peak hour conditions. Our traffic analysis shows that with implementation of the above-noted improvements, the eastbound traffic at the Highway 7 and Highway 15 intersection will operate with an acceptable level of service; however, there will be times such as long weekends in the summer where this may be exceeded.</p> <p>The additional through lanes and turning lanes in all legs of the intersection are expected to free up additional green time which was modelled and used where appropriate/needed.</p> <p><b>Reduced Sightlines due to Railway Overpass on Highway 7 Eastbound Approaching Highway 15</b></p> <p>We appreciate the specific concerns you have raised with respect to stopping sight distance issues approaching the Highway 7 &amp; 15 intersection eastbound from the former CP Rail overpass. We have reviewed the design criteria for the highway at the CP Rail overpass and it currently meets sight distance standards for the eastbound approach to the intersection.</p>

ID	Date / Form of Contact / Agency	Summary of Comments Received	Summary of Response Provided
		<ul style="list-style-type: none"> <li>• Suggested implementing a barrier down the middles of the highway to prevent pedestrians from crossing anywhere except for controlled intersections, or to install a set of traffic signals between Highway 15 and McNeely Avenue.</li> <li>• Indicated they agree with the study assessment that during peak afternoon times, traffic can queue from the Highway 7 and Highway 15 intersection to McNeely Avenue and beyond and indicated that in the event of a lane obstruction (collision, disabled vehicles, etc.), traffic can queue well towards Appleton Side Road.</li> <li>• Indicated they agree with study assessment that Highway 7 must be widened to permit two lanes of westbound traffic on Highway 7 to turn south onto Highway 15 and that the dedicated right turn channel from Highway 7 westbound onto Franktown Road should remain in place.</li> <li>• Suggested that “No Standing / No Stopping” signs be posted along highway 7 between Highway 15 and McNeely Avenue to prevent large commercial vehicles from obstructing lanes.</li> </ul>	<p>The bridge is still in good condition and was rehabilitated in 2014. The option of replacing the bridge with a structural culvert will be considered in the future when the structure approaches the end its service life. MTO has committed to reviewing this alternative when the bridge requires replacement.</p> <p>Once the intersection improvements are implemented and traffic has adjusted to the new conditions, MTO will undertake a review of the existing posted speed and whether or not a flashing amber would be warranted west of the former railway structure.</p> <p><b>Collisions with Exiting Turpin Kia Dealership with Highway 7 Westbound Traffic</b></p> <p>All of the alternatives we have developed for the intersection improvements includes restricting this access from Highway 7 to right-in / right-out only.</p> <p><b>Collisions on Highway 7 between McNeely Avenue and Highway 15</b></p> <p>We appreciate your comments in agreeance with the proposed median along Highway 7. In the interim, the raised median will be installed along at the Highway 7 and Highway 15 and Highway 7 and McNeely Avenue intersections to improve safety. In the long-term, a raised median will be installed along the entire Highway 7 corridor from McNeely Avenue to Highway 7. At that time, access will be restricted to right-in, right-out only on Highway 7.</p> <p>The Project Team has been working closely with the adjacent businesses in order to reduce the number of entrances and provide alternative access from the rear of their property.</p> <p><b>Pedestrian Crossing on Highway 7 between McNeely Avenue and Highway 15</b></p> <p>We appreciate your suggestion of adding a fence along the median of Highway 7 to deter pedestrians from crossing the highway at unofficial crossings. As part of the Preliminary Design and Secondary Plan studies, we are looking at pedestrian movement throughout the highway corridor and Secondary Plan areas to determine pedestrian movement and provide connections</p>

ID	Date / Form of Contact / Agency	Summary of Comments Received	Summary of Response Provided
			<p>to the north and south of the highway. The intersection improvement alternatives all include sidewalks along both sides of Highway 7 as well as cross walks at all intersections.</p> <p><b>Traffic Queues Westbound on Highway 7 between Highway 15 and McNeely Avenue</b></p> <p>We appreciate your suggestion to install “No stopping” signs along Highway 7 between McNeely Avenue and Highway 15 and will consider adding these signs as part of the intersection alternatives.</p>
Ex-4	<p>December 31, 2018 / Email</p> <p>Kimberly Livingstone / Heritage Planner, MHSTCI</p>	<ul style="list-style-type: none"> <li>Indicated that MTCS’ interest in this Environmental Assessment (EA) project relates to its mandate of conserving Ontario’s cultural heritage, which includes: <ul style="list-style-type: none"> <li>Archaeological resources, including land and marine;</li> <li>Built heritage resources, including bridges and monuments; and,</li> <li>Cultural heritage landscapes.</li> </ul> </li> <li>Indicated that all technical cultural heritage studies and their recommendations are to be addressed and incorporated into EA projects.</li> <li>Requested to be provided copies of the technical cultural heritage studies (e.g. Cultural Heritage Assessment Report and the Project Information Form number for Stage 1 AA) for review.</li> </ul>	<p><b><i>Response to be provided once heritage and archaeological assessments are completed.</i></b></p>
<b>Impacted Property Owners</b>			
IPO-1	<p>December 16, 2018 / Email</p> <p>Property Owner</p>	<ul style="list-style-type: none"> <li>Concerned about potential impacts to property; indicated they do not see where new entrances to their properties are proposed.</li> <li>Inquired how compensation works.</li> </ul>	<p><b><i>Response provided by email from Meghan MacMillan, WSP Environmental Planner, on December 21, 2018.</i></b></p> <p>Thank you for your email sent on December 16, 2018. You are correct that all of the alternative intersection improvements shown online do directly impact your property and entrance at 10500 Highway 7.</p> <p>The property impacts are a result of the proposed widening of the intersection needed to accommodate future traffic volumes. As part of this study, we are also looking at existing entrances to Highway 7</p>

ID	Date / Form of Contact / Agency	Summary of Comments Received	Summary of Response Provided
			<p>and opportunities to close or consolidate those accesses. We have developed alternative options to provide accesses to properties along Highway 7 through a local private access road, as shown on slides 26-28.</p> <p>We are currently completing two concurrent studies: a Preliminary Design and Environmental Assessment study for improvements to Highway 7 at Highway 15, and a separate Secondary Plan for the Town of Carleton Place for the land surrounding the intersection. Over the winter and spring 2019, we will be evaluating the intersection improvement and local access alternatives presented at the Public Information Centre (PIC) to identify a recommended plan. The recommended plan will be presented to landowners first and then the general public at a second PIC in spring / summer of 2019. A detailed study schedule is shown online on slide 30.</p> <p>Once this study is complete and a recommended plan for intersection improvements has been identified, any property acquisitions will then be negotiated individually between MTO and property owners based on the fair market value of the property. MTO regulates the area surrounding a provincial highway, and any future development proposed within that area is subject to MTO's review and approval. MTO will review and consider the proposed land use, expected traffic generation, entrances and building locations when reviewing development applications.</p> <p>We recognize that every property owner impacted by this project has specific concerns. For that reason, MTO and WSP (MTO's consultant) have encouraged landowners and business owners to participate in the study, primarily through two landowner meetings – one held in September and one earlier this month. We welcome the opportunity to meet with you in the new year to discuss specific potential impacts to your property. If you would like to arrange for a meeting, please let me know.</p>
IPO-2	January 8, 2019 / Phone Call	<ul style="list-style-type: none"> <li>Enquired about the cut-off date for comments on PIC #1 materials and any follow-up meetings to be held with individual property-owners.</li> </ul>	<p><b>Peter Fraser, MTO Senior Project Engineer, responded by phone:</b></p>

ID	Date / Form of Contact / Agency	Summary of Comments Received	Summary of Response Provided
	Property Owner	<ul style="list-style-type: none"> <li>• Asked about how costs of maintenance, upkeep, etc. would be shared if other businesses use a shared entrance on his property.</li> <li>• Indicated that the development appeal with MTO for the current application was put “on hold” until the results or recommendations were received from the current EA/Secondary study.</li> </ul>	<p>Comments were requested by January 31, 2019 but that the project team would continue to work in parallel with the adjacent property owners and businesses.</p> <p>Concerns about maintenance and shared facilities is common to all property owners. The Team would continue to meet with owners, look at entrance / access alternatives, elicit comments and make a recommendation.</p>
IPO-3	<p>January 21, 2019 / Email</p> <p>Karolyn Bois / J.L Couroux School</p>	<ul style="list-style-type: none"> <li>• The school asked for clarification of property impacts and whether this may affect their parking and / or drop-off areas.</li> <li>• Would the existing drop-off remain and if so, would it be safe?</li> </ul>	<p><b><i>MTO, WSP and Town of Carleton Place responded by holding an individual meeting with the school on June 18, 2019 to discuss property and entrance impacts.</i></b></p> <p>Mr. Poulin was presented the intersection improvement alternatives and the Project Team discussed impacts to the school property at a meeting on June 18, 2019.</p> <p>Mr. Poulin explained the school board would like to minimize any property impacts; the Project Team agreed that widening away from the school would be preferable to avoid the existing built up area.</p> <p>Upon development of the Secondary Plan lands and signalization of a new intersection at Findlay and Franktown, there would be a dedicated left-turn lane for northbound traffic on Franktown Rd to turn onto Findlay. The Project Team did note the proximity of school parking entrance to this intersection and whether vehicles turning left to enter school would create a queue.</p> <p>WSP / MTO explained the desire to create a link from the existing rail trail to the Secondary Plan lands north of Highway 7. The option of putting an active transportation facility along Findlay was discussed, but Mr. Poulin agreed that if motorized vehicles were to use this (snowmobiles, ATVs) it could be a safety risk for students and the school would not support the use of Findlay for snowmobiles / ATVs.</p>

ID	Date / Form of Contact / Agency	Summary of Comments Received	Summary of Response Provided
<b>Members of the Public</b>			
P-1	December 1, 2018 / Email	<p>Indicated three major concerns with the Highway 7 and Highway 15 intersection:</p> <ul style="list-style-type: none"> <li>• Left turning vehicles coming on Highway 7 westbound turning onto Highway 15 southbound block the throughway lane towards Perth.</li> <li>• The CPR overpass should be removed. Motorists do not realize the Highway 7 and Highway 15 intersection is at the bottom of the overpass, which results in accidents.</li> <li>• Traffic lights are not sufficient east of the Highway 7 and Highway 15 intersection to turn onto Highway 7 from Ramsay 5A, as the traffic has significantly increased in the past 5 years.</li> </ul> <p>Indicated they are well aware of the stress of the intersection and noted that it was built for a town of 4000 people.</p>	<p><b>Response sent by email from Meghan MacMillan, WSP Environmental Planner, on January 29, 2020.</b></p> <p>On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 &amp; Highway 15 Intersection Improvements Study. We would like to provide information to address your concerns regarding the intersection, CPR Overpass and Highway 7 corridor east of the study area.</p> <p>This Study is being undertaken to identify interim and ultimate improvements of the Highway 7 and Highway 15 intersection in order to improve safety and meet future transportation needs as a result of increasing future development pressure within the area.</p> <p>As part of this study, we have developed alternatives for improvements to the intersection that include:</p> <p>The addition of a through travel lane, as follows:</p> <ul style="list-style-type: none"> <li>• Highway 7 westbound (WB) from approximately 550 m east of McNeely Avenue to 360 m west of Highway 15;</li> <li>• Highway 7 eastbound (EB) from approximately 360 m west of Highway 15 to the Highway 7 / 15 intersection;</li> <li>• Highway 15 northbound (NB) from approximately 850 m south of Highway 7 to the Highway 7 / Highway 15 intersection; and</li> <li>• Franktown Road southbound (SB) for approximately 430 m north of Highway 7 to the Highway 7 / Highway 15 intersection.</li> </ul> <p>The addition of a dual left turn lane, as follows:</p> <ul style="list-style-type: none"> <li>• Highway 7 WB, Highway 15 NB and Franktown Road SB at the Highway 7 / Highway 15 intersection; and</li> <li>• Highway 7 WB and McNeely Avenue NB at the Highway 7 / McNeely intersection.</li> </ul>

ID	Date / Form of Contact / Agency	Summary of Comments Received	Summary of Response Provided
			<p>The inclusion of a second left turn lane and the two through lanes will reduce congestion of the Highway 7 westbound through lanes, improving the overall operation of the intersection.</p> <p>We have reviewed the design criteria for the highway at the CP Rail overpass and it currently meets sight distance standards for the eastbound approach to the intersection. Modifications to the CPR Overpass are not within the scope of this study, as the former CP Rail overpass is still in good condition and was rehabilitated in 2014. The option of replacing the bridge with a structural culvert will be considered in the future when the structure approaches the end its service life. MTO has committed to reviewing this alternative when the bridge requires replacement.</p> <p>We have noted your concerns regarding an increase in traffic and insufficient traffic lights further east of the intersection along the Highway 7 corridor for future consideration by MTO.</p>
P-2	December 8, 2018 / Email	<ul style="list-style-type: none"> <li>Commenter's home backs onto Highway 7 near the CPR overpass and inquired if there are changes being made to the overpass and suggested that a noise barrier be installed.</li> </ul>	<p><b>Response sent by email from Meghan MacMillan, WSP Environmental Planner, on January 29, 2020.</b></p> <p>On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 &amp; Highway 15 Intersection Improvements Preliminary Design and Environmental Assessment (EA) Study.</p> <p>Modifications to the CPR Overpass are not within the scope of this study, as the former CP Rail overpass is still in good condition and was rehabilitated in 2014. The option of replacing the bridge with a structural culvert will be considered in the future when the structure approaches the end its service life. MTO has committed to reviewing this alternative when the bridge requires replacement.</p> <p>As per MTO's Environmental Guide for Noise (2006), a noise assessment is only undertaken when there is the potential for an increase in noise as a result of an expansion of an existing highway or construction of a new highway. The focus of this study is to improve the operation of the existing Highway 7 and Highway 15 intersection to meet current and future transportation demands. There is no plan to expand the highway at this time. For that reason, a noise assessment is not being completed as part of this</p>

ID	Date / Form of Contact / Agency	Summary of Comments Received	Summary of Response Provided
			study. We have, however, noted your concern for future consideration.
P-3	December 8, 2018 / Email	<ul style="list-style-type: none"> <li>• Suggested that before construction begins at the Highway 7 and Highway 15 intersection, an immediate improvement could be implemented on Highway 7 westbound.</li> <li>• Noted that the current arrangement is inconvenient and sometimes dangerous and does not consider the major traffic flows.</li> <li>• Indicated that the right-hand lane is dedicated to approximately 10% of traffic turning north to Carleton Place; as a result, all traffic in the right lane (the other 90%) intending to continue westbound beyond Franktown Road must squeeze into the left lane, which is frequently highly congested.</li> <li>• Suggested to dedicate the left lane to left-turning traffic well before the intersection, with several more left turning arrows, rather than the present two. The right-hand lane should be dedicated to through traffic until just before the point of which it splits into the channelized right turn lane.</li> </ul>	<p><b>Response sent by email from Meghan MacMillan, WSP Environmental Planner, on January 29, 2020.</b></p> <p>On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 &amp; Highway 15 Intersection Improvements Preliminary Design and Environmental Assessment (EA) study. We would like to provide information on the scope of the study to address your concerns regarding the intersection.</p> <p>Based on a review of the geometry of the intersection and future anticipated traffic volumes, we are recommending the following improvements to the Highway 7 westbound approach to Highway 15:</p> <ul style="list-style-type: none"> <li>• Dual left turn lanes onto Highway 15 southbound;</li> <li>• Two through lanes; and</li> <li>• One continuous right turn lane on Highway 7 from McNeely Avenue to Franktown Road.</li> </ul> <p>The implementation of the dual left turn lanes left-turn and the second thru-lane in the westbound direction on Highway 7 will increase intersection capacity, thereby reducing queue lengths and congestion.</p>
P-4	December 8, 2018 / Email	<ul style="list-style-type: none"> <li>• Suggested to install a roundabout at the Highway 7 and Highway 15 intersection, and at the future Highway 15 and Captain A. Roy Brown Blvd intersection.</li> <li>• Indicated it would save gas, reduce pollution and improve traffic flow in both areas</li> </ul>	<p><b>Response sent by email from Meghan MacMillan, WSP Environmental Planner, on January 29, 2020.</b></p> <p>On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 &amp; Highway 15 Intersection Improvements Preliminary Design and Environmental Assessment (EA) study.</p> <p>The option of a roundabout at the Highway 7 at Highway 15 intersection was previously studied by MTO in 2016. The study assessed the feasibility of converting the existing Highway 7 and 15 signalized intersection into a roundabout and examined the associated operational and safety performance impacts. The traffic analysis indicated that future traffic demand would require a three-</p>

ID	Date / Form of Contact / Agency	Summary of Comments Received	Summary of Response Provided
			<p>lane roundabout to accommodate traffic beyond 2024. This configuration was not considered feasible as the westbound move (traffic coming out of Ottawa at certain times) would tend to dominate the traffic circle and not permit other vehicles onto the circle. In addition, the property impacts would be significant and the three lanes and required operation would be problematic for most drivers. The study concluded that a roundabout at this location is not a practical solution.</p> <p>Improvements to the Highway 15 and Captain A. Roy Brown Boulevard intersection are part of a separate project being undertaken by the Town of Carleton Place and are outside the scope of this study.</p> <p>A combined Public Information Centre (PIC #2) and Secondary Plan open house will be held for the project on January 30, 2020 at the Carleton Place Arena, Upper Hall – 75 Neelin St., Carleton Place, Ontario from 4 pm to 7 pm. At this PIC, we will present the Recommended Plan for the intersection improvements, how intersection improvement alternatives were evaluated, the anticipated environmental impacts and preliminary environmental mitigation measures. We will also present the draft Secondary Plan, which is available for review on the Town of Carleton Place website at <a href="https://carletonplace.ca/development-services-2.php">https://carletonplace.ca/development-services-2.php</a>. You should have received an invitation to the PIC including the date, time and location.</p> <p>Should you have any further questions or comments, please feel free to contact the undersigned.</p>
P-5	December 8, 2018 / Website Comment Form	<ul style="list-style-type: none"> <li>Requested to be added to the mailing list.</li> </ul>	No response required. Contact added to mailing list for future correspondence.
P-6	December 9, 2018 / Email	<ul style="list-style-type: none"> <li>Requested to be sent PIC materials.</li> </ul>	<b>Response sent by email from Meghan MacMillan, WSP Environmental Planner, on December 14, 2018.</b>

ID	Date / Form of Contact / Agency	Summary of Comments Received	Summary of Response Provided
			<p>The presentation from yesterday's Public Information Centre (PIC) for the Highway 7 at Highway 15 intersection improvements project is now available online at the following link: PIC #1 Displays.</p> <p>We encourage you to review the material, provide comments or ask questions by January 31, 2019. Comments or questions can be submitted through the project website at <a href="http://www.hwy7-15ea.ca">www.hwy7-15ea.ca</a> or by emailing <a href="mailto:hwy7-15ea@wsp.com">hwy7-15ea@wsp.com</a>.</p>
P-7	December 9, 2018 / Website Comment Form	<ul style="list-style-type: none"> <li>Indicated agreeance that the intersection may be improved.</li> <li>Noted that it is not adequately designed for pedestrians.</li> <li>Noted that as you turn right onto Franktown Road from Highway 7 westbound, the blind curve of the road makes it dangerous for pedestrians and for merging onto Franktown Road.</li> <li>Indicated that as long as this problem is addressed, they are in favour of the intersection improvements.</li> </ul>	<p><b>Response sent by email from Meghan MacMillan, WSP Environmental Planner, on January 29, 2020.</b></p> <p>On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 &amp; Highway 15 Intersection Improvements Preliminary Design and Environmental Assessment (EA) study. We appreciate your observation that the existing channelized right-hand turn onto Franktown Road from Highway 7 westbound is dangerous for pedestrians and merging traffic.</p> <p>We do recognize that there are pedestrian and traffic safety concerns associated with the existing channelized right-hand turn. The recommended intersection improvements include removal of the channelized right-turn and replacing it with a standard right-turn design to improve pedestrian safety. These design changes will help reduce conflicts between pedestrians and vehicles turning/merging onto Franktown Road by discouraging high-speed turning maneuvers and improving blind spots. Sidewalks will also be installed on both the north and south side of Highway 7.</p>
P-8	December 10, 2018 / Website Comment Form	<ul style="list-style-type: none"> <li>Requested to be added to the mailing list.</li> </ul>	<p><b>Contact added to mailing list for future correspondence.</b></p>
P-9	December 13, 2018 / PIC #1 Comment Sheet	<ul style="list-style-type: none"> <li>Suggested a by-pass road should be implemented east of McNeely Avenue prior to future development in the area.</li> <li>Indicated that dangerous traffic problems are rapidly increasing between McNeely Avenue and Highway 15,</li> </ul>	<p><b>Indicated on comment sheet no response required.</b></p>

ID	Date / Form of Contact / Agency	Summary of Comments Received	Summary of Response Provided
		<p>especially if more development is occurring south of Highway 7.</p>	
P-10	<p>December 13, 2018 / PIC #1 Comment Sheet</p>	<ul style="list-style-type: none"> <li>Indicated that sensors should be installed on roads and sidewalks/trails to be activated by bicycles.</li> <li>Indicated that the current footprint of the proposed Captain A. Roy Brown Blvd. extension will result in the loss of five sugar maples of significant size and disrupt an old growth sugar maple.</li> <li>Inquired what the plan for the Beckwith Drain is and asked if it will meet the Climate Change Action Policy and Bill 68?</li> </ul>	<p><b>Response sent by email from Meghan MacMillan, WSP Environmental Planner, on January 29, 2020.</b></p> <p>On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 &amp; 15 Intersection Improvements Preliminary Design and Environmental Assessment (EA) and Secondary Plan Studies.</p> <p>The construction of Captain A. Roy Brown Boulevard is a separate project being undertaken by the Town of Carleton Place; this comment has been forwarded to the Town.</p> <p>As part of this study, we have developed alternative solutions to address the existing / future traffic deficiencies and identify operational and safety improvements for the Highway 7 and Highway 15 intersection. All alternatives include sidewalks on both sides of Highway 7 between Highway 15 and McNeely Avenue.</p> <p>MTO has identified a province-wide cycling network (<a href="http://www.mto.gov.on.ca/english/safety/province-wide-cycling-network.shtml">http://www.mto.gov.on.ca/english/safety/province-wide-cycling-network.shtml</a>). While no cycling facilities are proposed for this section of Highway 7, the draft Secondary Plan prepared as part of this study includes provisions for active transportation within the broader Secondary Plan study area. As part of the traffic signal design, MTO will review locations where traffic signal detection will require activation by cyclists.</p>
P-11	<p>December 13, 2018 / PIC #1 Comment Sheet</p>	<ul style="list-style-type: none"> <li>Concerned with pedestrian safety along Highway 7 as sidewalks are incomplete</li> <li>Inquired about what considerations are being made for increased traffic along Franktown Road with the Town of Carleton Place.</li> <li>Inquired how the roads and intersections north of the Highway 7 and Highway 15 intersection handle an increase in traffic.</li> </ul>	<p><b>Response sent by email from Meghan MacMillan, WSP Environmental Planner, on January 29, 2020.</b></p> <p>On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 &amp; Highway 15 Intersection Improvements Preliminary Design Environmental Assessment (EA) and Secondary Plan Studies. We would like to provide information on the project to address your concerns regarding pedestrian movement within the study area and the potential of a traffic increase on the local road network.</p>

ID	Date / Form of Contact / Agency	Summary of Comments Received	Summary of Response Provided
			<p>We recognize that the existing pedestrian facilities within the broader Secondary Plan study area can be improved. As part of this study, we have assessed pedestrian and cyclist connections to identify areas in need of improvement, accompanied by policies and active transportation routes as part of the Secondary Plan. Sidewalks have been recommended on both the north and south side of Highway 7 as part of the EA Study.</p> <p>The improvements to the Highway 7 and Highway 15 intersection are being undertaken to accommodate future traffic volumes and to improve intersection operations and safety. We have referred your question regarding Franktown Road to the Town of Carleton Place.</p>
P-12	December 13, 2018 / PIC #1 Comment Sheet	<ul style="list-style-type: none"> <li>Inquired if speed can be reduced on eastbound traffic towards the Highway 7 and Highway 15 intersection to decrease traffic accidents.</li> </ul>	<p><b>Response sent by email from Meghan MacMillan, WSP Environmental Planner, on January 29, 2020.</b></p> <p>On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 &amp; Highway 15 Intersection Improvements Preliminary Design Environmental Assessment (EA) and Secondary Plan Studies.</p> <p>The Project Team has reviewed the accidents and safety concerns on Highway 7 as part of this study. We have developed intersection improvement alternatives that will create additional capacity by adding additional through lanes and turn lanes. The intersection improvements will reduce queue lengths, the length of delays, free up signal time for other approaches and help reduce merge conflicts.</p> <p>Once the signals are in operation and the traffic has readjusted, MTO will undertake an operational analysis to determine if speed reductions and flashing beacons to the west in advance of the intersection are warranted.</p>
P-13	December 13, 2018 / PIC #1 Comment Sheet	<ul style="list-style-type: none"> <li>Suggested that red light camera should be installed at the McNeely Avenue and Highway 7 intersection.</li> <li>Indicated that they cross the intersection in a powered wheel chair and have come close to being hit by vehicles running the red light or jumping the green light.</li> </ul>	<p><b>Response sent by email from Meghan MacMillan, WSP Environmental Planner, on January 29, 2020.</b></p> <p>On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 &amp; Highway 15 Intersection</p>

ID	Date / Form of Contact / Agency	Summary of Comments Received	Summary of Response Provided
			<p>Improvements Preliminary Design and Environmental Assessment (EA) Study.</p> <p>We appreciate your suggestion that a red-light camera be installed at the Highway 7 and McNeely Avenue intersection; however, MTO does not currently have the legislative authority to use red light cameras. In the Province of Ontario, these are only permitted at municipal intersections. As part of this study, we will be looking at other options to improve the safety and accessibility of crossings at this intersection for all users, including people with disabilities. The Highway 7 at Highway 15 and Highway 7 at McNeely Avenue intersections will be designed to meet Accessibility for Ontarians with Disabilities (AODA) standards.</p>
P-14	December 13, 2018 / PIC #1 Comment Sheet	<ul style="list-style-type: none"> <li>Suggested that caution lights be installed west of the CPR overpass heading eastbound on Highway 7</li> <li>Suggested that the speed limit be reduced to 60 km /h at the Lake Park Road traffic lights and remain 60 km / h through the entire Highway 7 corridor through Carleton Place.</li> </ul>	<p><b>Response sent by email from Meghan MacMillan, WSP Environmental Planner, on January 29, 2020.</b></p> <p>On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 &amp; Highway 15 Intersection Improvements Preliminary Design and Environmental Assessment (EA) Study.</p> <p>We appreciate the specific concerns you have raised with respect to stopping sight distance issues approaching the Highway 7 &amp; 15 intersection eastbound from the former CP Rail overpass. We have reviewed the design criteria for the highway at the CP Rail overpass and it currently meets sight distance standards for the eastbound approach to the intersection.</p> <p>The Project Team has reviewed the accidents and safety concerns on Highway 7 as part of this study. We have developed intersection improvement alternatives that will create additional capacity by adding additional through lanes and turn lanes. The intersection improvements will reduce queue lengths, the length of delays, free up signal time for other approaches and help reduce merge conflicts.</p> <p>Once the signals are in operation and the traffic has readjusted, MTO will undertake an operational analysis to determine if speed</p>

ID	Date / Form of Contact / Agency	Summary of Comments Received	Summary of Response Provided
			reductions and flashing beacons to the west in advance of the intersection are warranted.
P-15	December 13, 2018 / PIC #1 Comment Sheet	<ul style="list-style-type: none"> <li>Indicated the Highway 7 and Highway 15 Intersection plans were clear to understand and was thankful to be kept informed.</li> </ul>	No response required.
P-16	December 14, 2018 / Email	<ul style="list-style-type: none"> <li>Inquired if there is any way to connect the existing recreational trail to the proposed trails. Indicated that this would keep children safe and encourage foot transportation on the correct paths.</li> </ul>	<p><b>Response sent by email from Meghan MacMillan, WSP Environmental Planner, on January 29, 2020.</b></p> <p>On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 &amp; Highway 15 Intersection Improvements Preliminary Design Environmental Assessment (EA) and Secondary Plan Studies.</p> <p>As part of the Secondary Plan study, we have examined areas where improvements to pedestrian facilities are required, including connections to existing and proposed trails. Building on the Town of Carleton Place's existing and proposed trail network (Schedule B – Town of Carleton Place Official Plan), the draft Secondary Plan includes proposed active transportation facilities with the goal of developing a well-connected network for cyclists and pedestrians within the study area. Sidewalks will be installed on both the north and south side of Highway 7 as part of the EA Study.</p>
P-17	December 17, 2018 / Email	<ul style="list-style-type: none"> <li>Requested to be sent PIC #1 presentation</li> </ul>	<p><b>Response sent by email from Meghan MacMillan, WSP Environmental Planner, on December 14, 2018.</b></p> <p>The presentation from the December 13, 2018 Public Information Centre (PIC) for the Highway 7 and Highway 15 intersection improvements project is available online at the following link: PIC #1 Displays</p> <p>We encourage you to review the material, provide comments or ask questions by January 31, 2019. Comments or questions can be submitted through the project website at <a href="http://www.hwy7-15ea.ca">www.hwy7-15ea.ca</a> or by emailing <a href="mailto:hwy7-15ea@wsp.com">hwy7-15ea@wsp.com</a></p>

ID	Date / Form of Contact / Agency	Summary of Comments Received	Summary of Response Provided
P-18	December 20, 2018 / Website Comment Form	<ul style="list-style-type: none"> <li>Indicated they worked on the approvals to the access from McNeely Avenue to the Walmart property for SmartCentres and that at the time were denied use of the existing signalized access to Tim Hortons because of the close proximity to the intersection of Highway 7 and moved their entrance further north.</li> <li>Indicated they were required to provide land and construct the signalized access to Tim Hortons.</li> <li>Inquired how MTO is justifying providing new developments to access McNeely Avenue as an alternative to Highway 7 from a traffic engineering perspective.</li> <li>Indicated that they were misled and manipulated to provide the signalized intersection to the corner property, and now show a road which will back up traffic onto Highway 7.</li> </ul>	<p><b>Response sent by email from Meghan MacMillan, WSP Environmental Planner, on January 29, 2020.</b></p> <p>On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 &amp; Highway 15 Intersection Improvements Preliminary Design / Environmental Assessment (EA) and Secondary Plan studies.</p> <p>The location of this intersection was not appropriate for the Smart Centre as the volume of traffic is considerably higher for this development.</p> <p>The traffic modelling undertaken by Smart Centres identified traffic queuing on Highway 7 and as a result required a raised median along with alternate access to Tim Hortons.</p> <p>We are continuing to work with the adjacent owners for appropriate uses for the remaining vacant property. We have created a significant traffic model that simultaneously models all of the intersections around Highway 7. MTO will only permit developments that show the continued and safe operation of the traffic along Highway 7 and McNeely Avenue.</p>

## NEXT STEPS

The next steps in the study process include:

- Evaluating the intersection improvement alternatives;
- Evaluating and refining the Secondary Plan local access network, vision and guiding principles;
- Completing a draft Secondary Plan, including proposed Schedules and land use planning policies;
- Identifying a Recommended Plan for intersection improvements, including preliminary mitigation measures; and
- Presenting the draft Secondary Plan and Recommended Plan for intersection improvements at PIC #2.

---

**APPENDIX A**

**Newspaper Notice**

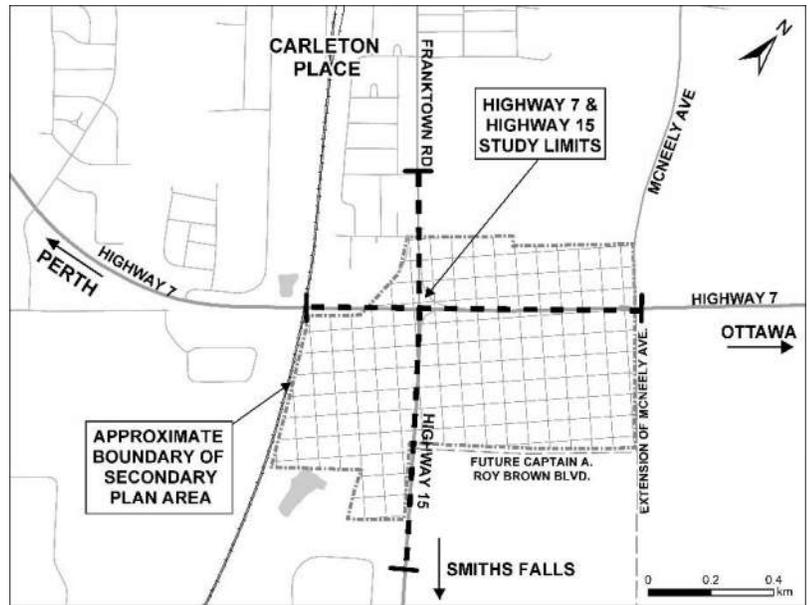
---

PUBLIC INFORMATION CENTRE  
SUMMARY REPORT

**ONTARIO GOVERNMENT NOTICE**  
**NOTICE OF PUBLIC INFORMATION CENTRE #1**  
**HIGHWAY 7 AND HIGHWAY 15 INTERSECTION IMPROVEMENTS (GWP 4084-16-00)**  
**Preliminary Design and Class Environmental Assessment Study**

**THE STUDY**

The **Ministry of Transportation (MTO)** has retained **WSP** to undertake a Preliminary Design and Class Environmental Assessment (EA) Study for improvements to the intersection of Highway 7 and Highway 15 in the Town of Carleton Place (GWP 4084-16-00). The study area, shown in the key plan, includes Franktown Road northerly approximately 430 m to Alexander Street, Highway 7 westerly approximately 360 m to the abandoned CPR/multi-use trail corridor, Highway 15 southerly approximately 850 m and Highway 7 easterly approximately 690 m to McNeely Avenue.



The objectives of this study include:

- Improvements to the intersection of Highway 7 and 15 to meet interim and long-term transportation needs;
- Access review of commercial entrances and intersections to Highways 7 and 15 to ensure safe and efficient traffic operations and to support ongoing and proposed development of surrounding lands; and
- Consideration for all road users including active transportation and recreational trail users.

In parallel with the Preliminary Design and EA Study, MTO and WSP are working with the Town of Carleton Place to develop a Secondary Plan for lands surrounding the Highway 7 & 15 intersection (as shown on the key plan).

**PUBLIC INFORMATION CENTRE**

This is the first of two Public Information Centres (PICs) that will be held as part of this study. The purpose of this PIC is to introduce the study and provide an opportunity to review and comment on the proposed alternatives for the intersection improvements and access review. It will also present information regarding the Secondary Plan, including the *Planning Act* process, preliminary vision for the study area, and preliminary local access/transportation network alternatives. Members of the Project Team will be available at the PIC to discuss the study with you and answer any questions you may have. Following the PIC, digital copies of the PIC display materials will be posted to the project website at [www.hwy7-15ea.ca](http://www.hwy7-15ea.ca). The PIC will be held as follows:

<b>Date:</b>	<b>Thursday, December 13, 2018</b>
<b>Location:</b>	<b>Carleton Place Arena – Upper Hall 75 Neelin Street Carleton Place, Ontario K7C 4H1</b>
<b>Time:</b>	<b>4:00 pm to 7:00 pm</b>

**PROCESS**

This study is following the approved planning process for Group 'B' projects under the *Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000)*, with the opportunity for public input throughout the project. Upon study completion, a Transportation Environmental Study Report (TESR) will be prepared and filed for a 30-day public review period. Newspaper notices will be published at that time to explain the review process and identify locations where the TESR can be reviewed.

The Secondary Plan is following the approved process under the *Planning Act*, R.S.O. 1990, c. P.13. Upon study completion, it will be presented to the Town of Carleton Place Council for adoption.

**COMMENTS**

We are interested in hearing any comments that you may have regarding this study. If you wish to obtain additional information, provide comments or to be added to the study mailing list, please contact one of the Project Team members listed below, or visit the project website at [www.hwy7-15ea.ca](http://www.hwy7-15ea.ca).

**Ms. Heather Templeton, P.Eng.**

Consultant Project Manager  
WSP Group  
610 Chartwell Road, Suite 300  
Oakville, Ontario  
L6J 4A5

Tel: (905) 823-8500  
Toll-free: 1-877-562-7947  
Fax: (905) 823-8503  
Email: [hwy7-15ea@wsp.com](mailto:hwy7-15ea@wsp.com)

**Mr. Peter Fraser, P.Eng**

MTO Senior Project Engineer  
Ministry of Transportation – Eastern Region  
1355 John Counter Boulevard, Postal Bag 4000  
Kingston, Ontario  
K7L 5A3

Tel: 613-544-2220 Ext. 4191  
Toll-free: 1-800-267-0295  
Fax: (613) 540-5106  
Email: [hwy7-15ea@wsp.com](mailto:hwy7-15ea@wsp.com)

For additional information regarding the Secondary Plan, please contact: Paul Knowles, Town Engineer for the Town of Carleton Place at (613) 257-6207 or [pknowles@carletonplace.ca](mailto:pknowles@carletonplace.ca); or Nadia De Santi, Senior Project Manager for WSP Group at (613) 690-1114 or [nadia.de-santi@wsp.com](mailto:nadia.de-santi@wsp.com).

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information, all comments will be part of the public record. If you have accessibility requirements to participate in this project, please contact one of the Project Team members listed above.

Des renseignements sont disponibles en français en composant le (613) 690-1117, auprès de Meghan MacMillan.



# NOTICE OF PUBLIC INFORMATION CENTRE #1

## HIGHWAY 7 AND HIGHWAY 15 INTERSECTION IMPROVEMENTS (GWP 4084-16-00)

### Preliminary Design and Class Environmental Assessment Study

#### THE STUDY

The Ministry of Transportation (MTO) has retained WSP to undertake a Preliminary Design and Class Environmental Assessment (EA) Study for improvements to the intersection of Highway 7 and Highway 15 in the Town of Carleton Place (GWP 4084-16-00). The study area, shown in the key plan, includes Franktown Road northerly approximately 430 m to Alexander Street, Highway 7 westerly approximately 360 m to the abandoned CPR/multi-use trail corridor, Highway 15 southerly approximately 850 m and Highway 7 easterly approximately 690 m to McNeely Avenue.

The objectives of this study include:

- Intersection improvements at Highways 7 and 15 to meet interim and long-term transportation needs;
- Access review of commercial entrances and intersections to Highways 7 and 15 to ensure safe and efficient traffic operations and to support ongoing and proposed development of surrounding lands; and
- Consideration for all road users including active transportation and recreational trail users.

In parallel with the EA Study, MTO and WSP are working with the Town of Carleton Place to develop a Secondary Plan for the lands surrounding the Highway 7 & 15 intersection (shown on the key plan).

#### PUBLIC INFORMATION CENTRE

This is the first of two Public Information Centres (PICs) that will be held as part of this study. The purpose of this PIC is to introduce the study and provide an opportunity to review and comment on the proposed alternatives for the intersection improvements and access review. It will also present information regarding the Secondary Plan, including the Planning Act process, preliminary vision for the study area, and preliminary local access/transportation network alternatives. Members of the Project Team will be available at the PIC to discuss the study with you and answer any questions you may have.

The PIC will be held as follows:

<b>Date:</b>	<b>Thursday, December 13, 2018</b>
<b>Location:</b>	<b>Carleton Place Arena – Upper Hall 75 Neelin Street Carleton Place, Ontario K7C 4H1</b>
<b>Time:</b>	<b>4:00 pm to 7:00 pm</b>

Following the PIC, digital copies of the PIC display materials will be posted to the project website at [www.hwy7-15ea.ca](http://www.hwy7-15ea.ca).

#### PROCESS

This study is following the approved planning process for Group 'B' projects under the Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000), with the opportunity for public input throughout the project. Upon study completion, a Transportation Environmental Study Report (TESR) will be prepared and filed for a 30-day public review period. Newspaper notices will be published at that time to explain the review process and identify locations where the TESR can be reviewed.

The Secondary Plan is following the approved process under the *Planning Act*, R.S.O. 1990, c. P.13. Upon study completion, it will be presented to the Town of Carleton Place Council for adoption.

# NOTICE OF PUBLIC INFORMATION CENTRE #1

## HIGHWAY 7 AND HIGHWAY 15 INTERSECTION IMPROVEMENTS (GWP 4084-16-00)

### Preliminary Design and Class Environmental Assessment Study

#### COMMENTS

We are interested in hearing any comments that you may have regarding this study. If you wish to obtain additional information, provide comments or to be added to the study mailing list, please contact one of the Project Team members listed below, or visit the project website at [www.hwy7-15ea.ca](http://www.hwy7-15ea.ca).

**Ms. Heather Templeton, P.Eng.**

Consultant Project Manager  
WSP Group  
610 Chartwell Road, Suite 300  
Oakville, Ontario  
L6J 4A5  
Tel: (905) 823-8500  
Toll-free: 1-877-562-7947  
Fax: (905) 823-8503  
Email: [hwy7-15ea@wsp.com](mailto:hwy7-15ea@wsp.com)

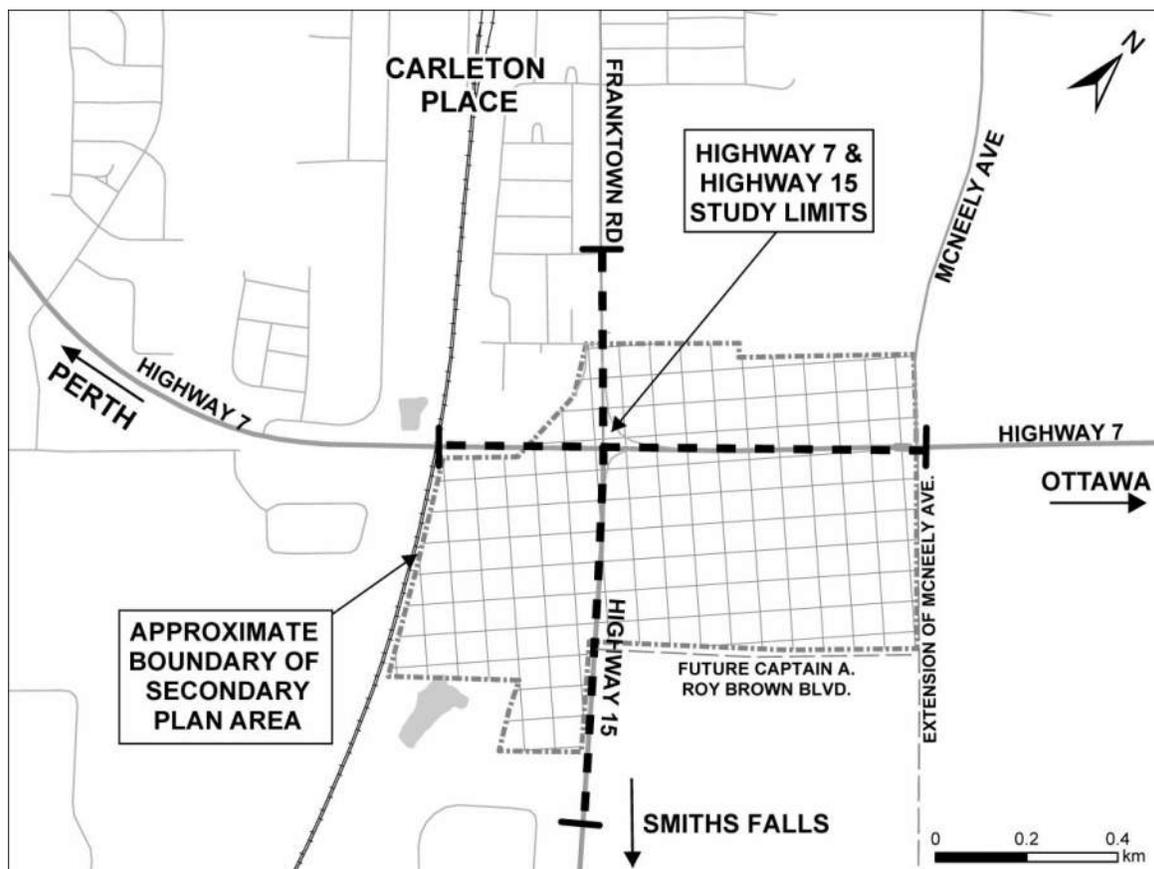
**Mr. Peter Fraser, P.Eng**

MTO Senior Project Engineer  
Ministry of Transportation – Eastern Region  
1355 John Counter Boulevard, Postal Bag 4000  
Kingston, Ontario  
K7L 5A3  
Tel: 613-544-2220 Ext. 4191  
Toll-free: 1-800-267-0295  
Fax: (613) 540-5106  
Email: [hwy7-15ea@wsp.com](mailto:hwy7-15ea@wsp.com)

For additional information regarding the Secondary Plan, please contact: Paul Knowles, Town Engineer for the Town of Carleton Place at (613) 257-6207 or [pknowles@carletonplace.ca](mailto:pknowles@carletonplace.ca); or Nadia De Santi, Senior Project Manager for WSP Group at (613) 690-1114 or [nadia.de-santi@wsp.com](mailto:nadia.de-santi@wsp.com).

Information will be collected in accordance with *the Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information, all comments will be part of the public record. If you have accessibility requirements to participate in this project, please contact one of the Project Team members listed above.

Des renseignements sont disponibles en français en composant le (613) 690-1117, auprès de Meghan MacMillan.



---

**APPENDIX B**

**Sample Notification Letters**

---

PUBLIC INFORMATION CENTRE  
SUMMARY REPORT

**NOTICE OF PUBLIC INFORMATION CENTRE #1 –  
LOCAL ELECTED REPRESENTATIVES**

**Ministry of Transportation**

Planning and Design Section  
1355 John Counter Boulevard  
Postal Bag 4000  
Kingston, Ontario K7L 5A3  
Tel.: 613-544-2220 ext. 4191  
Fax: 613-540-5106

**Ministère des Transports**

Section de la planification et de la conception  
1355, boulevard John Counter  
CP/Service de sacs 4000  
Kingston (Ontario) K7L 5A3  
Tél. : 613-544-2220 ext. 4191  
Télééc. : 613-540-5106



<<DATE>>

<<ADDRESS>>

Attention: <<NAME>>

**RE: NOTICE OF PUBLIC INFORMATION CENTRE #1  
HIGHWAY 7 AND HIGHWAY 15 INTERSECTION IMPROVEMENTS  
(GWP 4084-16-00), PRELIMINARY DESIGN AND ENVIRONMENTAL  
ASSESSMENT STUDY**

---

The Ministry of Transportation (MTO) has retained WSP to undertake a Preliminary Design and Class Environmental Assessment (EA) Study for improvements to the intersection of Highway 7 and Highway 15 in the Town of Carleton Place (GWP 4084-16-00). The study area, shown on the attached key map, includes Franktown Road northerly approximately 430 m to Alexander Street, Highway 7 westerly approximately 360 m to the abandoned CPR/multi-use trail corridor, Highway 15 southerly approximately 850 m and Highway 7 easterly approximately 690 m to McNeely Avenue.

The objectives of this study include:

- Improvements to the intersection of Highway 7 and 15 to meet interim and long-term transportation needs;
- Access review of commercial entrances and intersections to Highways 7 and 15 to ensure safe and efficient traffic operations and to support ongoing and proposed development of surrounding lands; and
- Consideration for all road users including active transportation and recreational trail users.

In parallel with the Preliminary Design and EA Study, MTO and WSP are working with the Town of Carleton Place to develop a Secondary Plan for lands surrounding the Highway 7 & 15 intersection, as shown on the attached key map.

## Public Information Centre

The purpose of this letter is to inform you of the first of two Public Information Centres (PICs) that will be held as part of this study. The purpose of this PIC is to introduce the study, describe the existing conditions in the study area, and provide the public and stakeholders with an opportunity to review and comment on the proposed intersection improvement alternatives to be evaluated during the study. Members of the Project Team will be available at the PIC to discuss the study with you and answer any questions you may have. The PIC will also present information regarding the Secondary Plan, including the Planning Act process, key milestones, and a preliminary vision for the study area. Following the PIC, digital copies of the PIC display materials will be posted to the project website at [www.hwy7-15ea.ca](http://www.hwy7-15ea.ca).

The PIC will be held on **Thursday, December 13, 2018** from **4:00 pm** to **7:00 pm** at the **Carleton Place Arena – Upper Hall, 75 Neelin Street** in Carleton Place, Ontario. You are also invited to attend a one-hour advanced session scheduled from **3:00 pm** to **4:00 pm**.

Please be advised that the Ontario Government Notice (OGN) advertising PIC #1 will be published in local newspapers as follows:

Ottawa Citizen **Thursday, November 29, 2018**

Carleton Place – Almonte Canadian Gazette **Thursday, November 29, 2018**

A copy of the notice is attached for your information.

## Process

This study is following the approved planning process for Group 'B' projects under the Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000), with the opportunity for public input throughout the project. Upon study completion, a Transportation Environmental Study Report (TESR) will be prepared and filed for a 30-day public review period. At that time, a notice of TESR Submission letter will be sent to the project mailing list to explain the review process and identify locations where the TESR can be reviewed.

The Secondary Plan is following the approved process under the Planning Act, R.S.O. 1990, c. P.13. Upon study completion, it will be presented to the Town of Carleton Place Council for adoption.

Should you require further information regarding this study, please feel free to contact Peter Fraser, MTO Senior Project Engineer, at (613) 544-2220 ext. 4191 (1-800-267-0295 toll-free) or [hwy7-15ea@wsp.com](mailto:hwy7-15ea@wsp.com). You may also visit the project website at [www.hwy7-15ea.ca](http://www.hwy7-15ea.ca).

For additional information regarding the Secondary Plan, please contact: Paul Knowles, Town Engineer for the Town of Carleton Place at (613) 257-6207 or [pknowles@carletonplace.ca](mailto:pknowles@carletonplace.ca); or Nadia De Santi, Senior Project Manager for WSP Group at (613) 690-1114 or [nadia.de-santi@wsp.com](mailto:nadia.de-santi@wsp.com).

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act* (FOIPPA). With the exception of personal information, all comments will become part of the public record.

If you have accessibility requirements in order to participate in this project, please contact the undersigned.

Yours very truly,

Peter Fraser, P. Eng.  
MTO Senior Project Engineer

cc: Ms. Heather Templeton, P. Eng., Consultant Project Manager – WSP  
Ms. Sharon Westendorp, Environmental Planner – MTO Eastern Region  
Ms. Meghan MacMillan, MCIP, RPP, Consultant Environmental Planner – WSP  
Ms. Nadia De Santi, MCIP, RPP, Consultant Senior Project Manager – WSP



**NOTICE OF PUBLIC INFORMATION CENTRE #1 –  
EXTERNAL AGENCIES**

November 22, 2018

<<ADDRESS>>

Attention: <<NAME>>

**Subject: Notice of Public Information Centre #1  
Highway 7 and Highway 15 Intersection Improvements,  
Preliminary Design and Class Environmental  
Assessment Study (GWP 4084-16-00)**

The Ministry of Transportation (MTO) has retained WSP to undertake a Preliminary Design and Class Environmental Assessment (EA) Study for improvements to the intersection of Highway 7 and Highway 15 in the Town of Carleton Place (GWP 4084-16-00). The study area, shown on the attached key map, includes Franktown Road northerly approximately 430 m to Alexander Street, Highway 7 westerly approximately 360 m to the abandoned CPR/multi-use trail corridor, Highway 15 southerly approximately 850 m and Highway 7 easterly approximately 690 m to McNeely Avenue.

In parallel with the Preliminary Design and EA Study, MTO and WSP are working with the Town of Carleton Place to develop a Secondary Plan for lands surrounding the Highway 7 & 15 intersection, as shown on the attached key map.

**Public Information Centre**

The purpose of this letter is to notify you of the first Public Information Centre (PIC) for this study. You are also invited to attend an advance session for agencies from **3:00 p.m. to 4:00 p.m.** PIC #1 will be a drop-in style, open house session to allow the public and stakeholders an opportunity to review and comment on the study process, existing conditions, preliminary intersection improvement alternatives and proposed evaluation criteria. The PIC will also include information regarding the Secondary Plan, including the Planning Act process, key milestones, a preliminary vision, and local transportation network and area alternatives for the study area.

Members of the Project Team will be available at the PIC to discuss the study with you and answer any questions you may have. Following the

610 Chartwell Road  
Suite 300  
Oakville, ON, Canada L6J 4A5

T: +1 905-823-8500  
F: +1 905-823-8503  
wsp.com



PIC, digital copies of the PIC display materials will be posted to the project website at [www.hwy7-15ea.ca](http://www.hwy7-15ea.ca).

<b>Date:</b>	<b>Thursday, December 13, 2018</b>
<b>Location:</b>	<b>Carleton Place Arena – Upper Hall 75 Neelin Street Carleton Place, Ontario K7C 4H1</b>
<b>Time:</b>	<b>4:00 pm to 7:00 pm Advance session from 3:00 pm to 4:00 pm</b>

### **Process**

This study is following the approved planning process for Group ‘B’ projects under the Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000), with the opportunity for public input throughout the project. Upon study completion, a Transportation Environmental Study Report (TESR) will be prepared and filed for a 30-day public review period. At that time, a notice of TESR Submission letter will be sent to the project mailing list to explain the review process and identify locations where the TESR can be reviewed.

The Secondary Plan is following the approved process under the *Planning Act*, R.S.O. 1990, c. P.13. Upon study completion, it will be presented to the Town of Carleton Place Council for adoption.

Should you require further information regarding this study, please feel free to contact Heather Templeton, Consultant Project Manager, at (905) 823-8500 (1-877-562-7947 toll-free) or [hwy7-15ea@wsp.com](mailto:hwy7-15ea@wsp.com). You may also visit the project website at [www.hwy7-15ea.ca](http://www.hwy7-15ea.ca).

For additional information regarding the Secondary Plan, please contact: Paul Knowles, Town Engineer for the Town of Carleton Place at (613) 257-6207 or [pknowles@carletonplace.ca](mailto:pknowles@carletonplace.ca); or Nadia De Santi, Senior Project Manager for WSP Group at (613) 690-1114 or [nadia.de-santi@wsp.com](mailto:nadia.de-santi@wsp.com).

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act* (FOIPPA). With the exception of personal information, all comments will become part of the public record.

If you have accessibility requirements in order to participate in this project, please contact the undersigned.

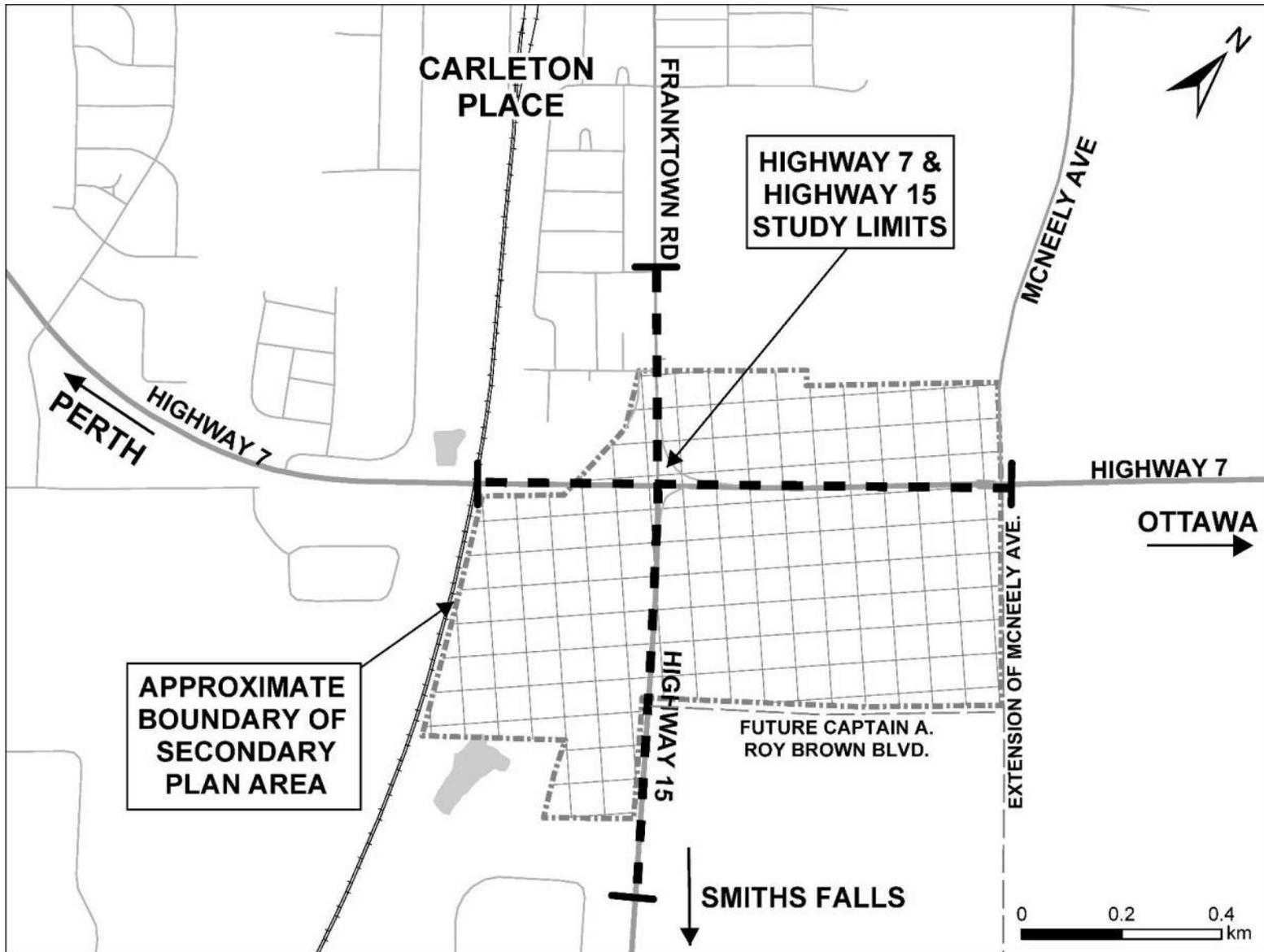
Des renseignements sont disponibles en français en composant le (613) 690-1117, auprès de Meghan MacMillan.



Yours very truly,

Heather Templeton, P. Eng.  
Consultant Project Manager

cc: Mr. Peter Fraser, P.Eng., Senior Project Engineer – MTO  
Eastern Region  
Ms. Sharon Westendorp, Environmental Planner – MTO Eastern  
Region  
Ms. Meghan MacMillan, MCIP, RPP, Consultant Environmental  
Planner – WSP  
Ms. Nadia De Santi, MCIP, RPP, Consultant Senior Project  
Manager – WSP



Highway 7 at Highway 15 Intersection Improvements – Key Map

# NOTICE OF PUBLIC INFORMATION CENTRE #1

## HIGHWAY 7 AND HIGHWAY 15 INTERSECTION IMPROVEMENTS (GWP 4084-16-00)

### Preliminary Design and Class Environmental Assessment Study

#### THE STUDY

The Ministry of Transportation (MTO) has retained WSP to undertake a Preliminary Design and Class Environmental Assessment (EA) Study for improvements to the intersection of Highway 7 and Highway 15 in the Town of Carleton Place (GWP 4084-16-00). The study area, shown in the key plan, includes Franktown Road northerly approximately 430 m to Alexander Street, Highway 7 westerly approximately 360 m to the abandoned CPR/multi-use trail corridor, Highway 15 southerly approximately 850 m and Highway 7 easterly approximately 690 m to McNeely Avenue.

The objectives of this study include:

- Intersection improvements at Highways 7 and 15 to meet interim and long-term transportation needs;
- Access review of commercial entrances and intersections to Highways 7 and 15 to ensure safe and efficient traffic operations and to support ongoing and proposed development of surrounding lands; and
- Consideration for all road users including active transportation and recreational trail users.

In parallel with the EA Study, MTO and WSP are working with the Town of Carleton Place to develop a Secondary Plan for the lands surrounding the Highway 7 & 15 intersection (shown on the key plan).

#### PUBLIC INFORMATION CENTRE

This is the first of two Public Information Centres (PICs) that will be held as part of this study. The purpose of this PIC is to introduce the study and provide an opportunity to review and comment on the proposed alternatives for the intersection improvements and access review. It will also present information regarding the Secondary Plan, including the Planning Act process, preliminary vision for the study area, and preliminary local access/transportation network alternatives. Members of the Project Team will be available at the PIC to discuss the study with you and answer any questions you may have.

The PIC will be held as follows:

<b>Date:</b>	<b>Thursday, December 13, 2018</b>
<b>Location:</b>	<b>Carleton Place Arena – Upper Hall 75 Neelin Street Carleton Place, Ontario K7C 4H1</b>
<b>Time:</b>	<b>4:00 pm to 7:00 pm</b>

Following the PIC, digital copies of the PIC display materials will be posted to the project website at [www.hwy7-15ea.ca](http://www.hwy7-15ea.ca).

#### PROCESS

This study is following the approved planning process for Group 'B' projects under the Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000), with the opportunity for public input throughout the project. Upon study completion, a Transportation Environmental Study Report (TESR) will be prepared and filed for a 30-day public review period. Newspaper notices will be published at that time to explain the review process and identify locations where the TESR can be reviewed.

The Secondary Plan is following the approved process under the *Planning Act*, R.S.O. 1990, c. P.13. Upon study completion, it will be presented to the Town of Carleton Place Council for adoption.

# NOTICE OF PUBLIC INFORMATION CENTRE #1

## HIGHWAY 7 AND HIGHWAY 15 INTERSECTION IMPROVEMENTS (GWP 4084-16-00)

### Preliminary Design and Class Environmental Assessment Study

#### COMMENTS

We are interested in hearing any comments that you may have regarding this study. If you wish to obtain additional information, provide comments or to be added to the study mailing list, please contact one of the Project Team members listed below, or visit the project website at [www.hwy7-15ea.ca](http://www.hwy7-15ea.ca).

**Ms. Heather Templeton, P.Eng.**

Consultant Project Manager  
WSP Group  
610 Chartwell Road, Suite 300  
Oakville, Ontario  
L6J 4A5  
Tel: (905) 823-8500  
Toll-free: 1-877-562-7947  
Fax: (905) 823-8503  
Email: [hwy7-15ea@wsp.com](mailto:hwy7-15ea@wsp.com)

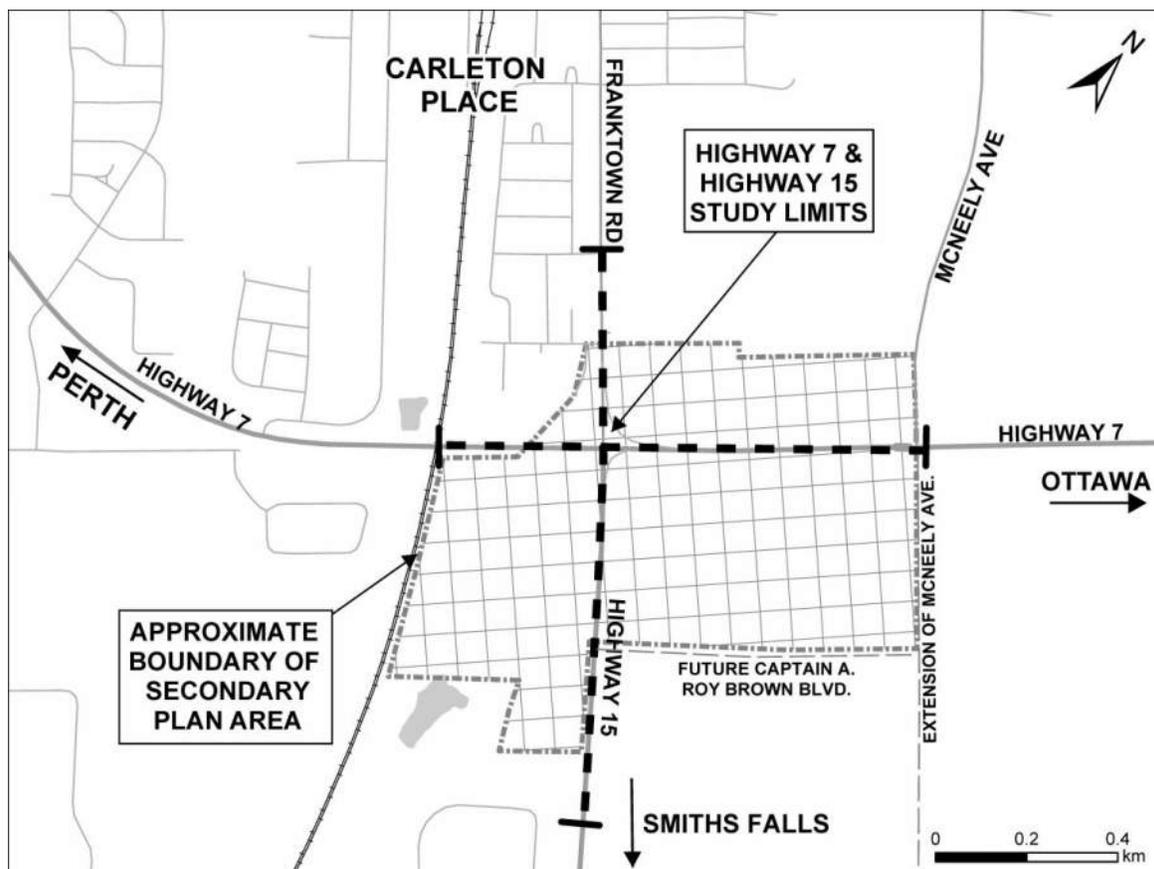
**Mr. Peter Fraser, P.Eng**

MTO Senior Project Engineer  
Ministry of Transportation – Eastern Region  
1355 John Counter Boulevard, Postal Bag 4000  
Kingston, Ontario  
K7L 5A3  
Tel: 613-544-2220 Ext. 4191  
Toll-free: 1-800-267-0295  
Fax: (613) 540-5106  
Email: [hwy7-15ea@wsp.com](mailto:hwy7-15ea@wsp.com)

For additional information regarding the Secondary Plan, please contact: Paul Knowles, Town Engineer for the Town of Carleton Place at (613) 257-6207 or [pknowles@carletonplace.ca](mailto:pknowles@carletonplace.ca); or Nadia De Santi, Senior Project Manager for WSP Group at (613) 690-1114 or [nadia.de-santi@wsp.com](mailto:nadia.de-santi@wsp.com).

Information will be collected in accordance with *the Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information, all comments will be part of the public record. If you have accessibility requirements to participate in this project, please contact one of the Project Team members listed above.

Des renseignements sont disponibles en français en composant le (613) 690-1117, auprès de Meghan MacMillan.



---

# **APPENDIX C**

## **Display Materials**

---

PUBLIC INFORMATION CENTRE  
SUMMARY REPORT

**WELCOME TO PUBLIC INFORMATION CENTRE #1**

**Highway 7 and Highway 15  
Intersection Improvements  
Environmental Assessment & Secondary Plan**

**GWP 4084-16-00**

**Thursday, December 13, 2018**

# WELCOME TO PUBLIC INFORMATION CENTRE #1

As part of this Public Information Centre (PIC), you will have a chance to review:

**Study Purpose and Overview of Integrated Processes**

**Existing Conditions**

**Future Transportation Conditions**

**Secondary Plan Draft, Vision and Guiding Principles**

**Improvement Alternatives and Evaluation Process**

**Next Steps**

Representatives from the Ministry of Transportation Ontario (MTO), WSP (MTO's Consultant) and the Town of Carleton Place are available to discuss the project with you.

Please ask questions and share your opinions with us.

We appreciate your input on all slides marked with a  at tonight's session.

If you have accessibility requirements in order to participate in this project, please contact a Project Team member.

Please complete a comment sheet at today's PIC, or by visiting [www.hw7-15ea.ca/contact](http://www.hw7-15ea.ca/contact)

We encourage you to sign in.

# INTRODUCTION

## Preliminary Design and Class EA Study

The objectives of this study include:

- ▶ Identifying Highway 7 and 15 Intersection improvements to meet interim and long-term transportation needs;
- ▶ Completing an access review of commercial entrances and intersections to Highways 7 & 15 to ensure safe and efficient traffic operations and to support ongoing and proposed development of surrounding lands; and
- ▶ Considering all road users including active transportation and recreational trail users.

## Secondary Plan Study

In parallel, MTO is working with the Town of Carleton Place to develop a Secondary Plan under the Planning Act for lands surrounding the Highway 7 & 15 Intersection.

The Secondary Plan involves creating a land use vision and guiding principles for development and redevelopment in the Secondary Plan area.

The Secondary Plan will be supported by Schedules (i.e. maps) that will illustrate: land use designations and environmental features; local transportation network/access; active transportation routes; potential commuter transit/park and ride facilities; and phasing.

## Study Area Overview

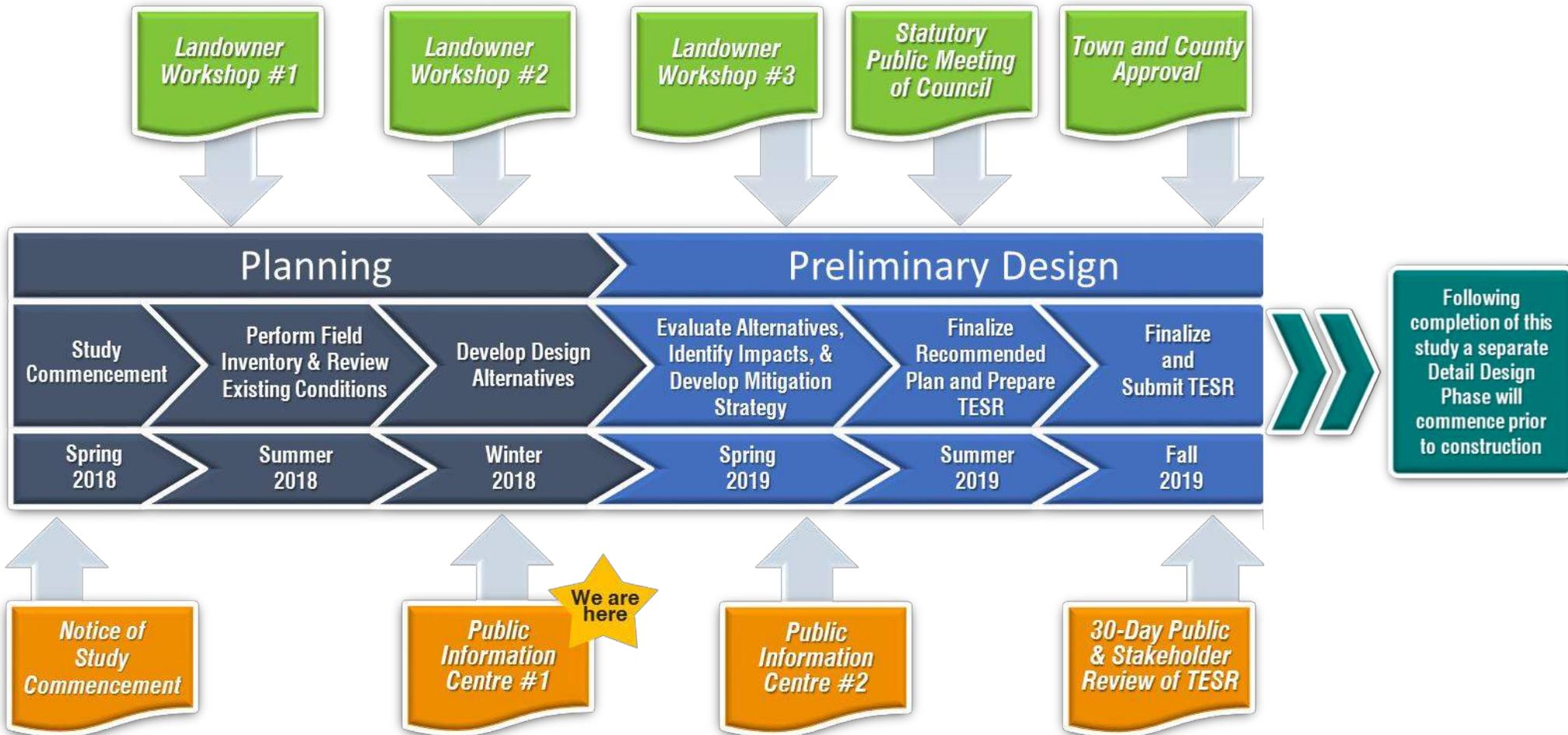


-  Secondary Plan Boundary
-  Highway 7 & Highway 15 Intersection Improvements Study Area
-  Watercourse

# PARALLEL PROCESS – INTEGRATED STUDY APPROACH

## Secondary Plan Process

The Secondary Plan is a planning document that will illustrate a land use vision and guiding principles for development and redevelopment in the Secondary Plan area. It will be developed in consultation with landowners and the public and is following the approved process under the Planning Act, R.S.O. 1990, c. P.13.



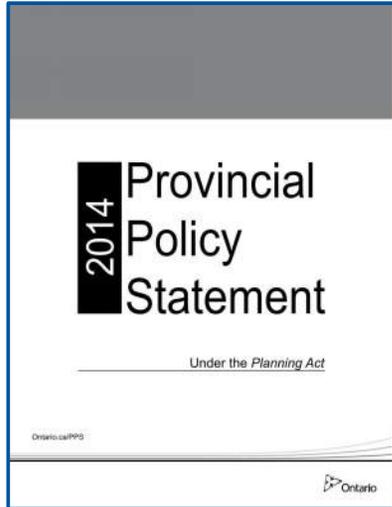
## Class EA Process

The Preliminary Design and Class EA Study is being carried out in accordance with the approved environmental planning process for Group 'B' projects under the MTO Class EA for Provincial Transportation Facilities (2000).

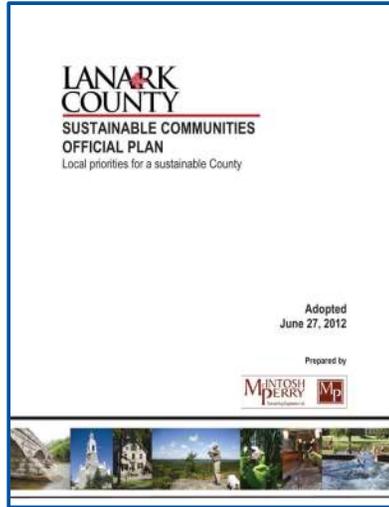
## EXISTING CONDITIONS – POLICY & PLANNING CONTEXT

The following planning tools are used to regulate and guide development:

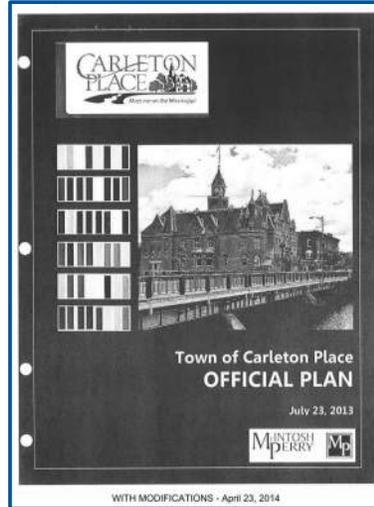
**Provincial Policy Statement (2014)**



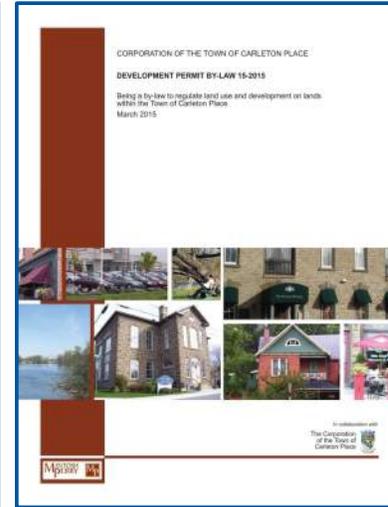
**Lanark County Sustainable Communities Official Plan (2012)**



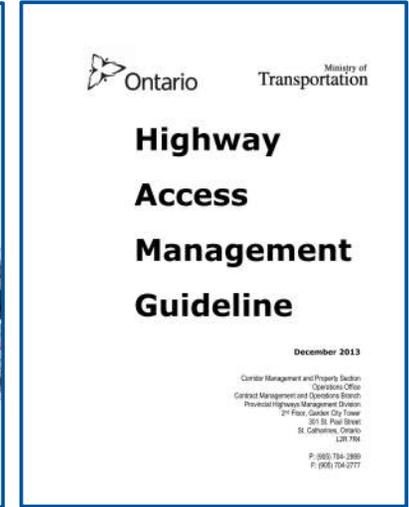
**Town of Carleton Place Official Plan (2013)**



**Town of Carleton Place Development Permit By-law (2015)**

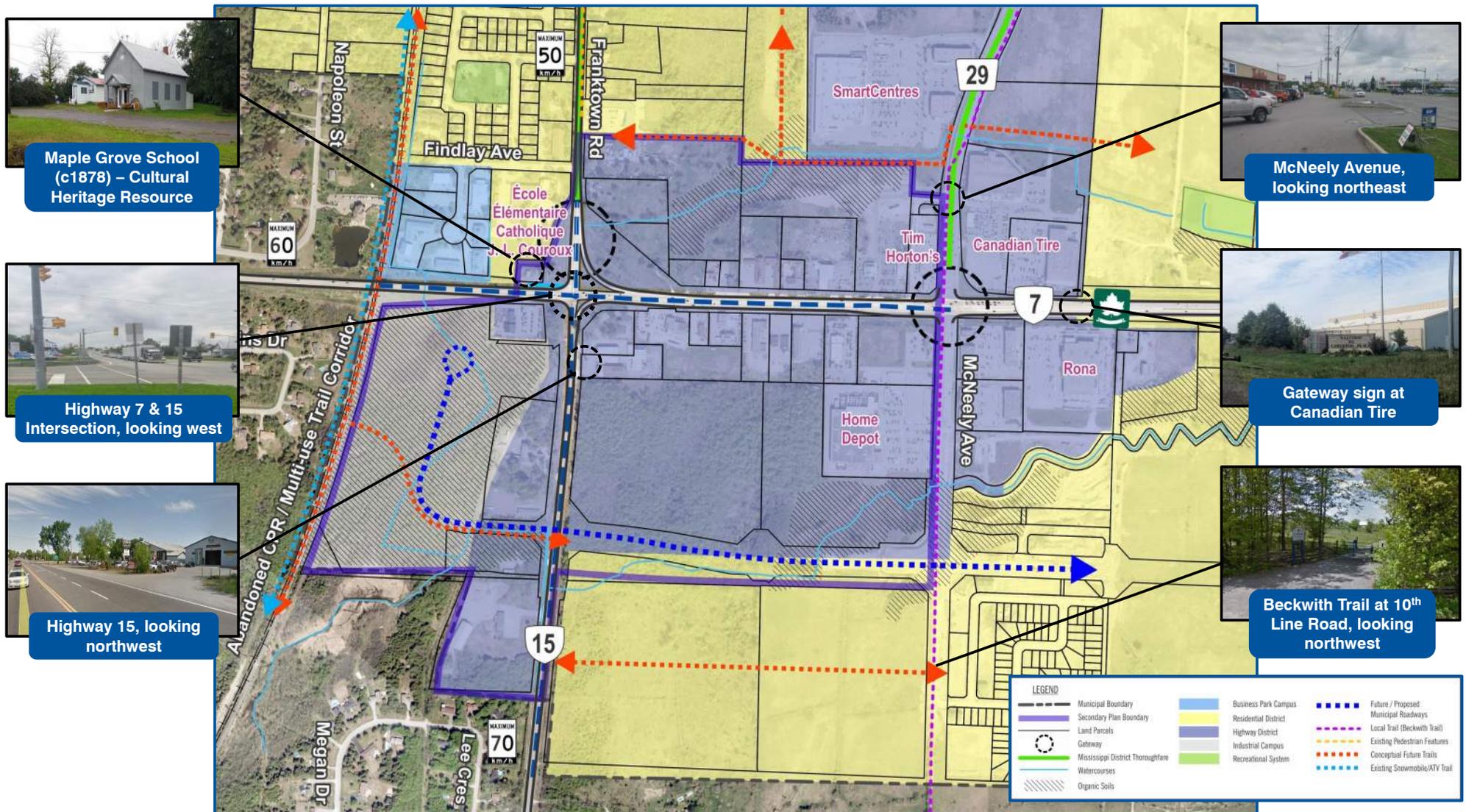


**MTO Highway Access Management Guideline (2013)**



- ▶ The Provincial Policy Statement provides policy direction on matters of provincial interest related to land use planning and development.
  - ▶ The Sustainable Communities Official Plan contains land use policies through traditional tools, such as zoning and lot creation, with a focus on the integration of sustainable practices within the County.
  - ▶ The Official Plan establishes land use designations and policies for the development and redevelopment within the Town.
  - ▶ It establishes how lands are to be used and where growth is targeted.
  - ▶ The Development Permit By-law controls the use of land by defining how land may be used and regulating development requirements.
  - ▶ It provides a streamlined process for zoning, site plan control and minor variances.
  - ▶ The Highway Access Management Guideline serves as a reference for MTO, municipalities, and stakeholders (such as property owners, developers, and agencies) to ensure that land use planning is coordinated with transportation infrastructure planning and design.
- ▶ A Conceptual Design Plan (CDP) for Highway 7 South was prepared by Novatech Engineering Consultants for Carleton Place in August 2013. While the CDP was not approved by Council, it provides a framework for the design and assessment of the lands south of Highway 7.

**EXISTING CONDITIONS – SOCIAL, CULTURAL, & ACTIVE TRANSPORTATION ENVIRONMENT**



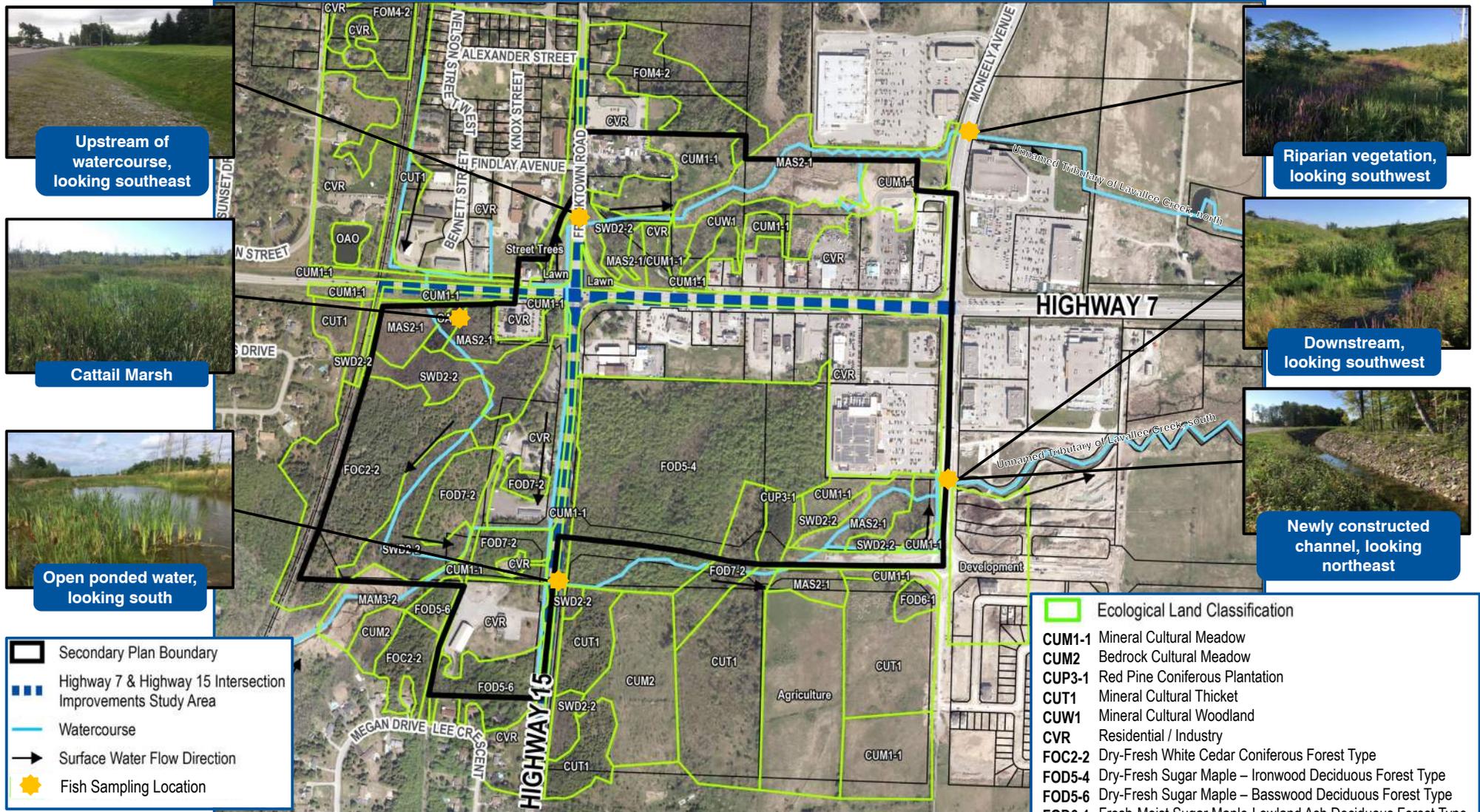
**Archaeology**

- ▶ A Stage 1 Archaeological Assessment has been conducted in the Class EA study area and determined that all undisturbed areas are considered to have both pre- and post-contact archaeological potential.

**Cultural Heritage**

- ▶ Three properties have been identified to have potential cultural heritage value within the study area, including Maple Grove School (10560 Highway 7, built circa 1878).

**EXISTING CONDITIONS – NATURAL ENVIRONMENT**



**Wildlife and Species at Risk (SAR)**

- ▶ Wetland, meadow and forest patches provide good habitat diversity for wildlife within the study area.
- ▶ Two SARs were observed during field investigations: Monarch Butterfly (special concern), and Barn Swallow (threatened)

**Aquatic Environment**

- ▶ There are two Unnamed Tributaries of Lavallee Creek in the study area (north and south).
- ▶ The tributaries support a fish community consisting of bait, forage, panfish and sportfish species.

**Vegetation**

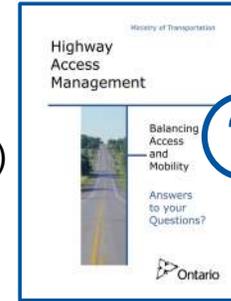
- ▶ Vegetation consists of woodland, thickets, mixed meadows, agricultural fields, and fence row communities.

## EXISTING TRANSPORTATION CONDITIONS – ACCESS REVIEW

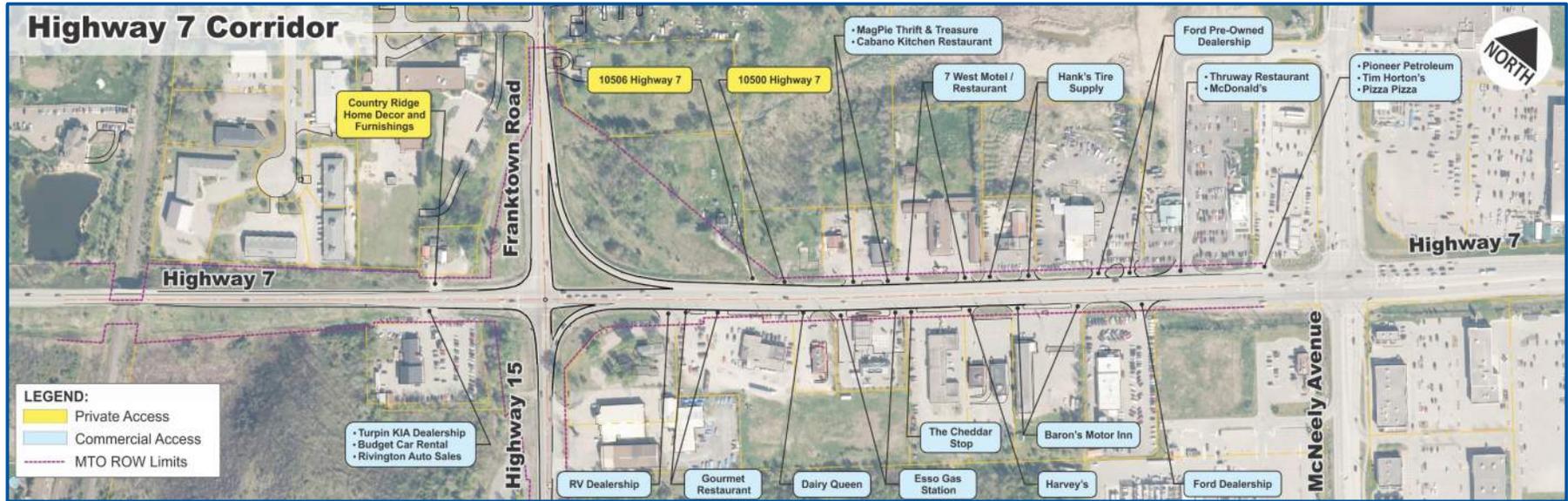
MTO Highway Corridor Management has two primary functions:

- ▶ Highway Corridor Management permit administration
- ▶ Review land use planning matters (municipal planning, development applications)

There are multiple, closely spaced commercial entrances located on Highways 7 and 15 within study limits conflicting with each other and increasing peak traffic volumes.



Questions about MTO's Access Management Guidelines? Refer to pamphlet attached to this display for more information.



## EXISTING TRANSPORTATION CONDITIONS – COLLISION HISTORY

Collision history for Highways 7 and 15 within the study area was reviewed for a five-year period – 2013 to 2017.

- ▶ A total of 104 collisions were reported during this period.
- ▶ 54 (52% of the total) were mid-block collisions:
  - ▶ 83% occurred in clear weather and daylight conditions
  - ▶ Primary types were ‘rear-end’ at 26% and ‘turning’ at 26%, followed by ‘side-swipe’ at 20%
  - ▶ 55% occurred on Highway 7 between Highway 15 and McNeely Avenue – 40% of which were related to ‘turning’ – a proportion that is indicative of conflicts between turning movements through this section of Highway 7.
- ▶ 50 (48% of the total) were intersections collisions:
  - ▶ Highway 7 & 15 Intersection = 19 collisions (3 intersection related collisions included)
  - ▶ Highway 7 & McNeely Avenue = 28 collisions (4 intersection related collisions included)
  - ▶ Highway 15 & 10th Line = 3 collisions

Collisions within the Highway 7&15 Intersection Study Area (2013 – 2017)



# Collision location\* and frequency

\*Note: approximate location; sourced from MTO's collision database

# EXISTING TRANSPORTATION CONDITIONS – TRAFFIC

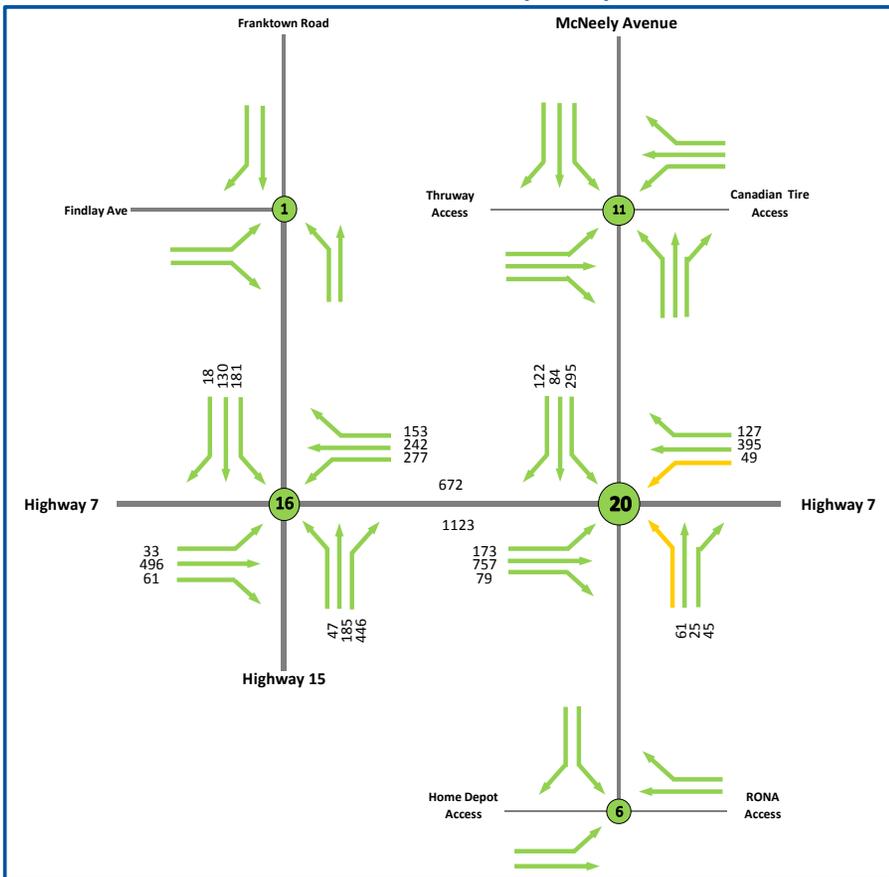
## During PM Peak Hour:

- ▶ Westbound left turning traffic at Highway 7 to Highway 15 intersection is experiencing an average delay of 40 s per vehicle and the movement is approaching capacity.
- ▶ Westbound left turn queue extends back approximately 220 m, which is beyond the existing 100 m long storage lane blocking through traffic.
- ▶ The northbound left turn lane at the Highway 7 and McNeely Avenue intersection has reached capacity.

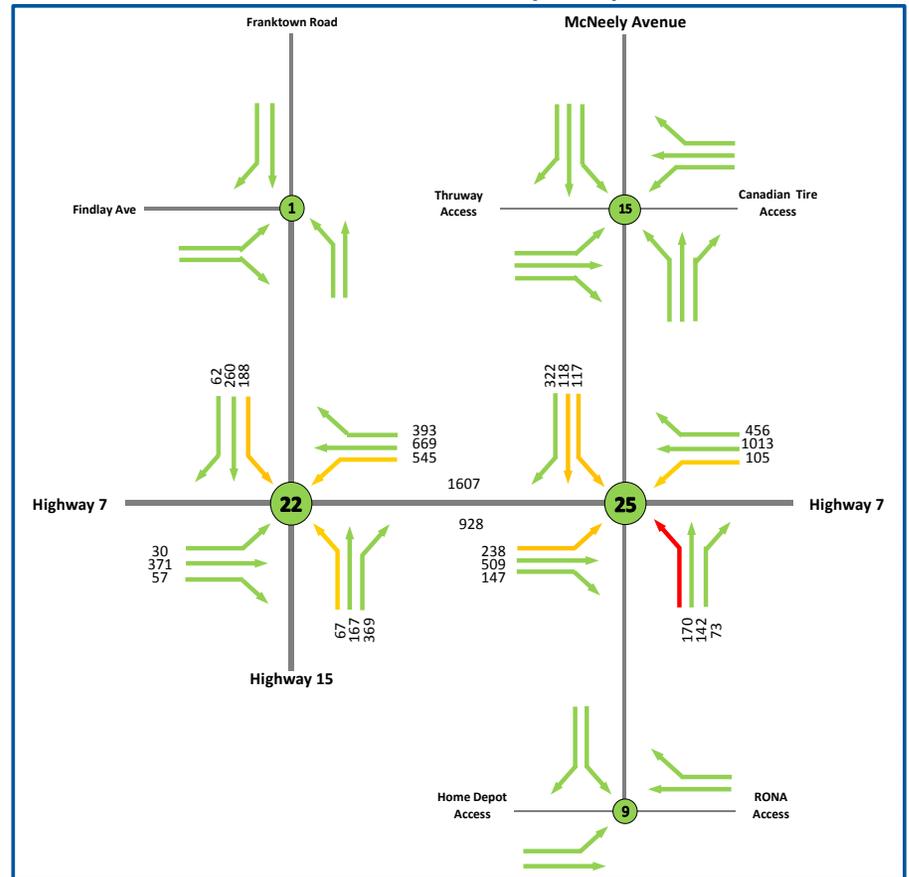
**LEGEND**

Intersection Operations	Movement / Midblock Level of Service
 Acceptable Operations	 A-C
 Near Capacity (Unstable Conditions)	 D
 Over Capacity (Forced or breakdown flow)	 E-F
 Average Delay / Vehicle (seconds)	
 Traffic Volume (Queue Length)	

AM Peak Hour (2018)



PM Peak Hour (2018)



# FUTURE TRANSPORTATION CONDITIONS – TRAFFIC (2025)

The figures below illustrate where forecasted traffic volumes within the study area will exceed existing roadway capacity by 2025.

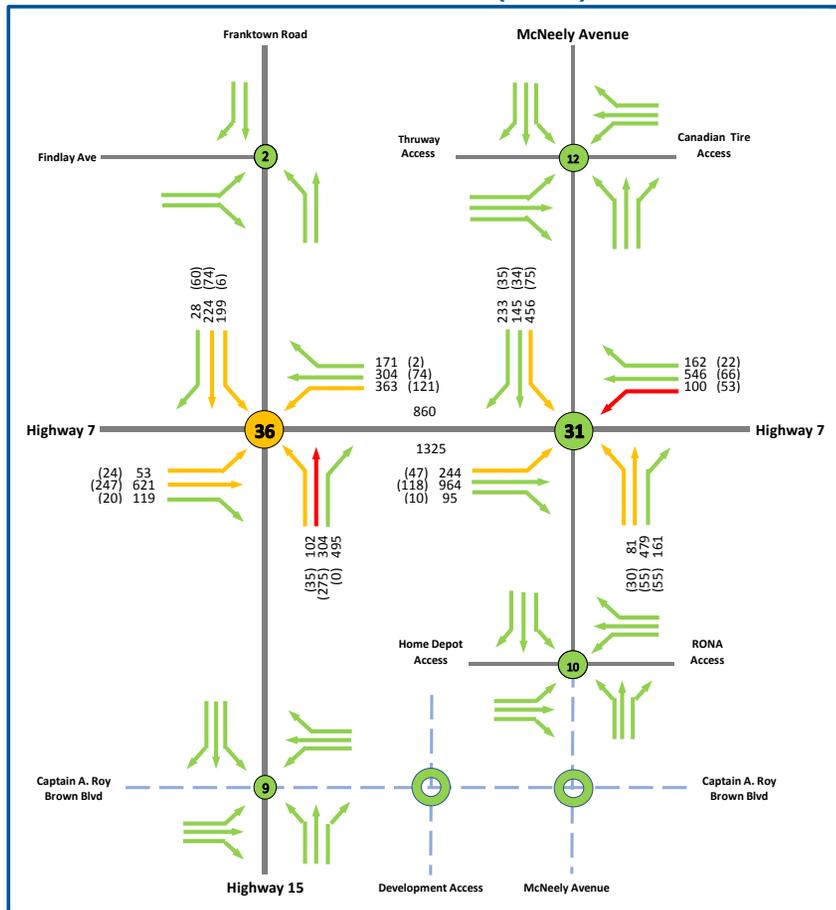
**LEGEND**

- Intersection Operations**
- Acceptable Operations
  - Near Capacity (Unstable Conditions)
  - Over Capacity (Forced or breakdown flow)
  - XX Average Delay / Vehicle (seconds)
  - XX (XX) Traffic Volume (Queue Length)
- Movement / Midblock Level of Service**
- ➔ A-C
  - ➔ D
  - ➔ E-F

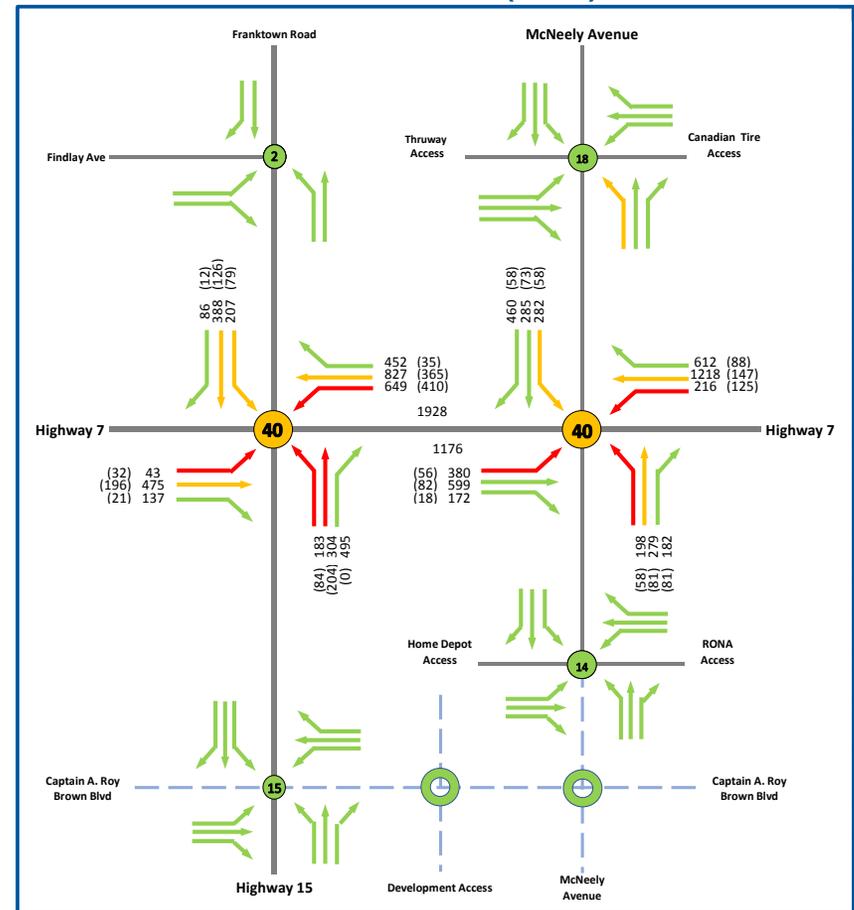
**During 2025 PM Peak Hour:**

- ▶ Without improvements and added lanes by 2025, there will be increased congestion and queuing for the following movements:
- ▶ North, east, and westbound left-turn movements at Highway 7 & 15.
- ▶ Northbound through movement at Highway 7 to Highway 15.
- ▶ North, east, and westbound left-turn movements at the Highway 7 and McNeely Avenue intersection.

**AM Peak Hour (2025)**



**PM Peak Hour (2025)**



# FUTURE TRANSPORTATION CONDITIONS – TRAFFIC (2040, ULTIMATE)

The figures below illustrate future traffic conditions if additional capacity is not provided by 2040.

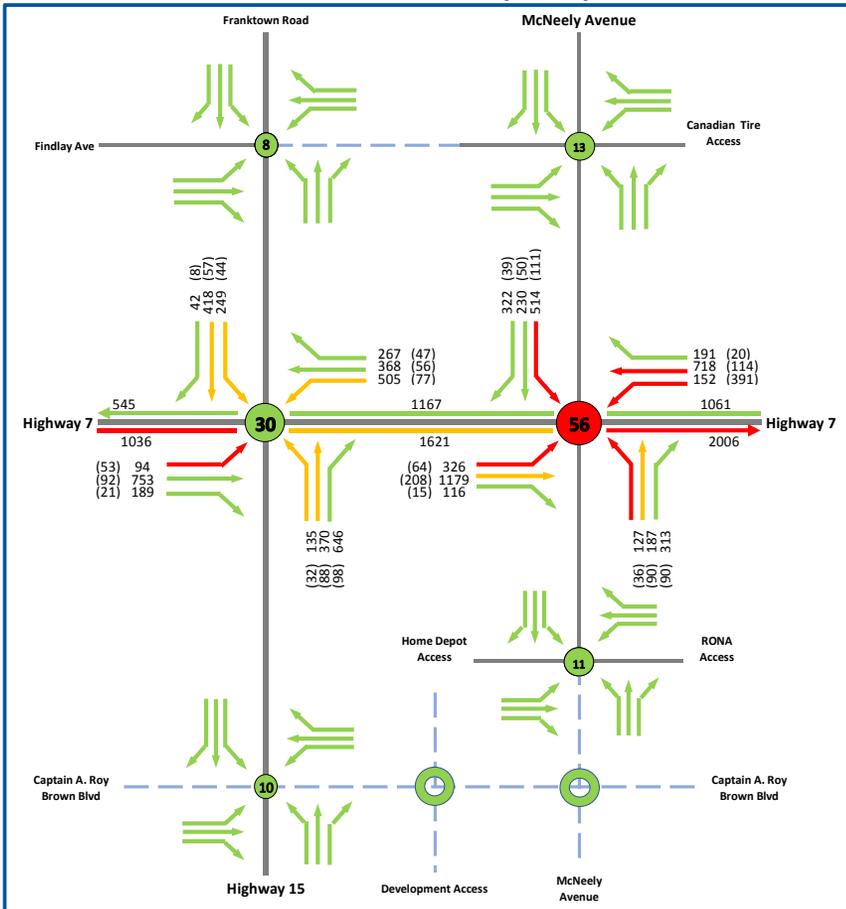
## During 2040 PM Peak Hour:

### LEGEND

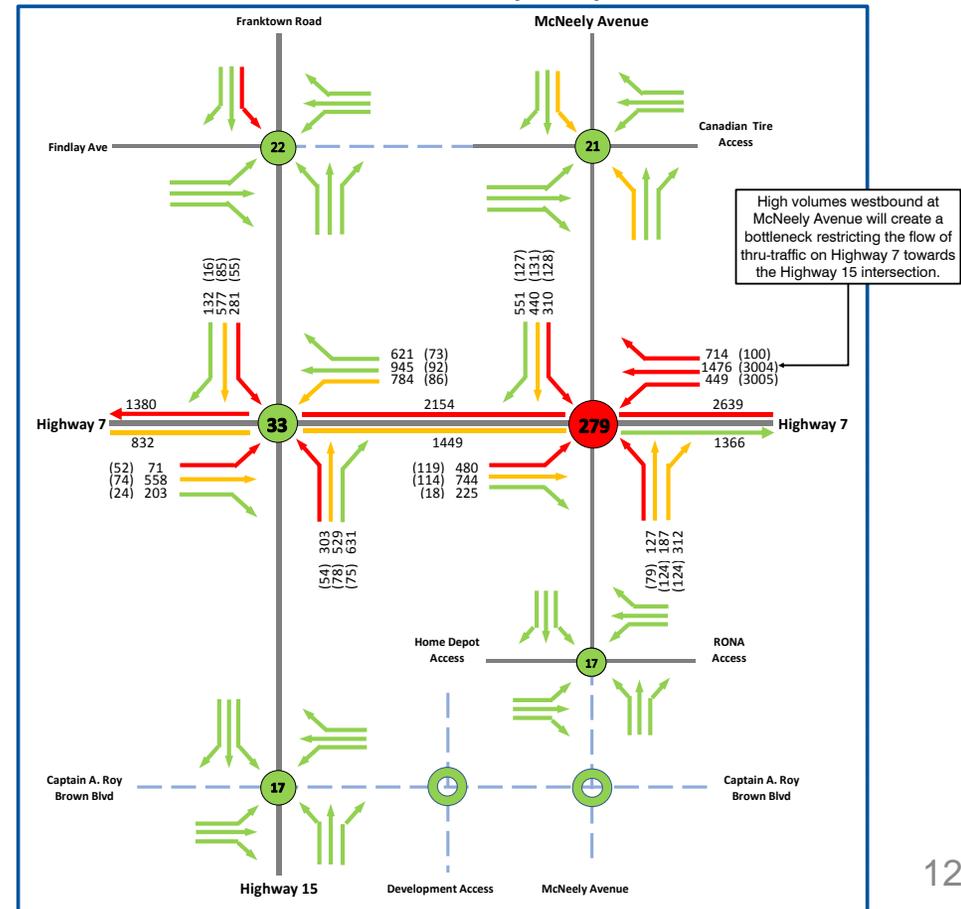
- |  |   |
|--|---|
| <b>Intersection Operations</b>               | <b>Movement / Midblock Level of Service</b> |
| Acceptable Operations                        | A-C   |
| Near Capacity (Unstable Conditions)          | D   |
| Over Capacity (Forced or breakdown flow)     | E-F   |
| Average Delay / Vehicle (seconds)            |   |
| <b>XX (XX)</b> Traffic Volume (Queue Length) |   |

- ▶ With continued increase in forecasted traffic volumes by 2040, Highway 7 westbound traffic approaching the McNeely Avenue intersection will exceed the capacity of the existing 2-lane roadway, with queues extending beyond 3 km.
- ▶ The resulting average delay at McNeely Avenue is expected to reach 5 minutes per vehicle.
- ▶ Without improvements, these delays will create a bottleneck restricting the flow of thru-traffic to the Highway 7 & 15 intersection.

### AM Peak Hour (2040)

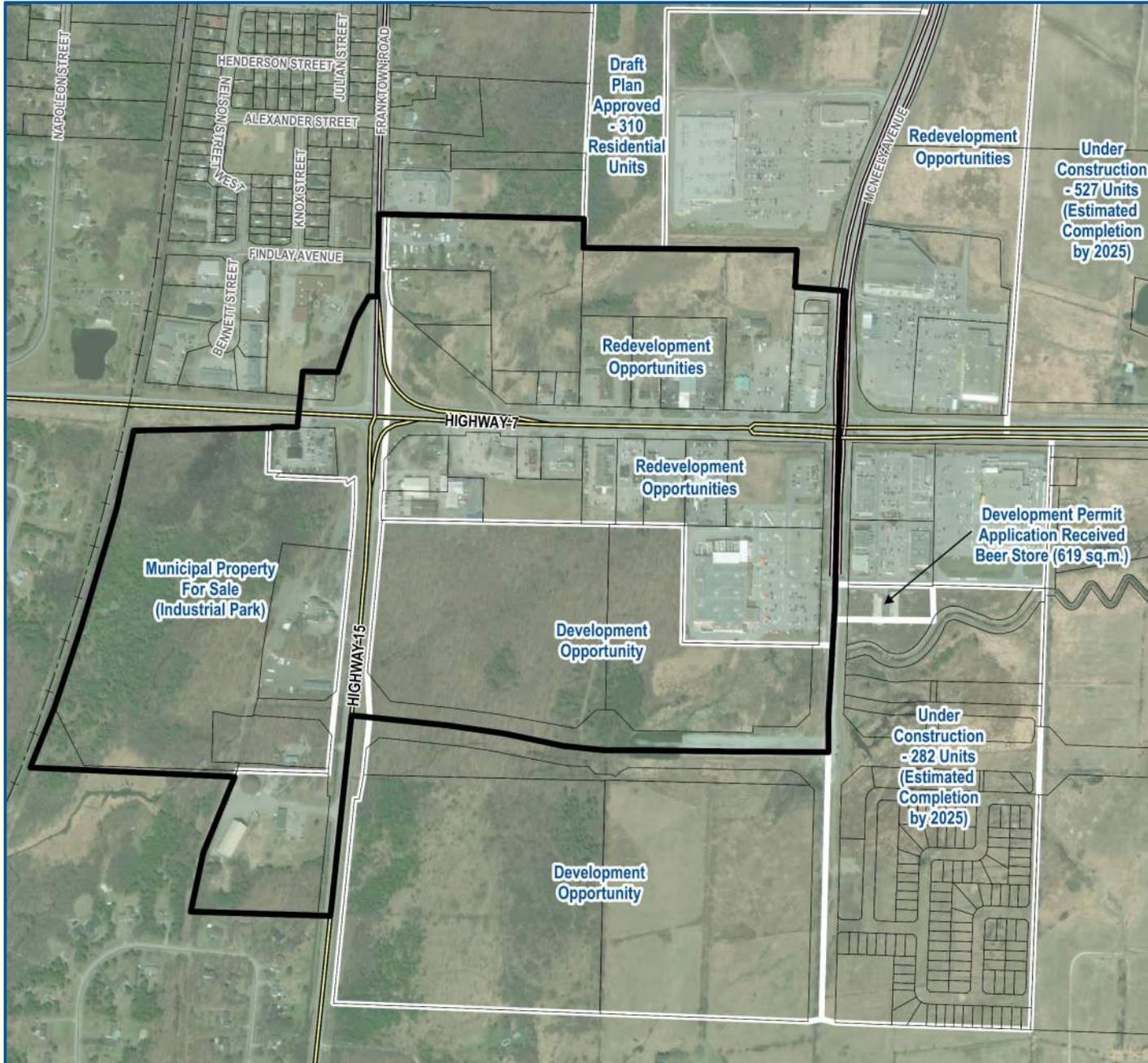


### PM Peak Hour (2040)



High volumes westbound at McNeely Avenue will create a bottleneck restricting the flow of thru-traffic on Highway 7 towards the Highway 15 intersection.

PLANNED STUDY AREA DEVELOPMENT AND ANTICIPATED TIMING



LEGEND

-  Secondary Plan Boundary
-  Railway Corridor (Abandoned)

Road Network

-  Expressway / Highway
-  Arterial
-  Collector
-  Local Road

# WHAT WE HAVE HEARD SO FAR

A landowner meeting was held on September 27, 2018 with owners located in the study area.

Landowners and tenants discussed existing concerns and identified opportunities for improvement.

The major points of discussion included:

- ▶ Access and loading onto properties;
- ▶ Active transportation; and
- ▶ Gateway features.



## Summary of Concerns & Opportunities



### Questions/Concerns

- 1 Concerns with sightlines at CPR overpass.
- 2 Queue at right turn lane causes visibility concerns.
- 3 Channelized right-turn causing access concerns.
- 4 Congested access area with lack of lane definition & signage.
- 5 Shared access is creating access issues.
- 6 Left turn onto properties is difficult.
- 7 Left lane is blocked during peak hours.
- 8 Queuing occurs at northbound lane left turn.
- 9 Significant queuing in this area during peak hours.
- Loss of access
- ↔ Pedestrian/cyclist use without adequate facilities.
- ★ Existing gateway signage is hard to see.

### Opportunities

- ★ Opportunity for improved gateway features, including downtown business district signage.
- ..... Alternative access options, including opportunities for active transportation features, such as sidewalks.

# PROBLEMS AND OPPORTUNITIES

Based on existing conditions and the findings of previous studies the following have been identified:

## Problems

### Limited Capacity



- ▶ Existing Highway 7 westbound traffic in the afternoon peak hour is approximately 1,600 vehicles and is approaching capacity.
- ▶ Limited capacity to accommodate future planned area development growth.

### Intersection Delays



- ▶ The Highway 7 & 15 intersection primary move is the Highway 7 westbound left turn to Highway 15 southbound in the afternoon peak hour with existing volumes of 545 vehicles.
- ▶ Left turn queues currently extend up to 220 m along Highway 7, exceeding available turning lane.

### Collisions



- ▶ The 5-year collision history for Highway 7 between Highway 15 and McNeely Ave indicates mid-block turning and sideswipe collisions.

### Access



- ▶ Multiple closely spaced commercial entrances on Highway 7 and Highway 15.

## Opportunities

### Improve Future Traffic Operations



- ▶ Reduce queues on Highway 7.
- ▶ Improve intersection operations.
- ▶ Improve operation of highway corridors.

### Accommodate Future Development in Area



- ▶ Plan for infrastructure and servicing necessary for accommodating on-going and future development within the study area.

### Integrate Planning Processes



- ▶ The Class EA Study and Secondary Plan Study are being planned in parallel to address existing capacity and operational issues and support ongoing growth and travel demands across all modes (i.e. active transportation, transit services, inter-regional travel, and goods movement).

### Implement an Access Management Strategy



- ▶ Examine opportunities to consolidate and reduce existing entrances to Highway 7 and Highway 15.
- ▶ Provide suitable, future alternate access to on-going, planned, and potential future development via local road networks through Secondary Plan Study.

## ALTERNATIVES TO THE UNDERTAKING

To address the identified problems and opportunities, the following alternatives solutions have been developed and considered.

### Alternative

### Recommendation

<p><b>1</b> <b>Do Nothing</b></p> <p>Maintain existing roadway and access conditions at Highway 7 &amp; 15 – no new infrastructure. Includes routine maintenance, such as resurfacing, within existing footprint.</p>	<p><b>DO NOT CARRY FORWARD</b></p> <p>Does not address any identified problems or opportunities at the interchange.</p>
<p><b>2</b> <b>Transportation Demand Management (TDM)</b></p> <p>Measures to reduce, shift, or eliminate transportation demand, such as flex work hours to shift demand outside of rush hours, shifting to carpooling and/or alternate modes, other traveller information tools.</p>	<p><b>SEPERATELY BEING ADDRESSED</b></p> <p>On its own, does not improve operations and safety of the intersection and does not meet the needs of future area development; however, County of Lanark planning policies do include TDM supportive initiatives independent of this study.</p>
<p><b>3</b> <b>Transit and / or Active Transportation Improvements</b></p> <p>Measures to improve pedestrian, cycling, and snowmobiling facilities such as trails, sidewalks, and/or bike lanes. Improvements to existing regional commuter transit service through increased frequency, additional routes, and improved transit amenities, such as park and ride lots.</p>	<p><b>CARRY FORWARD AS PART OF SECONDARY PLAN STUDY</b></p> <p>On its own, does not improve operations and safety of the intersection and does not meet the needs of future area development; however, active transportation and opportunities to provide transit stops/park and ride facilities will be carried forward for further consideration in combination with other options.</p>
<p><b>4</b> <b>New / Improved Adjacent Private / Local Road Corridors and Access</b></p> <p>New and/or improved private and/or local road corridors parallel to Highway 7 and Highway 15, as well as new/improved access to existing lands within the study area.</p>	<p><b>CARRY FORWARD AS PART OF SECONDARY PLAN STUDY</b></p> <p>Improvements would support future development. On its own, does not improve operations and safety of the intersection; however this will be carried forward for further consideration in combination with other options.</p>
<p><b>5</b> <b>Improved Provincial Transportation Facility</b></p> <p>Widening and / or improvements to existing Highways 7 and 15 within study area to provide increased traffic capacity, accommodate forecasted future traffic and improve safety.</p>	<p><b>CARRY FORWARD AS PART OF EA STUDY</b></p> <p>Improvements to Highway 7 &amp; 15 would improve the operations and safety of the intersection and support future area development, and is recommended to be carried forward in parallel with other options.</p>
<p><b>6</b> <b>New Highway</b></p> <p>Construct a new highway to accommodate future traffic needs.</p>	<p><b>DO NOT CARRY FORWARD</b></p> <p>A new highway would not address the existing safety issues in the study area and would not support future area development, and would result in significant environmental effects.</p>

The **Preferred Alternative Solution** to be carried forward to address the identified problems and opportunities is:

Improvements to the Highway 7 & 15 intersection, reduction of existing entrances to Highway 7 to improve safety, and development of a private/local access, road, and active transportation network.

# SECONDARY PLAN DRAFT VISION AND GUIDING PRINCIPLES



The goal of the Secondary Plan is to provide a vision for the lands surrounding the Highway 7 and Highway 15 intersection. The Secondary Plan aims to articulate a long-term land use vision for the study area based on consultation with local landowners and the public.

## Draft Vision

- ▶ To create a safe and accessible area for all modes of travel while ensuring opportunities for businesses to grow and expand.

## Draft Guiding Principles

- ▶ Create a safe, welcoming, and accessible area that provides all modes of travel with convenient access through the area;
- ▶ Provide opportunities for properties to be accessed by active modes of transportation;
- ▶ Enhance redevelopment opportunities for vacant and underutilized properties with safe access and design;
- ▶ Create gateway and wayfinding signage that is visible and welcoming; and
- ▶ Establish alternative access points to reduce potential conflict points and meet driver expectations.

Comments  
(Place a sticky note below with your comments)

Comments  
(Place a sticky note below with your comments)

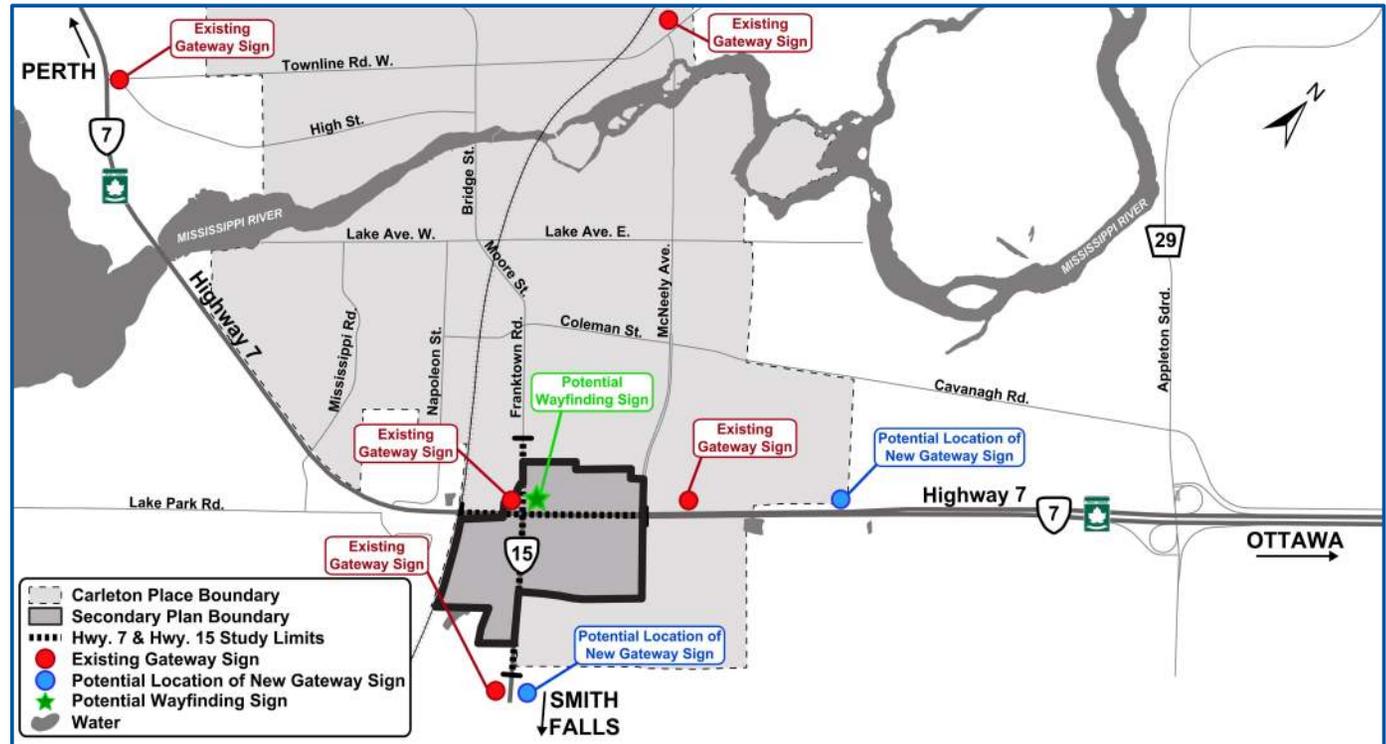
**FUTURE CONSIDERATIONS – GATEWAY & STREETSCAPING OPPORTUNITIES**

**Gateway Opportunities**

There is potential to improve the location of gateway features and implement wayfinding signage within the Town of Carleton Place.

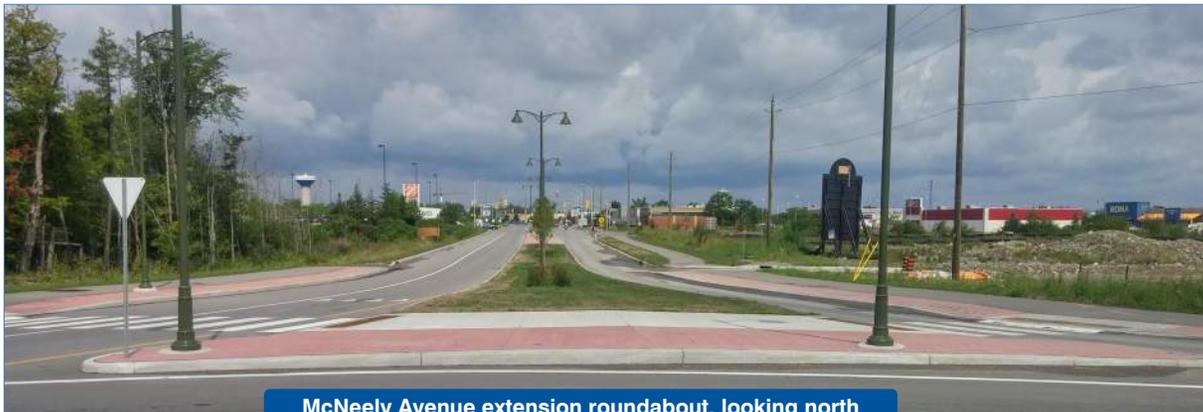


Gateway Sign



**Streetscaping Opportunities**

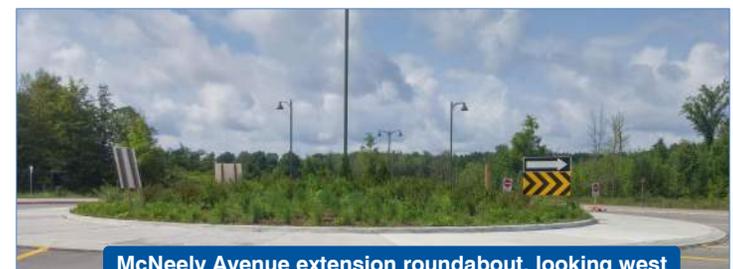
There is an opportunity to further implement the streetscaping at the McNeely Avenue extension roundabout through consistent design guidelines for the Secondary Plan area.



McNeely Avenue extension roundabout, looking north



McNeely Avenue extension roundabout, looking west



McNeely Avenue extension roundabout, looking west

## DEVELOPMENT OF DESIGN ALTERNATIVES

To address the identified problems and opportunities the Preferred Solution will include:

- ▶ Improvements to the existing Highway 7 and 15 Intersection through the Class EA Study;
- ▶ Reduction in number entrances to Highways 7 and 15 to improve safety through both Class EA and Secondary Plan Studies; and
- ▶ Development of a conceptual local road network, and alternative transportation routes.

Two sets of alternatives have been developed in support of both the Class EA Study and Secondary Plan Study:

▶ **Highway 7 & 15 Intersection Improvement Alternatives:**

- ▶ Three intersection widening alternatives have been developed and are presented on the subsequent panels.
- ▶ The recommended future westbound dual left turn lanes on Highway 7 will require a raised median to be implemented for the length of the turning lane at a minimum, which will restrict existing entrances within these limits to right-in, right-out only.
- ▶ To ensure safe and efficient operations on Highway 7 a raised median will ultimately be required from Highway 15 to McNeely Avenue, restricting all existing access onto Highway 7 to right-in, right-out only.
- ▶ The 2025 interim and 2040 ultimate recommended intersection improvements will be integrated with the area development plans and phasing.

▶ **Private and/or Local Access and Road Network Alternatives:**

- ▶ The Secondary Plan Study Area has been divided into two sections for developing alternatives:
  - ▶ Highway 7 North, and Highway 7 South
- ▶ Four alternatives to reduce and consolidate access and provide alternate access via new private roads are illustrated the Secondary Plan Access and Private Road Network Alternatives.

Following PIC 1, the Secondary Plan will examine opportunities to provide or improve connections to existing and planned local trail networks (e.g. for cyclists, pedestrians, ATVs, and snowmobiles), and commuter transit / park and ride facilities (subject to available property).

The Preferred Alternative for the Class EA and Secondary Plan, assessment and evaluation of alternatives and supporting technical analysis will be presented at PIC 2.

# INTERSECTION IMPROVEMENTS – DEVELOPMENT OF ALTERNATIVES

## Cross-Section Requirements

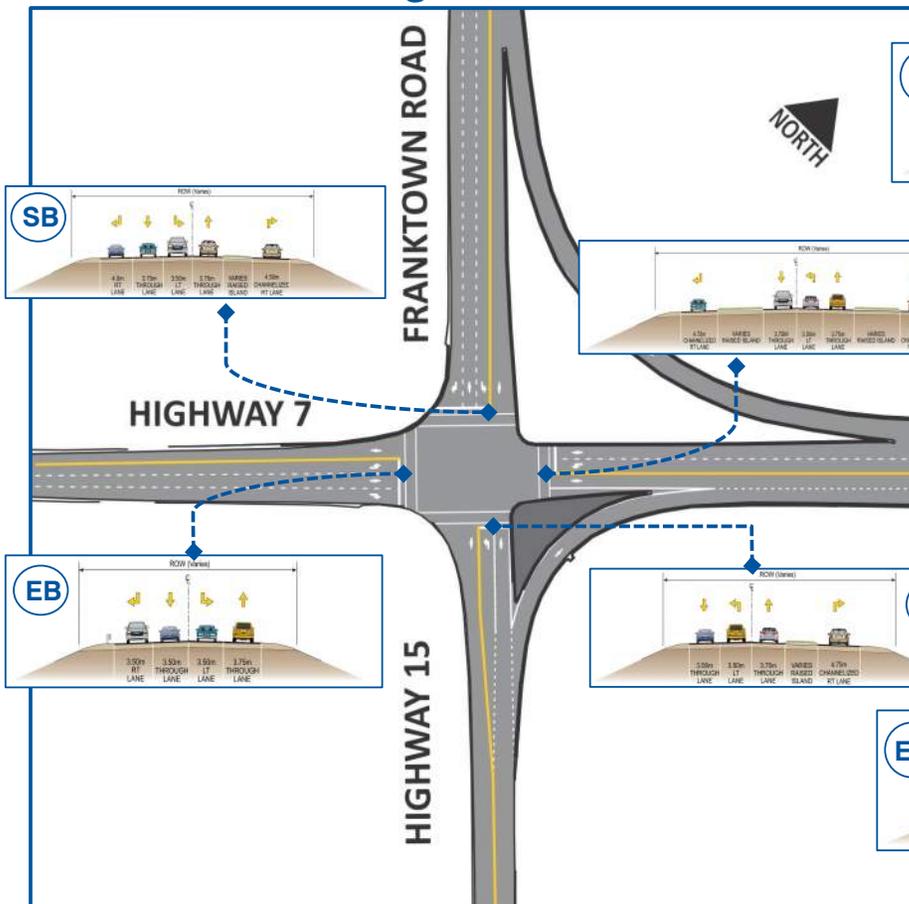
The existing intersection and the future recommended lane requirements are illustrated on the figures below. To meet future traffic demand, all approaches of the intersection, except the eastbound approach, will require:

- ▶ Dual Left Turn Lanes + Two Thru Lanes + One Right Turn Lane + Raised Median

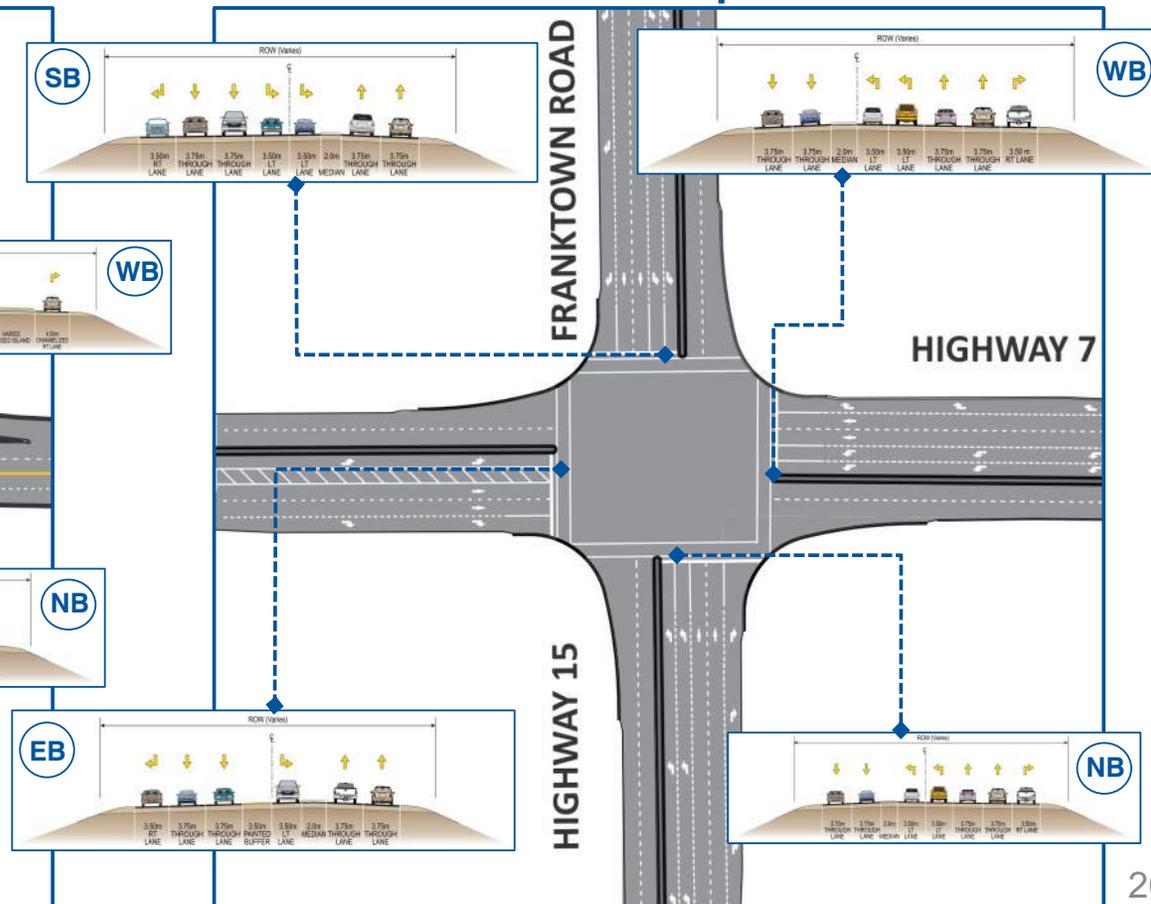
A detailed Future Traffic Operations Analysis of alternatives will be completed following PIC 1 to recommend improvements required by 2025 and 2040 including:

- ▶ Exact turning lane lengths and configurations; and
- ▶ Future median requirements along Highway 7.

### Existing Intersection



### Future Lane Requirements



# INTERSECTION IMPROVEMENTS – DEVELOPMENT OF ALTERNATIVES

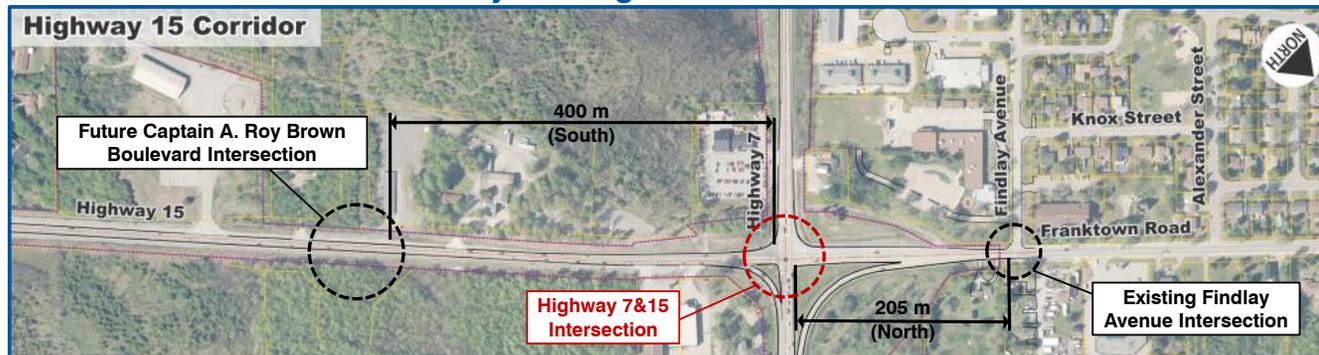
## Study Area Turning Lane Constraints

At this time, the preliminary intersection improvement alternatives presented on the following displays have been developed based on the study area constraints listed and illustrated on the plan below. The maximum length of turning lanes (left-turn and right-turn) that can be provided on each approach is restricted by the adjacent intersections and the CP Rail Overpass.

- ▶ **North:** Existing Findlay Avenue intersection located 205 m to the north – may require future signalized intersection to support local access - future turning lane length requirements will be balanced to meet future traffic needs of both intersections
- ▶ **South:** Future Captain A. Roy Brown Intersection located approximately 400 m to the south – future turning lane length requirements will be balanced to meet future traffic needs of both intersections
- ▶ **East:** Existing McNeely Avenue Intersection located 645 m to the east - future turning lane length requirements will be balanced to meet future traffic needs of both intersections
- ▶ **West:** Former CP Rail Overpass located 325 m to the west – limits maximum length of future eastbound turning lanes

The exact length of turning lanes will be confirmed through detailed traffic operations analysis (i.e. modelling) following PIC 1 and presented at PIC 2.

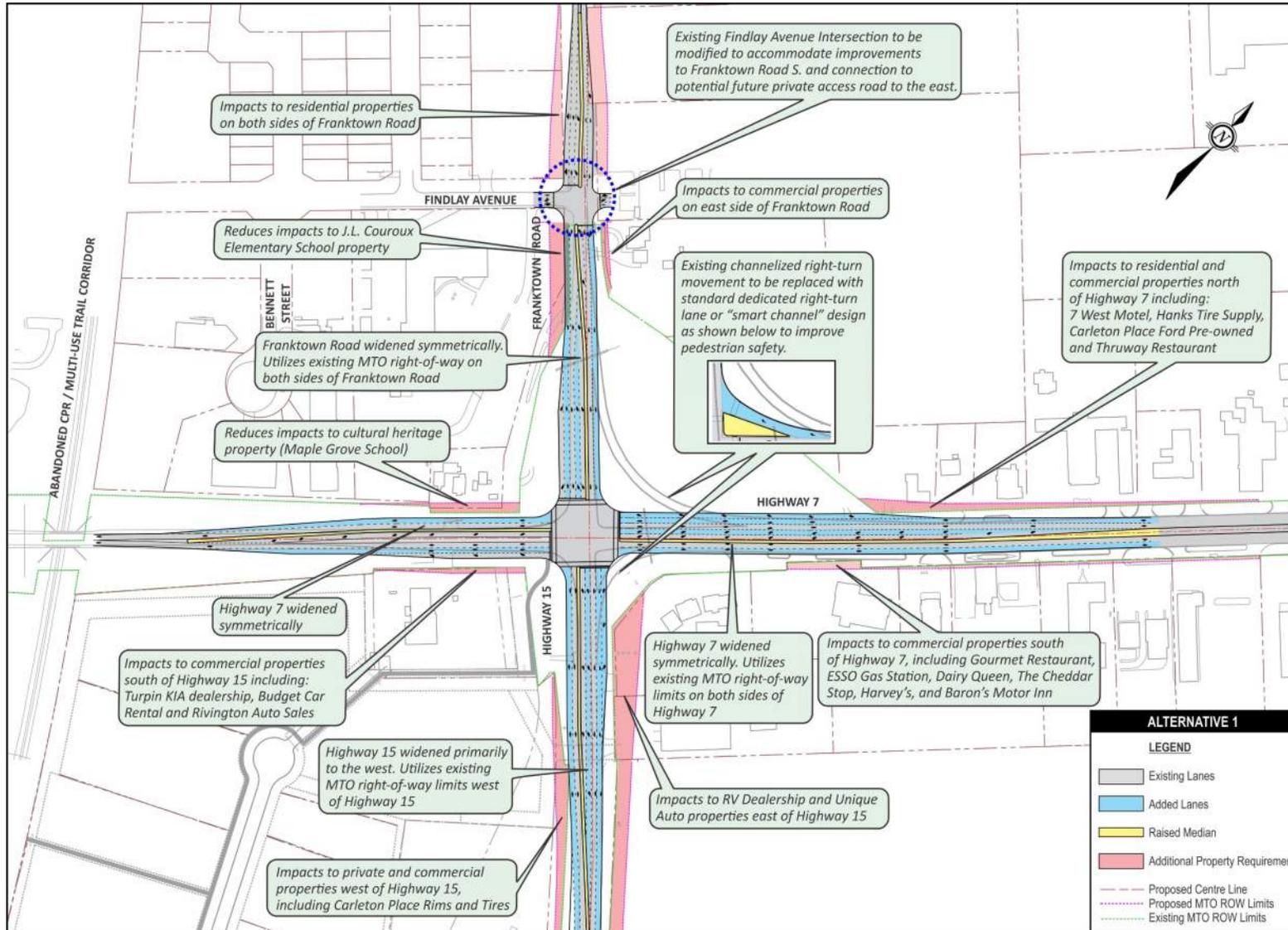
### Key Turning Lane Constraints



# INTERSECTION IMPROVEMENTS – DEVELOPMENT OF ALTERNATIVES

## Alternative 1: Widen Both Highways Symmetrically

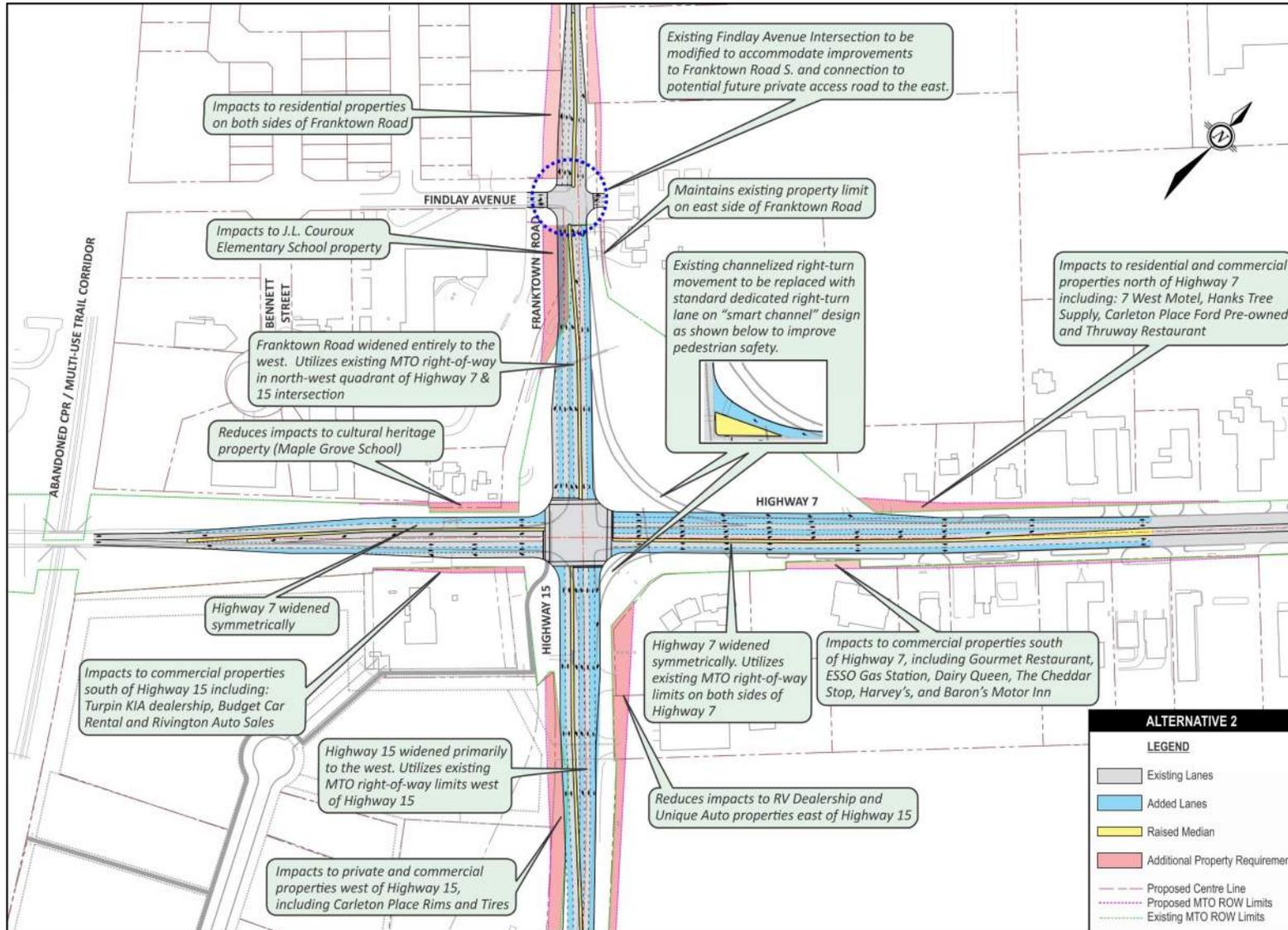
- ▶ Both highways widened symmetrically at the intersection
- ▶ Minimizes potential for substantial impacts to any one property
- ▶ Minor edge impacts to properties on both sides of the Highway 7 and Highway 15 corridors



# INTERSECTION IMPROVEMENTS – DEVELOPMENT OF ALTERNATIVES

## Alternative 2: Widen Highway 15 to the West

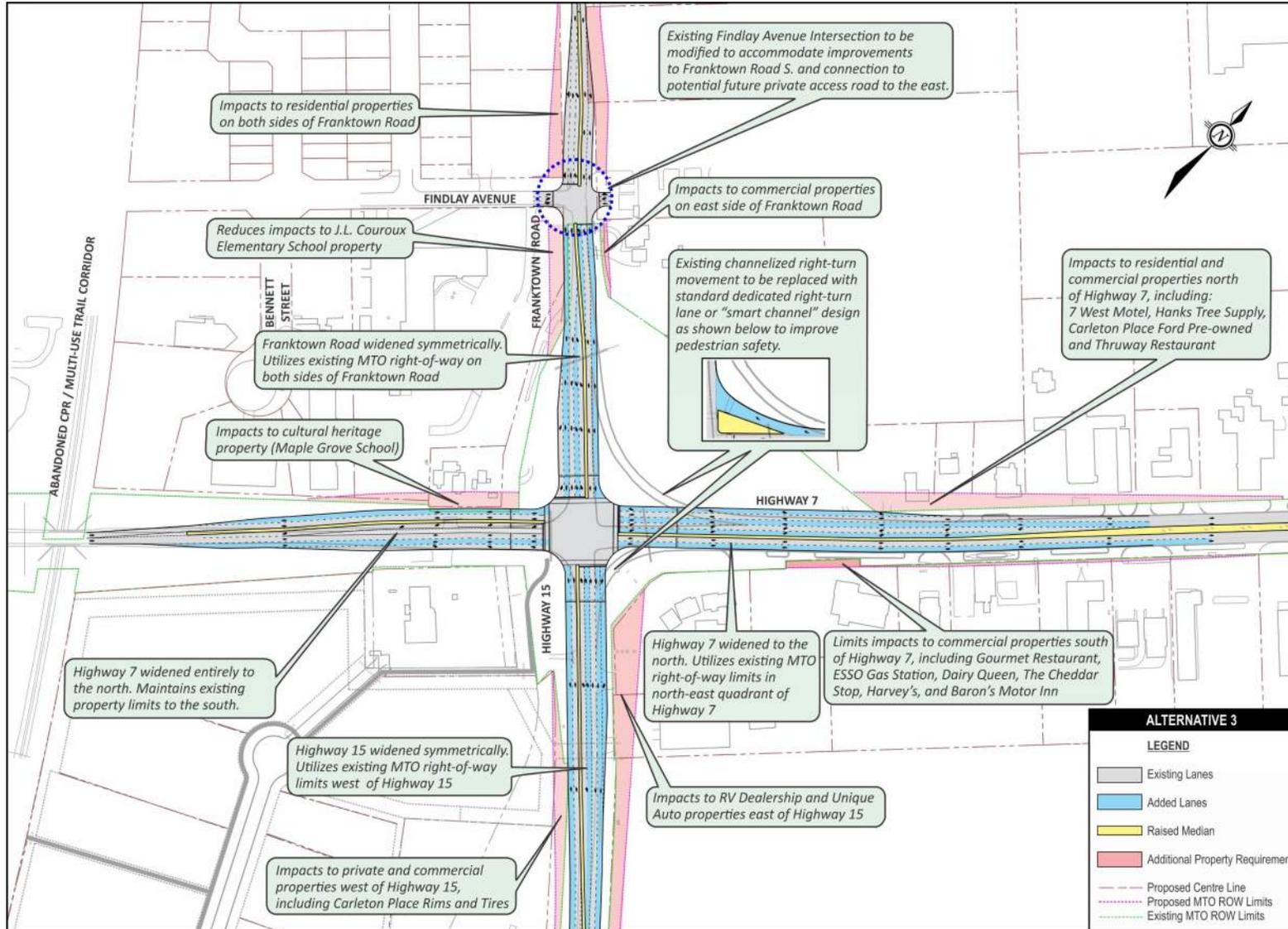
- ▶ Highway 15 widened primarily to the west, Highway 7 widened symmetrically
- ▶ Utilizes lands within existing MTO ROW limits to the west
- ▶ Impacts J.L. Couroux Elementary School and residential properties north of Findlay Avenue on the west side of Franktown Road



# INTERSECTION IMPROVEMENTS – DEVELOPMENT OF ALTERNATIVES

## Alternative 3: Widen Highway 7 to the North

- ▶ Highway 7 widened primarily to the north, Highway 15 widened symmetrically
- ▶ Utilizes lands within existing MTO ROW limits to the north
- ▶ Edge impacts to residential and commercial properties along north side of Highway 7



# ACCESS REVIEW & DEVELOPMENT OF LOCAL ACCESS ALTERNATIVES

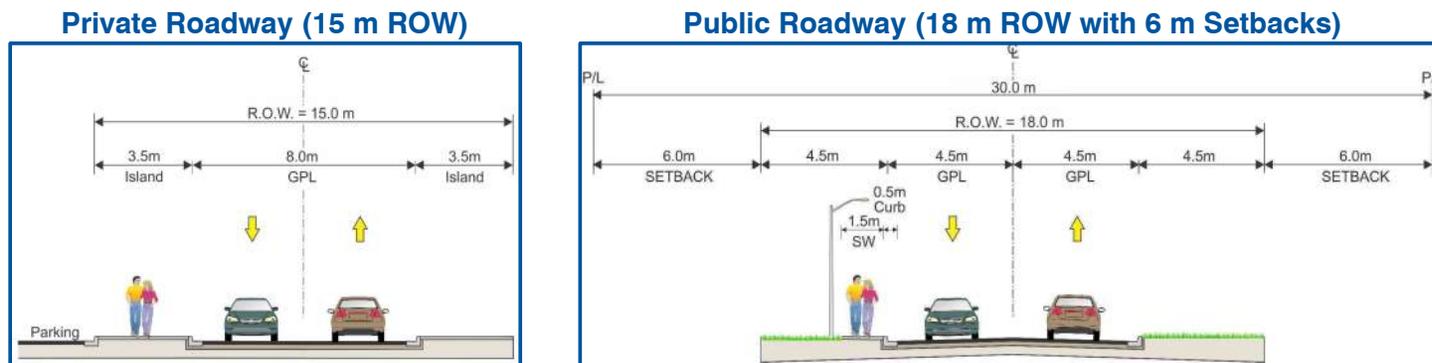
- ▶ A continuous raised median along Highway 7 between Highway 15 and McNeely Avenue will be required under ultimate conditions to improve corridor operations and safety approaching the Highway 7 and 15 intersection, and to accommodate left-turn storage needs. This will restrict access to and from the highway to right-in, right-out only.
- ▶ Alternate access to these properties will be provided via local roads, opportunities for which are being explored as part of the Secondary Plan component of this study and are presented on the following displays.
- ▶ The Secondary Plan will contain high-level transportation policies for the conceptual local road network, and alternative transportation routes. In addition, the Secondary Plan will include an Implementation section and policies that will describe how the transportation policies will be implemented at the time of a development application.

Four preliminary access and private road network alternatives have been developed with the Town and MTO based on the Town's standard private road cross-section requirements of 15 m (i.e., privately owned driveway) and with consideration for:

- ▶ Existing property footprints
- ▶ Permitting future development
- ▶ Providing alternate access to all existing properties

Following PIC 1, these concepts may be refined based on feedback from area landowners and businesses.

A similar classification of public roadway (i.e., Town owned) would require a significantly wider 30 m cross-section consisting of an 18 m ROW plus an additional 6 m on each side to accommodate set-back requirements.

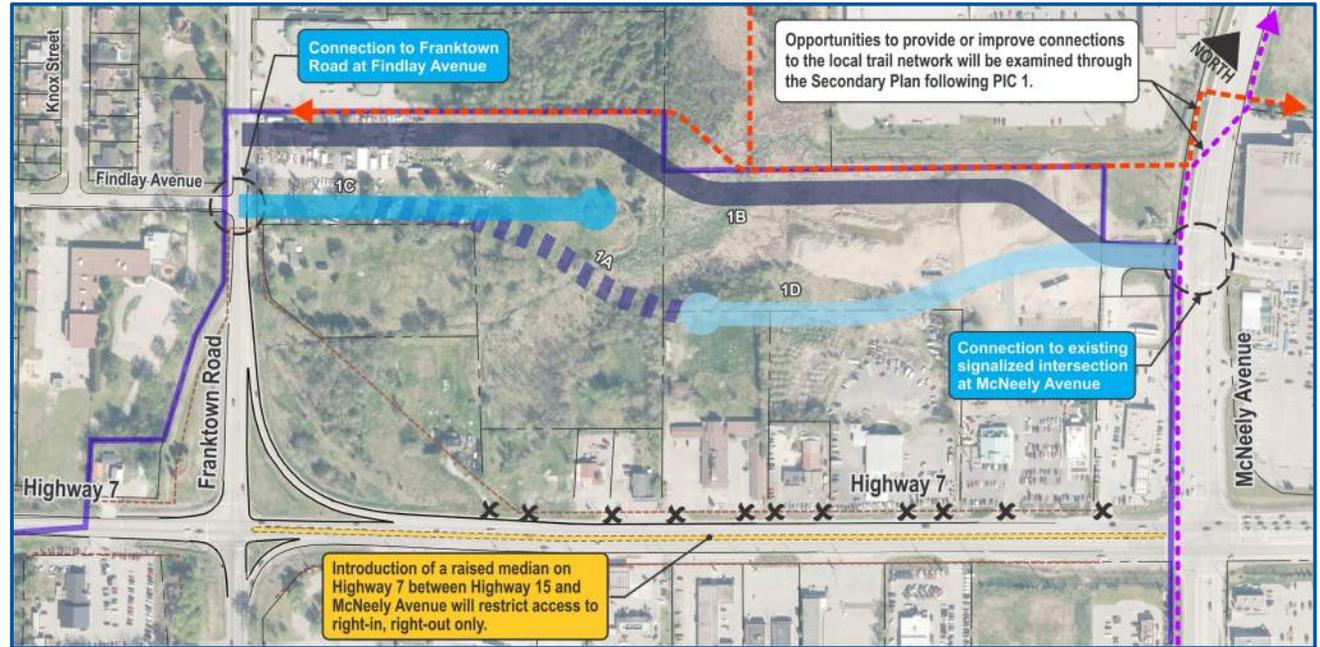


Town of Carleton Place Standard Roadway Cross-Sections

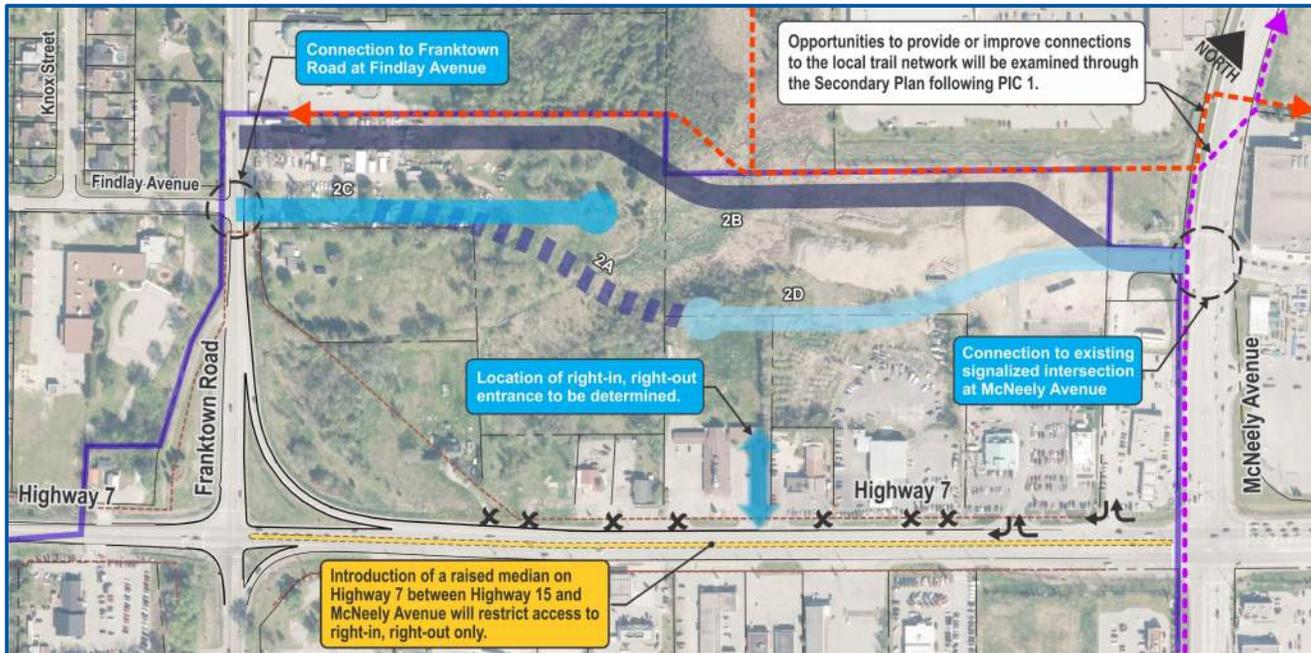
# SECONDARY PLAN LOCAL ACCESS – HIGHWAY 7 NORTH ALTERNATIVES

## Alternative 1

- ▶ Close all access to Highway 7
- ▶ Provide alternate access to properties north of Highway 7 via private roadway(s) with connections at Franktown Road and McNeely Avenue



LEGEND:	
	Secondary Plan Boundary
	Property Fabric
	MTO R.O.W
	Closed Access
	Conceptual Future Trail per Town of Carleton Place Draft Official Plan Schedule B (2014)
	Existing Local Trail (Beckwith Trail)



## Alternative 2

- ▶ Reduce number of entrances onto Highway 7 to three right-in, right-out only locations
- ▶ Provide alternate access to properties north of Highway 7 via consolidated access at three locations and/or via private roadway(s) with connections at Franktown Road and McNeely Avenue

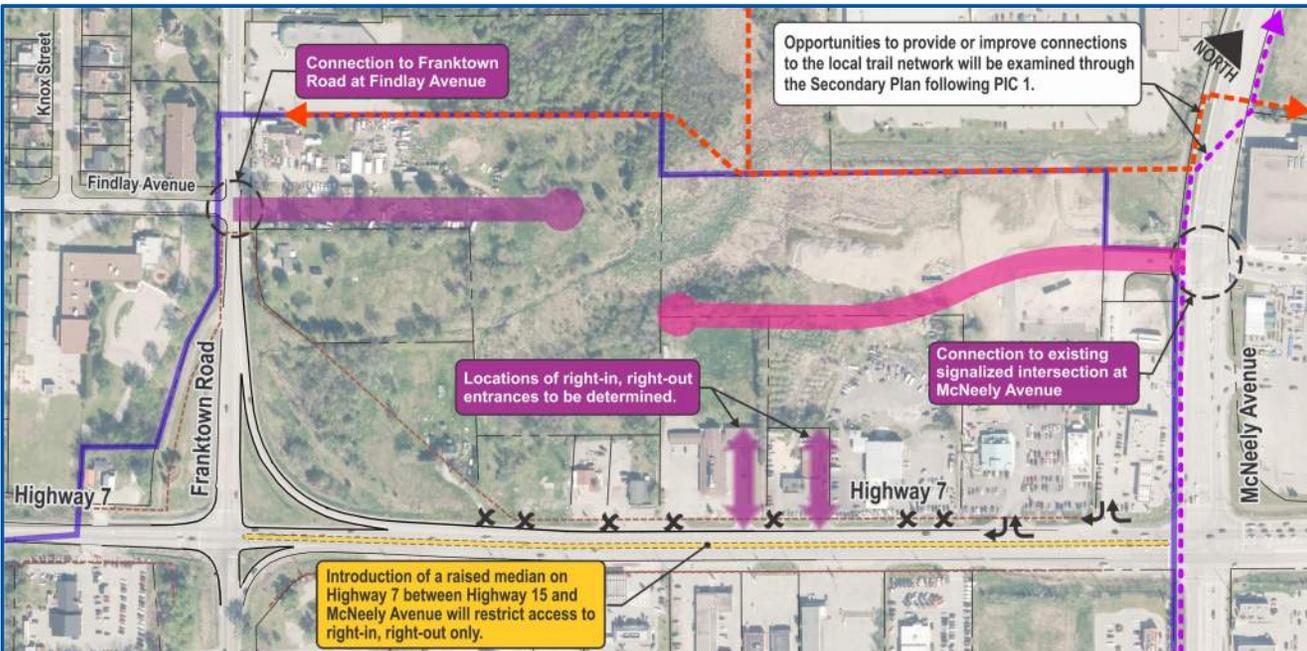
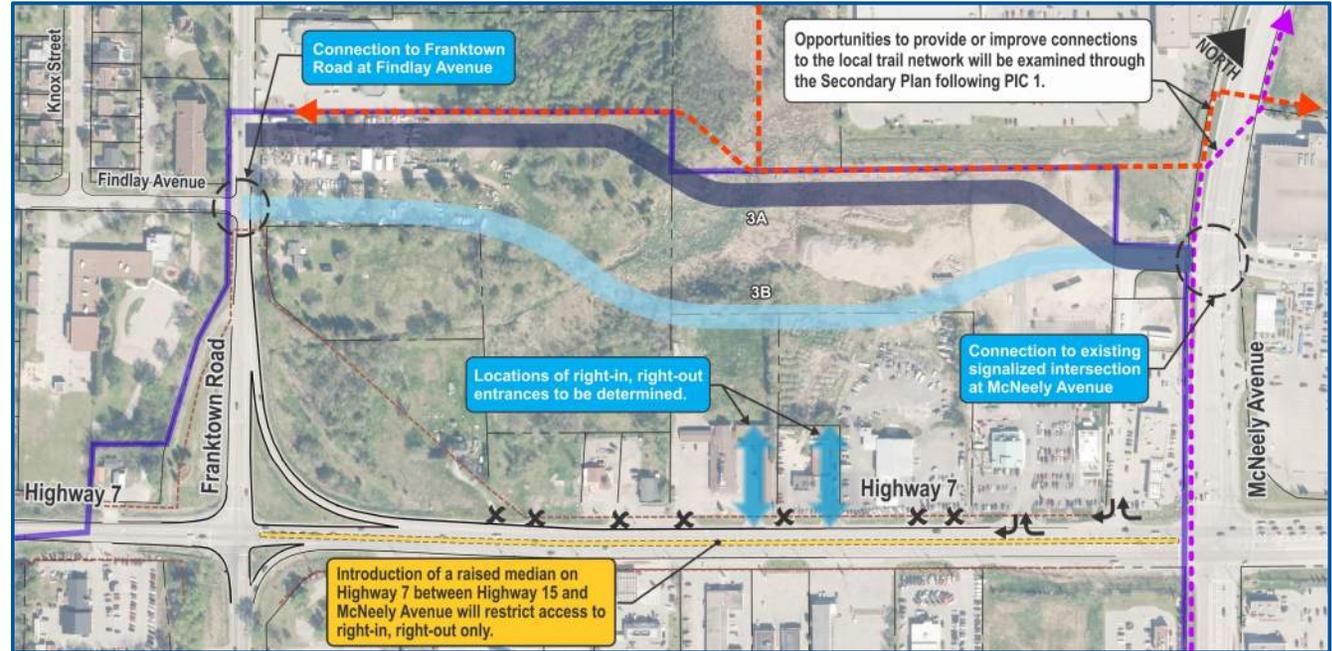
**SECONDARY PLAN LOCAL ACCESS – HIGHWAY 7 NORTH ALTERNATIVES**

**Alternative 3**

- ▶ Reduce number of entrances onto Highway 7 to four right-in, right-out only locations
- ▶ Provide alternate access to properties north of Highway 7 via consolidated access at these four locations and/or via a continuous private roadway with connections at Franktown Road and McNeely Avenue

**LEGEND:**

 Secondary Plan Boundary	 Conceptual Future Trail per Town of Carleton Place Draft Official Plan Schedule B (2014)
 Property Fabric	 Existing Local Trail (Beckwith Trail)
 MTO R.O.W	 Closed Access

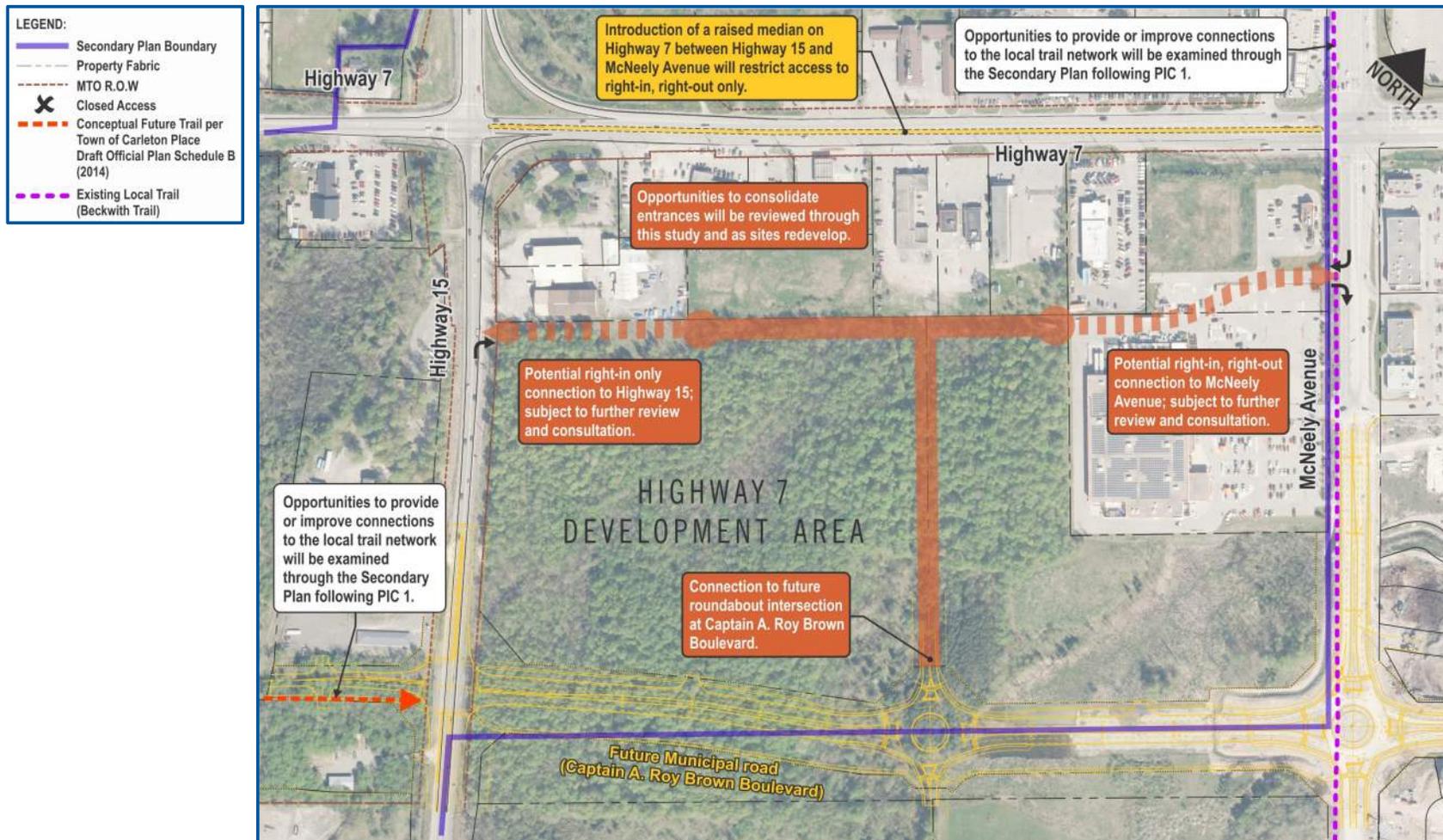


**Alternative 4**

- ▶ Reduce number of entrances onto Highway 7 to three right-in, right-out only locations
- ▶ Provide alternate access to properties north of Highway 7 via consolidated access at these three locations and/or via a discontinuous private roadway with connections at Franktown Road and McNeely Avenue

## SECONDARY PLAN LOCAL ACCESS – HIGHWAY 7 SOUTH ALTERNATIVES

- ▶ Reduce number of entrances onto Highway 7 to extent possible.
- ▶ Implementation of a raised median will restrict existing entrances to right-in, right-out only movements.
- ▶ Provide eventual alternate rear access to properties south of Highway 7 via road network with a connection to future municipal road Captain A. Roy Brown Boulevard
- ▶ Potential additional right-in, right-out only connections to the west (at Highway 15) and east (at McNeely Avenue) subject to further review and consultation.



## APPROACH TO EVALUATING ALTERNATIVES

Following PIC #1, the alternatives solutions will be evaluated to determine the Recommended Plan for the intersection improvements and Secondary Plan local road network.

### The evaluation will include:

- ▶ Qualitative comparison of the alternatives;
- ▶ Assignment of individual weightings to factor areas to reflect importance of each factor; and
- ▶ Performing a sensitivity analysis to confirm the results.

### OBJECTIVE OF EVALUATION:

To identify a preferred alternative that best meets future transportation needs, while minimizing negative impacts to the social, economic and natural environments.

The following is a list of factors and specific criteria that will be considered during the evaluation:

#### Transportation

- ▶ Anticipated traffic performance
- ▶ Impacts to existing traffic conditions

#### Natural & Cultural Environment

- ▶ Impacts to designated natural areas
- ▶ Impacts to significant wildlife and their habitat, including Species At Risk (SAR)
- ▶ Impacts to vegetation communities
- ▶ Potential to result in serious harm to fish
- ▶ Impacts to potentially contaminated properties
- ▶ Displacement or disruption of built heritage features or archaeological resources

#### Social & Economic Environment

- ▶ Impacts to private properties
- ▶ Impacts to businesses
- ▶ Impacts to emergency services.

#### Cost & Constructability

- ▶ Construction costs
- ▶ Future rehabilitation costs
- ▶ Complexity of construction
- ▶ Potential utility conflicts

# NEXT STEPS

Following this Public Information Centre, we will:

- ▶ Review and respond to comments received;
- ▶ Evaluate and refine the short list of interchange improvement alternatives;
- ▶ Identify a Recommended Plan and mitigation measures; and
- ▶ Present the Recommended Plan at a second PIC in Spring 2019.



**Thank you for participating in the Public Information Centre. We welcome your comments.**

Information is being collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

**If you would like more information regarding the Preliminary Design and Class EA study or the Secondary Plan study, please contact a Project Team member. Contact information for each study is provided on the comment sheet.**

For more information, please visit: [www.hwy7-15ea.ca](http://www.hwy7-15ea.ca).

To contact a member of the Project Team, please email: [hwy7-15ea@wsp.com](mailto:hwy7-15ea@wsp.com)

---

# **APPENDIX D**

## **Comments Received**

---

PUBLIC INFORMATION CENTRE  
SUMMARY REPORT

**Garland, Jade**

---

**From:**  
**Sent:** Tuesday, November 27, 2018 8:34 PM  
**To:** MacMillan, Meghan  
**Cc:** hwy7-15ea  
**Subject:** RE: Hwy 7 & 15 Intersection Improvements - Notice of Public Information Centre (GWP 4084-16-00)

Hi,

We will ensure that we have a club member attend.

Thank-you for the invite.

Beautiful Eastern Association of Snowmobile Trails [B.E.A.S.T.]

---

**From:** MacMillan, Meghan <Meghan.MacMillan@wsp.com>  
**Sent:** November 27, 2018 1:12 PM  
**To:**  
**Cc:** hwy7-15ea <hwy7-15ea@wsp.com>  
**Subject:** Hwy 7 & 15 Intersection Improvements - Notice of Public Information Centre (GWP 4084-16-00)

Good afternoon,

Please find attached an invitation to a Public Information Centre for the Highway 7 and Highway 15 Intersection Improvements Preliminary Design / Environmental Assessment and Secondary Plan study.

If you have any questions, please feel free to contact the project team at [hwy7-15ea@wsp.com](mailto:hwy7-15ea@wsp.com).

Best regards,

**Meghan MacMillan**, MCIP, RPP  
Senior Planner  
Planning, Landscape Architecture & Urban Design



T+ 1 613-690-1117  
M+ 1 613-862-0773

2611 Queensview Drive, Suite 300  
Ottawa, Ontario  
K2B 8K2 Canada

wsp.com

# COMMENT SHEET

Ex-2

HIGHWAY 7 AND HIGHWAY 15 INTERSECTION IMPROVEMENTS  
 ENVIRONMENTAL ASSESSMENT & SECONDARY PLAN STUDY  
 (GWP 4084-16-00)  
 www.hwy7-15ea.ca

## PUBLIC INFORMATION CENTRE #1

<p><b>THURSDAY, DECEMBER 13, 2018</b></p> <p>Carleton Place Arena – Upper Hall                  75 Neelin Street                  Carleton Place, Ontario K7C 4H1                  4:00 pm to 7:00 pm</p>
---

**PLEASE NOTE:** Either drop your completed comment sheet in the box provided or send it by **January 31, 2019** via email to [hwy7-15ea@wsp.com](mailto:hwy7-15ea@wsp.com) or mail to:

Attention: WSP Planning  
 2611 Queensview Drive, Suite 300  
 Ottawa, Ontario  
 K2B 8K2

If you would like more information regarding the Preliminary Design and Environmental Assessment study, please contact:

**Ms. Heather Templeton, P. Eng.**  
**Consultant Project Manager (WSP)**  
 Phone: 905-823-8500/ 1-877-562-7947 (toll-free)  
 Email: [hwy7-15ea@wsp.com](mailto:hwy7-15ea@wsp.com)  
 Fax: 905-823-8503

**Mr. Peter Fraser, P. Eng.**  
**MTO Senior Project Engineer**  
 Phone: 613-544-2220 Ext. 4191/ 1-800-267-0295 (toll-free)  
 Email: [hwy7-15ea@wsp.com](mailto:hwy7-15ea@wsp.com)  
 Fax: 613-540-5106

If you would like more information regarding the Secondary Plan study, please contact:

**Nadia De Santi, MCIP, RPP**  
**Consultant Senior Project Manager (WSP)**  
 Phone: 613-690-1114  
 Email: [nadia.de-santi@wsp.com](mailto:nadia.de-santi@wsp.com)

**Paul Knowles, P. Eng.**  
**Town Engineer for the Town of Carleton Place**  
 Phone: 613-257-6207  
 Email: [pknowles@carletonplace.ca](mailto:pknowles@carletonplace.ca)

Des renseignements sont disponibles en français en composant le (613) 690-1117, auprès de Meghan MacMillan.

Please check here if a response *is not* required.

If a response is required, please indicate your preferred method of correspondence:

E-mail

Regular Mail

### COMMENTS:

*As chair of the Urban Forest/Rural Forestry Committee, which is a committee of Council:*

- Concerned about location & trees being removed especially south of 7.
- I'd like to see large Sugar Maples that should be retained - maples are supplied at this location.
- Creeks & wetlands must be protected.
- Bill 68 - is retention & enhancement of tree canopy within a municipality must maintain as much tree cover south of 7 as possible.
- What EIS are you following?  
*Burton or O'Mudrocht*

Thank you for your participation. Comments and information regarding this study are being collected in accordance with the Freedom of Information and Protection of Privacy Act, and solely for the purpose of conducting the environmental assessment and detail design. With the exception of personal information, all comments will become part of the public record.

### PLEASE PRINT :

NAME: *Jim McCreadie*

ADDRESS:

EMAIL:



January 29, 2020

Attention: Mr. Jim McCready  
Chair

**Subject: Highway 7 and Highway 15 Intersection Improvements  
(GWP 4084-16-00), Preliminary Design and Class Environmental  
Assessment Study & Secondary Plan Study**

On behalf of the Ministry of Transportation (MTO), thank you for your comments and the information you provided at Public Information Centre (PIC) #1 held for the Highway 7 & Highway 15 Intersection Improvements Preliminary Design / Environmental Assessment (EA) and Secondary Plan studies on December 13, 2018.

We appreciate your concerns about retaining mature trees within the study area and protecting other important natural features. In order to gather background information on the existing conditions within the study area, we reviewed both the Existing Conditions – Natural Environment Features, Highway 7 South Conceptual Development Plan prepared by Muncaster (2013), and the Environmental Impact Statement prepared by Bowfin (2012). To confirm and update the findings of the above-mentioned reports, WSP ecologists also conducted terrestrial and aquatic field investigations in August 2018. The results of the field investigations have been documented in separate terrestrial and aquatic ecosystem existing conditions reports that may be forwarded to you upon your request.

As part of the EA Study, we have assessed potential impacts to the natural environment resulting from the recommended highway intersection improvements in order to identify mitigation measures to minimize negative impacts. The footprint of the highway intersections improvements is relatively minor and is anticipated to have minor impacts on natural features, such as vegetation, wildlife and watercourses, that can be mitigated during construction. Please note that only the intersection improvements are subject to the MTO Class EA process.

Within the broader Secondary Plan study area, natural environmental impacts associated with any future development are to be assessed through the Town of

610 Chartwell Road  
Suite 300  
Oakville, ON, Canada L6J 4A5  
T: +1 905-823-8500  
wsp.com



Carleton Place's existing development approvals process, which may require preparation of an Environmental Impact Statement and be subject to approval from the local conservation authority.

A combined Public Information Centre (PIC #2) and Secondary Plan open house will be held for the project on January 30, 2020 at the Carleton Place Arena, Upper Hall – 75 Neelin St., Carleton Place, Ontario from 4 pm to 7 pm. At this PIC, we will present the Recommended Plan for the intersection improvements, how intersection improvement alternatives were evaluated, the anticipated environmental impacts and preliminary environmental mitigation measures. We will also present the draft Secondary Plan, which is available for review on the Town of Carleton Place website at <https://carletonplace.ca/development-services-2.php>. You should have received an invitation to the PIC including the date, time and location.

Should you have any further questions or comments, please feel free to contact the undersigned.

Yours very truly,

A handwritten signature in blue ink, reading "Rhonda L. George-Hiebert".

Rhonda George-Hiebert, P.Eng.  
Consultant Project Manager

cc: Mr. Peter Fraser, P.Eng., Senior Project Engineer – MTO Eastern Region  
Ms. Sharon Westendorp, Environmental Planner – MTO Eastern Region  
Mr. Paul Knowles, P.Eng., Town Engineer – Town of Carleton Place  
Ms. Meghan MacMillan, MCIP, RPP, Consultant Environmental Planner – WSP

Provincial Constable Nicholas Ariss  
Ontario Provincial Police  
15 Coleman St.  
Carleton Place, ON. K7C 4N9  
[Nicholas.ariss@opp.ca](mailto:Nicholas.ariss@opp.ca)

December 30, 2018

**TO: TOWN OF CARLETON PLACE / MINISTRY OF TRANSPORTATION PROJECT TEAM**

**RE: HWY. 7 AND HWY. 15 INTERSECTION IMPROVEMENTS**

Hello,

I am a member of the Ontario Provincial Police stationed at the Carleton Place Detachment. I read with interest your recent presentation concerning traffic management along the Highway 7 / Highway 15 corridor within the Town of Carleton Place. Accordingly, I wish to provide my personal insights and suggestions based on my experiences policing this stretch of highway.

**A. Traffic Queues on Hwy 7 eastbound Between Hwy. 15 and Mississippi Rd.**

I feel this is a very important issue that was somewhat overlooked by your assessment. I have frequently witnessed eastbound traffic on Hwy. 7 (especially during summer weekends) queue from Hwy. 15 as far back as Mississippi Rd. (a distance of 1.3 km), creating a delay of upwards of 5 min. per vehicle. I have personally witnessed impatient drivers use the shoulder and / or the opposing lane to pass stopped vehicles, in order to exit Hwy. 7 on to Napoleon St. in hopes of escaping the long traffic queue. This creates a dangerous situation, and drivers risk becoming involved in head-on collisions. I suspect impatient drivers delayed in this queue are also more likely run the amber or red traffic signal upon reaching Hwy. 15, creating an additional collision risk.

**Proposed Resolution:** I suggest a lengthy dedicated right turn channel from Hwy. 7 eastbound to Highway 15 southbound that is not controlled by the intersection / traffic signals at Hwy 15. Instead, drivers would simply merge with traffic on Highway 15 southbound (essentially mirroring the merge channel on Hwy. 7 westbound to Franktown Rd.) This would allow eastbound traffic on Hwy. 7 seeking to access Hwy. 15 southbound to do so unimpeded by the controlled intersection, thus significantly reducing the eastbound traffic queue extending from Hwy. 15 to back to Mississippi Rd.

### **B. Reduced Sight Lines Due to Railway Overpass Hwy. 7 Eastbound Approaching Hwy. 15**

I have also witnessed the periodic collision caused as fast moving motorists eastbound on Hwy. 7 who are unfamiliar with the area crest the overpass on Hwy. 7 immediately west of Hwy. 15 and are not expecting to meet stopped traffic queued at the eastbound red light. The close proximity of the controlled intersection to the crest of the overpass, combined with heavy traffic volumes during summer weekends, do not provide enough warning for motorists who are not familiar with the area to stop.

**Proposed Resolution:** I suggest installing a warning sign with flashing amber lights that is activated by the presence of an eastbound red traffic signal on Hwy 7. This warning system should be mounted immediately prior to the commencement of the railway overpass so as to warn approaching motorists of a red traffic signal ahead so that they can reduce speed and prepare to stop.

### **C. Collisions While Exiting Turpin Kia Dealership with Traffic Westbound on Hwy. 7**

I have personally attended multiple collisions where motorists attempting to exit the Turpin Kia Dealership have been side-swiped by traffic heading westbound on Hwy. 7. In order to exit the Dealership onto westbound Hwy. 7, motorists must first cross an eastbound turn channel, and then an eastbound through lane. In all of my experiences, eastbound traffic on Highway 7 immediately west of Hwy. 15 was stopped, and the stopped eastbound motorists created a deliberate void, waving the motorist exiting the Dealership onto the Highway. However, the motorist exiting the Dealership experienced reduced visibility of traffic westbound on Hwy. 7 due to the eastbound traffic stopped immediately to his/her right at the controlled intersection of Hwy. 7 and Hwy 15. The motorist exiting the dealership blindly turned west on to Hwy. 7 and was immediately side-swiped / T-Boned by westbound traffic on Hwy 7.

**Proposed Resolution:** Limit traffic exiting the Turpin Kia Dealership to right in / right-out privileges only.

### **D. Collisions On Hwy. 7 between McNeely Ave. and Hwy. 15**

I agree with your assessment that traffic volumes and the numerous private and commercial entrances / exits on this stretch of highway contribute to excessive collisions. With 5 lanes of combined traffic at this location, I frequently witness motorists attempting to cross all 5 lanes while exiting from one side of the highway to access the other side of the highway. In my opinion, this has led to frequent side-swipe collisions.

**Proposed Resolution:** I further agree with your suggestion of implementing a divided highway / barrier at this location that only permits right-in/right-out access.

#### **E. Pedestrian Crossings on Hwy. 7 between McNeely Ave and Hwy. 15**

During daily patrols, I frequently witness pedestrians attempting to cross all 5 lanes of traffic in an attempt to access businesses and restaurants on the opposite side of the highway. A majority of this foot traffic can be attributed to guests of the two hotels on either side of the highway attempting to access restaurants on the opposite side. Additionally, with Carleton Place Ford now operating properties on both side of the highway directly opposite from each other, I frequently witness a continuous stream of employees crossing the highway on a daily basis. With 5 lanes of fast moving traffic, this stretch of highway is not conducive to, nor safe for pedestrian crossings.

**Proposed Resolution:** Either implement a chain link fence (or other aesthetically pleasing barrier) down the middle of the highway to prevent pedestrian crossings (save and except for at a controlled intersection) or install a set of traffic signals at a selected point between Highway 15 and McNeely Ave.

#### **F. Traffic Queues Westbound on Highway 7 between Hwy. 15 and McNeely Ave.**

I agree with your assessment that during peak afternoon rush hour, westbound traffic on Hwy. 7 can queue from Hwy. 15 extending back to McNeely Ave. and periodically beyond. In the event of a lane obstruction caused by a collision, disabled vehicle, or a stopped / standing motor vehicle, stopped traffic can queue beyond the McNeely Ave. intersection extending well towards Appleton Side Rd.

**Proposed Resolution:** I agree with your assessment that Highway 7 must be widened to permit 2 lanes of westbound traffic on Hwy. 7 to turn south on to Hwy. 15. I also feel that the dedicated right turn channel from Hwy. 7 westbound merging to Franktown Rd. should remain in place so that motorists can merge on to Franktown Rd. unimpeded by the controlled intersection / stop lights at Hwy. 15. Lastly, I suggest that “*No Standing / No Stopping*” signs be posted along Hwy. 7 between McNeely Ave. and Hwy. 15 to prevent large commercial motor vehicles from obstructing lanes while the operators purchase coffee and refreshments at roadside restaurants.

I wish to thank you for considering these issues and proposed resolutions. Should you have any further questions, comments or concerns, please do not hesitate to contact me.

Provincial Constable Nick Ariss #11832  
Ontario Provincial Police  
Lanark County / Carleton Place



January 29, 2020

Ontario Provincial Police - Lanark County - Carleton Place Detachment  
15 Coleman Strret  
Carleton Place, Ontario  
K7C 4N9  
Nicholas.ariss@opp.ca

Attention: Mr. Nicholas Ariss  
Provincial Constable

**Subject: Highway 7 and Highway 15 Intersection Improvements  
(GWP 4084-16-00), Preliminary Design and Class Environmental  
Assessment Study & Secondary Plan Study**

Thank you for your comments regarding the Highway 7 & 15 Intersection Improvements EA Study and Secondary Plan. We appreciate your observations and have taken these into consideration as part of this study. We would like to provide responses to your comments below.

### **Highway 7 Eastbound Traffic Queues between Highway 15 and Mississippi Road**

Operational improvements at the Highway 7 & 15 intersection have been reviewed as part of this project, including turning lane length and signal timing requirements. We are aware of and have received a number of comments regarding delays in the eastbound direction west of Highway 15.

As part of this study, we have developed alternatives for improvements to the intersection that include:

- The addition of a through travel lane, as follows:
  - Highway 7 westbound (WB) from approximately 550 m east of McNeely Avenue to 360 m west of Highway 15;
  - Highway 7 eastbound (EB) from approximately 360 m west of Highway 15 to the Highway 7 / 15 intersection;
  - Highway 15 northbound (NB) from approximately 850 m south of Highway 7 to the Highway 7 / Highway 15 intersection; and
  - Franktown Road southbound (SB) for approximately 430 m north of Highway 7 to the Highway 7 / Highway 15 intersection.

- The addition of a dual left turn lane, as follows:

610 Chartwell Road  
Suite 300  
Oakville, ON, Canada L6J 4A5  
T: +1 905-823-8500  
wsp.com



- Highway 7 WB, Highway 15 NB and Franktown Road SB at the Highway 7 / Highway 15 intersection; and
- Highway 7 WB and McNeely Avenue NB at the Highway 7 / McNeely intersection.

WSP has completed a traffic operational analysis for this study looking at typical weekday peak hour conditions. Our traffic analysis shows that with implementation of the above-noted improvements, the eastbound traffic at the Highway 7 and Highway 15 intersection will operate with an acceptable level of service; however, there will be times such as long weekends in the summer where this may be exceeded.

The additional through lanes and turning lanes in all legs of the intersection are expected to free up additional green time which was modelled and used where appropriate/needed.

### **Reduced Sightlines due to Railway Overpass on Highway 7 Eastbound Approaching Highway 15**

We appreciate the specific concerns you have raised with respect to stopping sight distance issues approaching the Highway 7 & 15 intersection eastbound from the former CP Rail overpass. We have reviewed the design criteria for the highway at the CP Rail overpass and it currently meets sight distance standards for the eastbound approach to the intersection.

The bridge is still in good condition and was rehabilitated in 2014. The option of replacing the bridge with a structural culvert will be considered in the future when the structure approaches the end its service life. MTO has committed to reviewing this alternative when the bridge requires replacement.

Once the intersection improvements are implemented and traffic has adjusted to the new conditions, MTO will undertake a review of the existing posted speed and whether or not a flashing amber would be warranted west of the former railway structure.

### **Collisions with Exiting Turpin Kia Dealership with Highway 7 Westbound Traffic**

All of the alternatives we have developed for the intersection improvements includes restricting this access from Highway 7 to right-in / right-out only.

### **Collisions on Highway 7 between McNeely Avenue and Highway 15**

We appreciate your comments in agreeance with the proposed median along Highway 7. In the interim, the raised median will be installed along at the Highway 7 and Highway 15 and Highway 7 and McNeely Avenue intersections to improve safety. In the long-



term, a raised median will be installed along the entire Highway 7 corridor from McNeely Avenue to Highway 7. At that time, access will be restricted to right-in, right-out only on Highway 7.

The Project Team has been working closely with the adjacent businesses in order to reduce the number of entrances and provide alternative access from the rear of their property.

### **Pedestrian Crossing on Highway 7 between McNeely Avenue and Highway 15**

We appreciate your suggestion of adding a fence along the median of Highway 7 to deter pedestrians from crossing the highway at unofficial crossings. As part of the Preliminary Design and Secondary Plan studies, we are looking at pedestrian movement throughout the highway corridor and Secondary Plan areas to determine pedestrian movement and provide connections to the north and south of the highway. The intersection improvement alternatives all include sidewalks along both sides of Highway 7 as well as cross walks at all intersections.

### **Traffic Queues Westbound on Highway 7 between Highway 15 and McNeely Avenue**

We appreciate your suggestion to install “No stopping” signs along Highway 7 between McNeely Avenue and Highway 15 and will consider adding these signs as part of the intersection alternatives.

A combined Public Information Centre (PIC #2) and Secondary Plan open house will be held for the project on January 30, 2020 at the Carleton Place Arena, Upper Hall – 75 Neelin St., Carleton Place, Ontario from 4 pm to 7 pm. At this PIC, we will present the Recommended Plan for the intersection improvements, how intersection improvement alternatives were evaluated, the anticipated environmental impacts and preliminary environmental mitigation measures. We will also present the draft Secondary Plan, which is available for review on the Town of Carleton Place website at <https://carletonplace.ca/development-services-2.php>. You should have received an invitation to the PIC including the date, time and location.

Should you have any further questions or comments, please feel free to contact the undersigned.

Yours very truly,

Rhonda George-Hiebert, P.Eng.  
Consultant Project Manager



cc: Mr. Peter Fraser, P.Eng., Senior Project Engineer – MTO Eastern Region  
Ms. Sharon Westendorp, Environmental Planner – MTO Eastern Region  
Mr. Paul Knowles, P.Eng., Town Engineer – Town of Carleton Place  
Ms. Meghan MacMillan, MCIP, RPP, Consultant Environmental Planner – WSP

**Ministry of Tourism,  
Culture and Sport**

Heritage Planning Unit  
 Programs and Services Branch  
 401 Bay Street, Suite 1700  
 Toronto ON M7A 0A7  
 Tel: (416) 314-7133

**Ministère du Tourisme,  
de la Culture et du Sport**

Unité de la révision des plans  
 d'aménagement – patrimoine  
 Direction des programmes et des services  
 401, rue Bay, Bureau 1700  
 Toronto ON M7A 0A7  
 Tél: (416) 314-7133



December 31, 2018

EMAIL ONLY

Heather Templeton, Consultant Project Manager  
 WSP Group  
 610 Chartwell Road, Suite 300  
 Oakville, Ontario L6J 4A5  
 hwy7-15ea@wsp.com

**MTCS File # : 0008849**  
**Proponent : Ministry of Transportation (MTO)**  
**Subject : Notice of Public Information Centre #1**  
**Project : Highway 7 and Highway 15 Intersection Improvements  
 (GWP 4084-16-00)**  
**Location : Town of Carleton Place**

---

Dear Ms Templeton:

Thank you for providing the Ministry of Tourism, Culture and Sport (MTCS) with the Notice of Public Information Centre #1 for the above-referenced project. MTCS's interest in this Environmental Assessment (EA) project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- Archaeological resources, including land and marine;
- Built heritage resources, including bridges and monuments; and,
- Cultural heritage landscapes.

**Project Summary**

MTO has retained WSP to undertake a Preliminary Design and Class EA Study for improvements to the intersection of Highway 7 and Highway 15 in the Town of Carleton Place. The study area includes Franktown Road northerly approximately 430 m to Alexander Street, Highway 7 westerly approximately 360 m to the abandoned CPR/multi-use trail corridor, Highway 15 southerly approximately 850 m and Highway 7 easterly approximately 690 m to McNeely Avenue.

**Environmental Assessment Reporting**

All technical cultural heritage studies and their recommendations are to be addressed and incorporated into EA projects. The slide deck for the Public Information Centre #1 states that a Stage 1 Archaeological Assessment has been conducted for the Class EA study area, and three properties have been identified to have potential cultural heritage value within the study area. Please provide MTCS with copies of these technical cultural heritage studies (e.g. Cultural Heritage Assessment Report and the Project Information Form number for Stage 1 AA) for review at your earliest convenience. Please note that the Stage 1 AA shall be submitted by the licenced archaeologist.

Thank you for consulting MTCS on this project and please continue to do so throughout the EA process. If you have any questions or require clarification, do not hesitate to contact me.

Sincerely,

Kimberly Livingstone

To: MacMillan, Meghan <Meghan.MacMillan@wsp.com>

IPO-1

Subject:

It seems from what I can read on the website that you are planning to take away property and access from  
do not see where you are showing the proposed new entrance? How does the compensation work?  
What if the property is now too small for the plans I had?

Thanks,

On Dec 14, 2018, at 2:47 PM, MacMillan, Meghan <[Meghan.MacMillan@wsp.com](mailto:Meghan.MacMillan@wsp.com)> wrote:

For accessing the materials from last night's Public Information Centre, please use the following link:

- [PIC #1 Displays](#)

There was an error with the link I sent out earlier this morning. Sorry for any confusion.

**Meghan MacMillan**, MCIP, RPP

T+ 1 613-690-1117

M+ 1 613-862-0773

<image002.png>

---

**From:** MacMillan, Meghan

**Sent:** Friday, December 14, 2018 11:06 AM

**To:** hwy7-15ea <[hwy7-15ea@wsp.com](mailto:hwy7-15ea@wsp.com)>

**Subject:** Hwy 7 / 15 Intersection Improvements - PIC Material Now Online

Good morning,

The presentation from yesterday's Public Information Centre (PIC) for the Highway 7 at Highway 15 intersection improvements project is now available online at the following link: [PIC #1 Displays](#)

We encourage you to review the material, provide comments or ask questions by January 31, 2019. Comments or questions can be submitted through the project website at [www.hwy7-15ea.ca](http://www.hwy7-15ea.ca) or by emailing [hwy7-15ea@wsp.com](mailto:hwy7-15ea@wsp.com)

Thanks,

**Meghan MacMillan**, MCIP, RPP

Senior Planner

Planning, Landscape Architecture & Urban Design

<image006.png>

T+ 1 613-690-1117

M+ 1 613-862-0773

2611 Queensview Drive, Suite 300

Ottawa, Ontario

K2B 8K2 Canada

From: **MacMillan, Meghan** <MacMillanM@mmm.ca>  
To:  
CC: **Fraser, Peter (MTO)** <Peter.Fraser@ontario.ca>; **Westendorp, Sharon (MTO)** <Sharon.Westendorp@ontario.ca>; **Paul Knowles** <pknowles@carletonplace.ca>; **Templeton, Heather** <Heather.Templeton@wsp.com>; **hwy7-15ea** <hwy7-15ea@wsp.com>  
Subject: RE: Hwy 7 10500  
Date: 21.12.2018 21:13:17 (+0100)

Hi

Thank you for your email sent on December 16, 2018. You are correct that all of the alternative intersection improvements shown online do directly impact your property and entrance at

The property impacts are a result of the proposed widening of the intersection needed to accommodate future traffic volumes. As part of this study, we are also looking at existing entrances to Highway 7 and opportunities to close or consolidate those accesses. We have developed alternative options to provide accesses to properties along Highway 7 through a local private access roads, as shown on slides 26-28.

We are currently completing two concurrent studies: a Preliminary Design and Environmental Assessment study for improvements to Highway 7 at Highway 15, and a separate Secondary Plan for the Town of Carleton Place for the land surrounding the intersection. Over the winter and spring 2019, we will be evaluating the intersection improvement and local access alternatives presented at the Public Information Centre (PIC) to identify a recommended plan. The recommended plan will be presented to landowners first and then the general public at a second PIC in spring / summer of 2019. A detailed study schedule is shown online on slide 30.

Once this study is complete and a recommended plan for intersection improvements has been identified, any property acquisitions will then be negotiated individually between MTO and property owners based on the fair market value of the property. MTO regulates the area surrounding a provincial highway, and any future development proposed within that area is subject to MTO's review and approval. MTO will review and consider the proposed land use, expected traffic generation, entrances and building locations when reviewing development applications.

We recognize that every property owner impacted by this project has specific concerns. For that reason, MTO and WSP (MTO's consultant) have encouraged landowners and business owners to participate in the study, primarily through two landowner meetings – one held in September and one earlier this month. We welcome the opportunity to meet with you in the new year to discuss specific potential impacts to your property. If you would like to arrange for a meeting, please let me know.

Best regards,

**Meghan MacMillan**, MCIP, RPP  
T+ 1 613-690-1117  
M+ 1 613-862-0773



**Garland, Jade**

---

**From:** Karolyn Bois <boisk@ecolecatholique.ca>  
**Sent:** Monday, January 21, 2019 12:45 PM  
**To:** MacMillan, Meghan  
**Cc:** hwy7-15ea; Luc Poulin  
**Subject:** Landowner Meeting #2 - Hwy 7 & 15 Intersection Improvements / COMMENTS

Good morning,

Following the December 13th Landowner meeting, I was asked to submit information concerning J.-L.-Couroux School.

- J.-L.-Couroux school hours: 8:45 am to 3:15 pm.
- The transportation Consortium confirmed that we have 9 busses and 1 van (AM + PM) that use the bus loop on Findlay Avenue.
- AM: all busses and van use Franktown (North and South) and then Findlay to the bus loop.
- PM: all busses and van leave from Findlay to go to Franktown (North and South)
- Number of vehicles are stable, no major change predicted
- We have made an addition to the school (to the daycare)
- There is a drop-off area for parents who bring their kids to the daycare (see area labelled 1, on the site plan attached)
- There is also a plan to create approx. 10 more parking spaces in the future (see area labelled 2, on the site plan attached)

**IMPORTANT**

In all your scenarios, approx. 10 meters are to be taken from our property from Findlay Ave. We feel this might be a problem. The only access to our parking area and drop-off area for the daycare is from Findlay (near Findlay and Franktown corner). With the widening of the lanes and corner, would this access remain? And would it still be a safe access?

I have c.c.'d Luc Poulin, Director of Facilities to this email. Please let us know if we should be discussing our access to the parking lot.

Thank you,  
 Karolyn

**Karolyn Bois, M.Urb.**  
 Planificatrice en immobilisations  
 Téléphone: (613) 746-3362  
[boisk@ecolecatholique.ca](mailto:boisk@ecolecatholique.ca)

Conseil des écoles catholiques du Centre-Est  
 4000, rue Labelle  
 Ottawa (Ontario) K1J 1A1  
[ecolecatholique.ca](http://ecolecatholique.ca)

**Garland, Jade**

---

**From:**  
**Sent:** Saturday, December 01, 2018 8:38 AM  
**To:** hwy7-15ea  
**Subject:** Fwd: Hwy 7 and 15

There are three major issues my first two are what the rest of the town sees and other is what I see

1. Vehicles turning left, coming from Ottawa, to go to highway 15, hog the road; causing vehicles heading towards Perth from Ottawa to be left waiting as the vehicles turning left block the through way towards Perth
2. The old railway overpass once past highway 7 and 15 going toward Perth should be removed, it is a tempest for accidents as deaths have occurred at 7 &15 due to vehicles not realizing their is the 7&15 intersection at the bottom of the overpass
3. I live there are not enough traffic lights to allow me to turn onto the highway as the vehicles have created 10 times the traffic their was just five years ago

The intersection of 7 and 15 was built for a town of 4,000 people I know as I was born here and am very well aware of the stress put on that intersection



January 29, 2020

Attention:

**Subject: Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00), Preliminary Design and Class Environmental Assessment Study & Secondary Plan Study**

On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 & Highway 15 Intersection Improvements Study. We would like to provide information to address your concerns regarding the intersection, CPR Overpass and Highway 7 corridor east of the study area.

This Study is being undertaken to identify interim and ultimate improvements of the Highway 7 and Highway 15 intersection in order to improve safety and meet future transportation needs as a result of increasing future development pressure within the area.

As part of this study, we have developed alternatives for improvements to the intersection that include:

- The addition of a through travel lane, as follows:
  - Highway 7 westbound (WB) from approximately 550 m east of McNeely Avenue to 360 m west of Highway 15;
  - Highway 7 eastbound (EB) from approximately 360 m west of Highway 15 to the Highway 7 / 15 intersection;
  - Highway 15 northbound (NB) from approximately 850 m south of Highway 7 to the Highway 7 / Highway 15 intersection; and
  - Franktown Road southbound (SB) for approximately 430 m north of Highway 7 to the Highway 7 / Highway 15 intersection.
- The addition of a dual left turn lane, as follows:
  - Highway 7 WB, Highway 15 NB and Franktown Road SB at the Highway 7 / Highway 15 intersection; and
  - Highway 7 WB and McNeely Avenue NB at the Highway 7 / McNeely intersection.

The inclusion of a second left turn lane and the two through lanes will reduce congestion of the Highway 7 westbound through lanes, improving the overall operation of the intersection.



We have reviewed the design criteria for the highway at the CP Rail overpass and it currently meets sight distance standards for the eastbound approach to the intersection. Modifications to the CPR Overpass are not within the scope of this study, as the former CP Rail overpass is still in good condition and was rehabilitated in 2014. The option of replacing the bridge with a structural culvert will be considered in the future when the structure approaches the end its service life. MTO has committed to reviewing this alternative when the bridge requires replacement.

We have noted your concerns regarding an increase in traffic and insufficient traffic lights further east of the intersection along the Highway 7 corridor for future consideration by MTO.

A combined Public Information Centre (PIC #2) and Secondary Plan open house will be held for the project on January 30, 2020 at the Carleton Place Arena, Upper Hall – 75 Neelin St., Carleton Place, Ontario from 4 pm to 7 pm. At this PIC, we will present the Recommended Plan for the intersection improvements, how intersection improvement alternatives were evaluated, the anticipated environmental impacts and preliminary environmental mitigation measures. We will also present the draft Secondary Plan, which is available for review on the Town of Carleton Place website at <https://carletonplace.ca/development-services-2.php>. You should have received an invitation to the PIC including the date, time and location.

Should you have any further questions or comments, please feel free to contact the undersigned.

Yours very truly,

A handwritten signature in blue ink, appearing to read 'Rhonda L. George-Hiebert'.

Rhonda George-Hiebert, P.Eng.  
Consultant Project Manager

cc: Mr. Peter Fraser, P.Eng., Senior Project Engineer – MTO Eastern Region  
Ms. Sharon Westendorp, Environmental Planner – MTO Eastern Region  
Mr. Paul Knowles, P.Eng., Town Engineer – Town of Carleton Place  
Ms. Meghan MacMillan, MCIP, RPP, Consultant Environmental Planner – WSP

**Garland, Jade**

---

**From:**  
**Sent:** Wednesday, December 05, 2018 6:15 PM  
**To:** hwy7-15ea  
**Subject:** Concerned Houseowner

Our home backs onto hwy 7 at the overpass. Is the overpass being changed, we feel that a sound barrier should be in the plans.



January 29, 2020

Attention:

**Subject: Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00), Preliminary Design and Class Environmental Assessment Study & Secondary Plan Study**

On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 & Highway 15 Intersection Improvements Preliminary Design and Environmental Assessment (EA) Study.

Modifications to the CPR Overpass are not within the scope of this study, as the former CP Rail overpass is still in good condition and was rehabilitated in 2014. The option of replacing the bridge with a structural culvert will be considered in the future when the structure approaches the end its service life. MTO has committed to reviewing this alternative when the bridge requires replacement.

As per MTO's Environmental Guide for Noise (2006), a noise assessment is only undertaken when there is the potential for an increase in noise as a result of an expansion of an existing highway or construction of a new highway. The focus of this study is to improve the operation of the existing Highway 7 and Highway 15 intersection to meet current and future transportation demands. There is no plan to expand the highway at this time. For that reason, a noise assessment is not being completed as part of this study. We have, however, noted your concern for future consideration.

A combined Public Information Centre (PIC #2) and Secondary Plan open house will be held for the project on January 30, 2020 at the Carleton Place Arena, Upper Hall – 75 Neelin St., Carleton Place, Ontario from 4 pm to 7 pm. At this PIC, we will present the Recommended Plan for the intersection improvements, how intersection improvement alternatives were evaluated, the anticipated environmental impacts and preliminary environmental mitigation measures. We will also present the draft Secondary Plan, which is available for review on the Town of Carleton Place website at <https://carletonplace.ca/development-services-2.php>. You should have received an invitation to the PIC including the date, time and location.

Should you have any further questions or comments, please feel free to contact the undersigned.



Yours very truly,

A handwritten signature in blue ink that reads "Rhonda L. George-Hiebert".

Rhonda George-Hiebert, P.Eng.  
Consultant Project Manager

cc: Mr. Peter Fraser, P.Eng., Senior Project Engineer – MTO Eastern Region  
Ms. Sharon Westendorp, Environmental Planner – MTO Eastern Region  
Mr. Paul Knowles, P.Eng., Town Engineer – Town of Carleton Place  
Ms. Meghan MacMillan, MCIP, RPP, Consultant Environmental Planner – WSP

**Garland, Jade**

---

**From:**  
**Sent:** Wednesday, December 05, 2018 6:35 PM  
**To:** hwy7-15ea  
**Subject:** comment on the current intersection

Hello,

I am not sure that this is a forum for such comments, but I welcome this opportunity if it is.

Before any construction begins on this Highway 7 and Highway 15 improvement project, an immediate improvement could be employed to remedy the awkward arrangement of westbound lanes on Highway 7 approaching the intersection of Franktown Road. The current setup is inconvenient and sometimes dangerous, does not consider the major traffic flows, and could be modified immediately. There are already two full westbound lanes extending all the way from McNeely Avenue, but, as vehicles in the right-hand lane find out (or know full well), this lane is dedicated to the 10% of traffic turning north into Carleton Place. As a result, all traffic in the right lane (the other 90%) intending to continue westbound beyond Franktown Road must squeeze into the left lane, which is frequently highly congested including other vehicles entering from the south side "merge lane", only to split off into two lanes close to the intersection, one for the left-turning traffic, the other for through-traffic. As anyone can tell you who travels this route regularly after 4:00 p.m. on weekdays, the traffic can back up all the way to McNeely Ave. in the left lane.

The simple solution, with no cost except the application of new lines and arrows on the road surface: the left lane should be dedicated to left-turning traffic well before the intersection with several more left-turn arrows than the present two; and the right-hand lane should be dedicated to traffic continuing through the intersection until just before the point where it will branch into the right turn lane, with new arrows to indicate this.

Hoping this might be part of the plan in the near future,

Thank you for your consideration and contribution to this project,



January 29, 2020

Attention:

**Subject: Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00), Preliminary Design and Class Environmental Assessment Study & Secondary Plan Study**

On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 & Highway 15 Intersection Improvements Preliminary Design and Environmental Assessment (EA) study. We would like to provide information on the scope of the study to address your concerns regarding the intersection.

Based on a review of the geometry of the intersection and future anticipated traffic volumes, we are recommending the following improvements to the Highway 7 westbound approach to Highway 15:

- Dual left turn lanes onto Highway 15 southbound;
- Two through lanes; and
- One continuous right turn lane on Highway 7 from McNeely Avenue to Franktown Road.

The implementation of the dual left turn lanes left-turn and the second thru-lane in the westbound direction on Highway 7 will increase intersection capacity, thereby reducing queue lengths and congestion.

A combined Public Information Centre (PIC #2) and Secondary Plan open house will be held for the project on January 30, 2020 at the Carleton Place Arena, Upper Hall – 75 Neelin St., Carleton Place, Ontario from 4 pm to 7 pm. At this PIC, we will present the Recommended Plan for the intersection improvements, how intersection improvement alternatives were evaluated, the anticipated environmental impacts and preliminary environmental mitigation measures. We will also present the draft Secondary Plan, which is available for review on the Town of Carleton Place website at <https://carletonplace.ca/development-services-2.php>. You should have received an invitation to the PIC including the date, time and location.

Should you have any further questions or comments, please feel free to contact the undersigned.



Yours very truly,

A handwritten signature in blue ink that reads "Rhonda L. George-Hiebert". The signature is written in a cursive style.

Rhonda George-Hiebert, P.Eng.  
Consultant Project Manager

cc: Mr. Peter Fraser, P.Eng., Senior Project Engineer – MTO Eastern Region  
Ms. Sharon Westendorp, Environmental Planner – MTO Eastern Region  
Mr. Paul Knowles, P.Eng., Town Engineer – Town of Carleton Place  
Ms. Meghan MacMillan, MCIP, RPP, Consultant Environmental Planner – WSP

**Garland, Jade**

---

**From:**  
**Sent:** Saturday, December 08, 2018 9:13 AM  
**To:** hwy7-15ea  
**Subject:** GWP 4084-16-00

Hello;

As a very regular user of both intersections, I would like to propose that the Hwy7 & 15 intersection be converted into a roundabout, as well as the future intersection of Hwy15 & Cpt. A. Roy Brown Blvd.

I feel this would save consumers gasoline, reduce pollution, and improve traffic flow in both areas.



January 29, 2020

Attention:

**Subject: Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00), Preliminary Design and Class Environmental Assessment Study & Secondary Plan Study**

On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 & Highway 15 Intersection Improvements Preliminary Design and Environmental Assessment (EA) study.

The option of a roundabout at the Highway 7 at Highway 15 intersection was previously studied by MTO in 2016. The study assessed the feasibility of converting the existing Highway 7 and 15 signalized intersection into a roundabout and examined the associated operational and safety performance impacts. The traffic analysis indicated that future traffic demand would require a three-lane roundabout to accommodate traffic beyond 2024. This configuration was not considered feasible as the westbound move (traffic coming out of Ottawa at certain times) would tend to dominate the traffic circle and not permit other vehicles onto the circle. In addition, the property impacts would be significant and the three lanes and required operation would be problematic for most drivers. The study concluded that a roundabout at this location is not a practical solution.

Improvements to the Highway 15 and Captain A. Roy Brown Boulevard intersection are part of a separate project being undertaken by the Town of Carleton Place and are outside the scope of this study.

A combined Public Information Centre (PIC #2) and Secondary Plan open house will be held for the project on January 30, 2020 at the Carleton Place Arena, Upper Hall – 75 Neelin St., Carleton Place, Ontario from 4 pm to 7 pm. At this PIC, we will present the Recommended Plan for the intersection improvements, how intersection improvement alternatives were evaluated, the anticipated environmental impacts and preliminary environmental mitigation measures. We will also present the draft Secondary Plan, which is available for review on the Town of Carleton Place website at <https://carletonplace.ca/development-services-2.php>. You should have received an invitation to the PIC including the date, time and location.

Should you have any further questions or comments, please feel free to contact the undersigned.



Yours very truly,

A handwritten signature in blue ink that reads "Rhonda L. George-Hiebert".

Rhonda George-Hiebert, P.Eng.  
Consultant Project Manager

cc: Mr. Peter Fraser, P.Eng., Senior Project Engineer – MTO Eastern Region  
Ms. Sharon Westendorp, Environmental Planner – MTO Eastern Region  
Mr. Paul Knowles, P.Eng., Town Engineer – Town of Carleton Place  
Ms. Meghan MacMillan, MCIP, RPP, Consultant Environmental Planner – WSP

**Garland, Jade**

---

**From:**

**Sent:** Saturday, December 08, 2018 2:09 PM  
**To:** hwy7-15ea  
**Subject:** Hwy 7-15 EA - Online Comment Form Submission

**Name:**

**Email:**

**Comment/Question:** Could you place me on your mailing list (email list) for information on meeting times , any updates, receiving a copy of the ongoing reorts etc.?

Thanks

---

Time: December 8, 2018 at 2:08 pm  
IP Address: 174.112.214.195  
Contact Form URL: <https://hwy7-15ea.ca/contact/>

Sent by an unverified visitor to your site.

**Garland, Jade**

---

**From:**  
**Sent:** Sunday, December 09, 2018 11:55 AM  
**To:** hwy7-15ea  
**Subject:** Plans

I can't make the public information centre but I'm interested in seeing your preliminary design for 7-15 intersection. Can you send me the information please?

Also could you send me available information for the secondary plan?

From: **Garland, Jade** <jade.garland@wsp.com>  
To: **Hupman, Zachary** <Zachary.Hupman@wsp.com>  
Subject: FW: Hwy 7 / 15 Intersection Improvements - PIC Material Now Online  
Date: 13.02.2020 18:58:20 (+0000)

---

**From:** MacMillan, Meghan  
**Sent:** Friday, December 14, 2018 11:14 AM  
**To:** hwy7-15ea <hwy7-15ea@wsp.com>  
**Subject:** FW: Hwy 7 / 15 Intersection Improvements - PIC Material Now Online

Good morning,

The presentation from yesterday's Public Information Centre (PIC) for the Highway 7 at Highway 15 intersection improvements project is now available online at the following link: [PIC #1 Displays](#)

We encourage you to review the material, provide comments or ask questions by January 31, 2019. Comments or questions can be submitted through the project website at [www.hwy7-15ea.ca](http://www.hwy7-15ea.ca) or by emailing [hwy7-15ea@wsp.com](mailto:hwy7-15ea@wsp.com)

Thanks,

**Meghan MacMillan**, MCIP, RPP  
Senior Planner  
Planning, Landscape Architecture & Urban Design



T+ 1 613-690-1117  
M+ 1 613-862-0773

2611 Queensview Drive, Suite 300  
Ottawa, Ontario  
K2B 8K2 Canada

wsp.com

**Garland, Jade**

---

**From:**

**Sent:** Sunday, December 09, 2018 12:51 PM  
**To:** hwy7-15ea  
**Subject:** Hwy 7-15 EA - Online Comment Form Submission

**Name**

**Email:**

**Comment/Question:** I'm very glad to hear that this intersection may be improved... it does not seem adequately designed to account for pedestrians... and when you drive on Highway 7 from Ottawa and take the right-hand lane to merge onto Franktown Rd, it feels dangerous to have to be mindful of potential pedestrians on the blind curve of the road on one side, and of whether it is safe to merge into traffic on the other side.

As long as this problem is addressed, I will be 100% in favour of improving that intersection!

---

Time: December 9, 2018 at 12:51 pm  
IP Address: 174.113.159.125  
Contact Form URL: <https://hwy7-15ea.ca/contact/>

Sent by an unverified visitor to your site.



January 29, 2020

Attention:

**Subject: Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00), Preliminary Design and Class Environmental Assessment Study & Secondary Plan Study**

On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 & Highway 15 Intersection Improvements Preliminary Design and Environmental Assessment (EA) study. We appreciate your observation that the existing channelized right-hand turn onto Franktown Road from Highway 7 westbound is dangerous for pedestrians and merging traffic.

We do recognize that there are pedestrian and traffic safety concerns associated with the existing channelized right-hand turn. The recommended intersection improvements include removal of the channelized right-turn and replacing it with a standard right-turn design to improve pedestrian safety. These design changes will help reduce conflicts between pedestrians and vehicles turning/merging onto Franktown Road by discouraging high-speed turning maneuvers and improving blind spots. Sidewalks will also be installed on both the north and south side of Highway 7.

A combined Public Information Centre (PIC #2) and Secondary Plan open house will be held for the project on January 30, 2020 at the Carleton Place Arena, Upper Hall – 75 Neelin St., Carleton Place, Ontario from 4 pm to 7 pm. At this PIC, we will present the Recommended Plan for the intersection improvements, how intersection improvement alternatives were evaluated, the anticipated environmental impacts and preliminary environmental mitigation measures. We will also present the draft Secondary Plan, which is available for review on the Town of Carleton Place website at <https://carletonplace.ca/development-services-2.php>. You should have received an invitation to the PIC including the date, time and location.

Should you have any further questions or comments, please feel free to contact the undersigned.



Yours very truly,

A handwritten signature in blue ink that reads "Rhonda L. George-Hiebert".

Rhonda George-Hiebert, P.Eng.  
Consultant Project Manager

cc: Mr. Peter Fraser, P.Eng., Senior Project Engineer – MTO Eastern Region  
Ms. Sharon Westendorp, Environmental Planner – MTO Eastern Region  
Mr. Paul Knowles, P.Eng., Town Engineer – Town of Carleton Place  
Ms. Meghan MacMillan, MCIP, RPP, Consultant Environmental Planner – WSP

**Garland, Jade**

---

**From:**  
**Sent:** Monday, December 10, 2018 1:30 PM  
**To:** hwy7-15ea  
**Subject:** Hwy 7-15 EA - Online Comment Form Submission

**Comment/Question:** Please add me to the mailing list.  
Thank you

---

Time: December 10, 2018 at 1:29 pm  
IP Address: 198.103.184.76  
Contact Form URL: <https://hwy7-15ea.ca/contact/>

Sent by an unverified visitor to your site.

# COMMENT SHEET

**HIGHWAY 7 AND HIGHWAY 15 INTERSECTION IMPROVEMENTS  
ENVIRONMENTAL ASSESSMENT & SECONDARY PLAN STUDY  
(GWP 4084-16-00)  
www.hwy7-15ea.ca**

## PUBLIC INFORMATION CENTRE #1

<b>THURSDAY, DECEMBER 13, 2018</b>
Carleton Place Arena – Upper Hall 75 Neelin Street Carleton Place, Ontario K7C 4H1 4:00 pm to 7:00 pm

**PLEASE NOTE: Either drop your completed comment sheet in the box provided or send it by January 31, 2019 via email to hwy7-15ea@wsp.com or mail to:**

Attention: WSP Planning  
2611 Queensview Drive, Suite 300  
Ottawa, Ontario  
K2B 8K2

If you would like more information regarding the Preliminary Design and Environmental Assessment study, please contact:

**Ms. Heather Templeton, P. Eng.**  
**Consultant Project Manager (WSP)**  
Phone: 905-823-8500/ 1-877-562-7947 (toll-free)  
Email: hwy7-15ea@wsp.com  
Fax: 905-823-8503

**Mr. Peter Fraser, P. Eng.**  
**MTO Senior Project Engineer**  
Phone: 613-544-2220 Ext. 4191/ 1-800-267-0295 (toll-free)  
Email: hwy7-15ea@wsp.com  
Fax: 613-540-5106

If you would like more information regarding the Secondary Plan study, please contact:

**Nadia De Santi, MCIP, RPP**  
**Consultant Senior Project Manager (WSP)**  
Phone: 613-690-1114  
Email: nadia.de-santi@wsp.com

**Paul Knowles, P. Eng.**  
**Town Engineer for the Town of Carleton Place**  
Phone: 613-257-6207  
Email: pknowles@carletonplace.ca

Des renseignements sont disponibles en français en composant le (613) 690-1117, auprès de Meghan MacMillan.

Please check here if a response *is not* required.

If a response is required, please indicate your preferred method of correspondence:

E-mail

Regular Mail

### COMMENTS:

*A new BY PASS Road - before McNeelley should be a priority to divert heavy traffic to 8 Falls / Kingston. This should be planned before future development makes it more difficult.*

*The dangerous traffic problems between McNeelley & HWY 15 are rapidly increasing, especially if more development south of HWY 7 is expected.*

**Thank you for your participation. Comments and information regarding this study are being collected in accordance with the Freedom of Information and Protection of Privacy Act, and solely for the purpose of conducting the environmental assessment and detail design. With the exception of personal information, all comments will become part of the public record.**

### PLEASE PRINT :

NAME:

ADDRESS:

EMAIL:

# COMMENT SHEET

**HIGHWAY 7 AND HIGHWAY 15 INTERSECTION IMPROVEMENTS  
 ENVIRONMENTAL ASSESSMENT & SECONDARY PLAN STUDY  
 (GWP 4084-16-00)  
 www.hwy7-15ea.ca**

## PUBLIC INFORMATION CENTRE #1

<b>THURSDAY, DECEMBER 13, 2018</b>
Carleton Place Arena – Upper Hall 75 Neelin Street Carleton Place, Ontario K7C 4H1 4:00 pm to 7:00 pm

**PLEASE NOTE: Either drop your completed comment sheet in the box provided or send it by January 31, 2019 via email to hwy7-15ea@wsp.com or mail to:**

Attention: WSP Planning  
 2611 Queensview Drive, Suite 300  
 Ottawa, Ontario  
 K2B 8K2

If you would like more information regarding the Preliminary Design and Environmental Assessment study, please contact:

**Ms. Heather Templeton, P. Eng.  
 Consultant Project Manager (WSP)**  
 Phone: 905-823-8500/ 1-877-562-7947 (toll-free)  
 Email: hwy7-15ea@wsp.com  
 Fax: 905-823-8503

**Mr. Peter Fraser, P. Eng.  
 MTO Senior Project Engineer**  
 Phone: 613-544-2220 Ext. 4191/ 1-800-267-0295 (toll-free)  
 Email: hwy7-15ea@wsp.com  
 Fax: 613-540-5106

If you would like more information regarding the Secondary Plan study, please contact:

**Nadia De Santi, MCIP, RPP  
 Consultant Senior Project Manager (WSP)**  
 Phone: 613-690-1114  
 Email: nadia.de-santi@wsp.com

**Paul Knowles, P. Eng.  
 Town Engineer for the Town of Carleton Place**  
 Phone: 613-257-6207  
 Email: pknowles@carletonplace.ca

Des renseignements sont disponibles en français en composant le (613) 690-1117, auprès de Meghan MacMillan.

Please check here if a response *is not* required.

If a response is required, please indicate your preferred method of correspondence:

E-mail  Regular Mail

**COMMENTS:**

Cycle → Road AND Sidewalk/TRAIL Need SENSORS that CAN be Activated By A Bicycle.

Secondary Plan  
 Reg BROWN Blvd. as planned will destroy 5 Sugar Maples of significant sizes (30", 30", 16", 14", 20") and disrupt the old growth Sugar Maple (37" dbh).

What is the Plan for the CREEK (Beckwith Spring) will it meet the Climate Change Action Policy and Bill 68.

**Thank you for your participation. Comments and information regarding this study are being collected in accordance with the Freedom of Information and Protection of Privacy Act, and solely for the purpose of conducting the environmental assessment and detail design. With the exception of personal information, all comments will become part of the public record.**

**PLEASE PRINT :**

NAME:

ADDRESS:

EMAIL:



January 29, 2020

Attention:

**Subject: Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00), Preliminary Design and Class Environmental Assessment Study & Secondary Plan Study**

On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 & 15 Intersection Improvements Preliminary Design and Environmental Assessment (EA) and Secondary Plan Studies.

The construction of Captain A. Roy Brown Boulevard is a separate project being undertaken by the Town of Carleton Place; this comment has been forwarded to the Town.

As part of this study, we have developed alternative solutions to address the existing / future traffic deficiencies and identify operational and safety improvements for the Highway 7 and Highway 15 intersection. All alternatives include sidewalks on both sides of Highway 7 between Highway 15 and McNeely Avenue.

MTO has identified a province-wide cycling network (<http://www.mto.gov.on.ca/english/safety/province-wide-cycling-network.shtml>). While there are no cycling facilities proposed for this section of Highway 7, the draft Secondary Plan prepared as part of this study includes provisions for active transportation within the broader Secondary Plan study area.

As part of the traffic signal design, MTO will review locations where traffic signal detection will require activation by cyclists.

A combined Public Information Centre (PIC #2) and Secondary Plan open house will be held for the project on January 30, 2020 at the Carleton Place Arena, Upper Hall – 75 Neelin St., Carleton Place, Ontario from 4 pm to 7 pm. At this PIC, we will present the Recommended Plan for the intersection improvements, how intersection improvement alternatives were evaluated, the anticipated environmental impacts and preliminary environmental mitigation measures. We will also present the draft Secondary Plan, which is available for review on the Town of Carleton Place website at <https://carletonplace.ca/development-services-2.php>. You should have received an invitation to the PIC including the date, time and location.



Should you have any further questions or comments, please feel free to contact the undersigned.

Yours very truly,

A handwritten signature in blue ink, reading "Rhonda L. George-Hiebert".

Rhonda George-Hiebert, P.Eng.  
Consultant Project Manager

cc: Mr. Peter Fraser, P.Eng., Senior Project Engineer – MTO Eastern Region  
Ms. Sharon Westendorp, Environmental Planner – MTO Eastern Region  
Mr. Paul Knowles, P.Eng., Town Engineer – Town of Carleton Place  
Ms. Meghan MacMillan, MCIP, RPP, Consultant Environmental Planner – WSP



# COMMENT SHEET

HIGHWAY 7 AND HIGHWAY 15 INTERSECTION IMPROVEMENTS  
ENVIRONMENTAL ASSESSMENT & SECONDARY PLAN STUDY  
(GWP 4084-16-00)  
www.hwy7-15ea.ca

## PUBLIC INFORMATION CENTRE #1

THURSDAY, DECEMBER 13, 2018  
Carleton Place Arena – Upper Hall  
75 Neelin Street  
Carleton Place, Ontario K7C 4H1  
4:00 pm to 7:00 pm

**PLEASE NOTE:** Either drop your completed comment sheet in the box provided or send it by January 31, 2019 via email to [hwy7-15ea@wsp.com](mailto:hwy7-15ea@wsp.com) or mail to:

Attention: WSP Planning  
2611 Queensview Drive, Suite 300  
Ottawa, Ontario  
K2B 8K2

If you would like more information regarding the Preliminary Design and Environmental Assessment study, please contact:

**Ms. Heather Templeton, P. Eng.**  
**Consultant Project Manager (WSP)**  
Phone: 905-823-8500/ 1-877-562-7947 (toll-free)  
Email: [hwy7-15ea@wsp.com](mailto:hwy7-15ea@wsp.com)  
Fax: 905-823-8503

**Mr. Peter Fraser, P. Eng.**  
**MTO Senior Project Engineer**  
Phone: 613-544-2220 Ext. 4191/ 1-800-267-0295 (toll-free)  
Email: [hwy7-15ea@wsp.com](mailto:hwy7-15ea@wsp.com)  
Fax: 613-540-5106

If you would like more information regarding the Secondary Plan study, please contact:

**Nadia De Santi, MCIP, RPP**  
**Consultant Senior Project Manager (WSP)**  
Phone: 613-690-1114  
Email: [nadia.de-santi@wsp.com](mailto:nadia.de-santi@wsp.com)

**Paul Knowles, P. Eng.**  
**Town Engineer for the Town of Carleton Place**  
Phone: 613-257-6207  
Email: [pknowles@carletonplace.ca](mailto:pknowles@carletonplace.ca)

Des renseignements sont disponibles en français en composant le (613) 690-1117, auprès de Meghan MacMillan.

Please check here if a response *is not* required.

If a response is required, please indicate your preferred method of correspondence:

E-mail  Regular Mail

**COMMENTS:**

Great these concerns are being addressed.  
My concerns centre on safety for pedestrians  
trying to access highway 7 to go either  
North or South. Sidewalks are incomplete.

Also, what considerations are being made for  
increased traffic flow on Franktown Road  
within town. While the main intersection will  
be enlarged, how will the roads and intersections  
to the north on Franktown Rd handle such high  
flows?

Thank you for your participation. Comments and information regarding this study are being collected in accordance with the Freedom of Information and Protection of Privacy Act, and solely for the purpose of conducting the environmental assessment and detail design. With the exception of personal information, all comments will become part of the public record.

**PLEASE PRINT**

NAME:

ADDRESS:

EMAIL:



January 29, 2020

**Subject: Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00), Preliminary Design and Class Environmental Assessment Study & Secondary Plan Study**

On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 & Highway 15 Intersection Improvements Preliminary Design Environmental Assessment (EA) and Secondary Plan Studies. We would like to provide information on the project to address your concerns regarding pedestrian movement within the study area and the potential of a traffic increase on the local road network.

We recognize that the existing pedestrian facilities within the broader Secondary Plan study area can be improved. As part of this study, we have assessed pedestrian and cyclist connections to identify areas in need of improvement, accompanied by policies and active transportation routes as part of the Secondary Plan. Sidewalks have been recommended on both the north and south side of Highway 7 as part of the EA Study.

The improvements to the Highway 7 and Highway 15 intersection are being undertaken to accommodate future traffic volumes and to improve intersection operations and safety. We have referred your question regarding Franktown Road to the Town of Carleton Place.

A combined Public Information Centre (PIC #2) and Secondary Plan open house will be held for the project on January 30, 2020 at the Carleton Place Arena, Upper Hall – 75 Neelin St., Carleton Place, Ontario from 4 pm to 7 pm. At this PIC, we will present the Recommended Plan for the intersection improvements, how intersection improvement alternatives were evaluated, the anticipated environmental impacts and preliminary environmental mitigation measures. We will also present the draft Secondary Plan, which is available for review on the Town of Carleton Place website at <https://carletonplace.ca/development-services-2.php>. You should have received an invitation to the PIC including the date, time and location.

Should you have any further questions or comments, please feel free to contact the undersigned.



Yours very truly,

A handwritten signature in blue ink that reads "Rhonda L. George-Hiebert".

Rhonda George-Hiebert, P.Eng.  
Consultant Project Manager

cc: Mr. Peter Fraser, P.Eng., Senior Project Engineer – MTO Eastern Region  
Ms. Sharon Westendorp, Environmental Planner – MTO Eastern Region  
Mr. Paul Knowles, P.Eng., Town Engineer – Town of Carleton Place  
Ms. Meghan MacMillan, MCIP, RPP, Consultant Environmental Planner – WSP

# COMMENT SHEET

HIGHWAY 7 AND HIGHWAY 15 INTERSECTION IMPROVEMENTS  
 ENVIRONMENTAL ASSESSMENT & SECONDARY PLAN STUDY  
 (GWP 4084-16-00)  
 www.hwy7-15ea.ca

## PUBLIC INFORMATION CENTRE #1

<p><b>THURSDAY, DECEMBER 13, 2018</b></p> <p>Carleton Place Arena – Upper Hall          75 Neelin Street          Carleton Place, Ontario K7C 4H1          4:00 pm to 7:00 pm</p>
---

**PLEASE NOTE:** Either drop your completed comment sheet in the box provided or send it by **January 31, 2019** via email to [hwy7-15ea@wsp.com](mailto:hwy7-15ea@wsp.com) or mail to:

Attention: WSP Planning  
 2611 Queensview Drive, Suite 300  
 Ottawa, Ontario  
 K2B 8K2

If you would like more information regarding the Preliminary Design and Environmental Assessment study, please contact:

**Ms. Heather Templeton, P. Eng.**  
**Consultant Project Manager (WSP)**  
 Phone: 905-823-8500/ 1-877-562-7947 (toll-free)  
 Email: [hwy7-15ea@wsp.com](mailto:hwy7-15ea@wsp.com)  
 Fax: 905-823-8503

**Mr. Peter Fraser, P. Eng.**  
**MTO Senior Project Engineer**  
 Phone: 613-544-2220 Ext. 4191/ 1-800-267-0295 (toll-free)  
 Email: [hwy7-15ea@wsp.com](mailto:hwy7-15ea@wsp.com)  
 Fax: 613-540-5106

If you would like more information regarding the Secondary Plan study, please contact:

**Nadia De Santi, MCIP, RPP**  
**Consultant Senior Project Manager (WSP)**  
 Phone: 613-690-1114  
 Email: [nadia.de-santi@wsp.com](mailto:nadia.de-santi@wsp.com)

**Paul Knowles, P. Eng.**  
**Town Engineer for the Town of Carleton Place**  
 Phone: 613-257-6207  
 Email: [pknowles@carletonplace.ca](mailto:pknowles@carletonplace.ca)

Des renseignements sont disponibles en français en composant le (613) 690-1117, auprès de Meghan MacMillan.

Please check here if a response *is not* required.

If a response is required, please indicate your preferred method of correspondence:

E-mail  Regular Mail

**COMMENTS:**

Can there be a short term plan  
 to reduce the speed of traffic eastbound  
 towards Hwy 7/15 to help decrease to  
 escalating traffic accidents.

**Thank you for your participation.** Comments and information regarding this study are being collected in accordance with the Freedom of Information and Protection of Privacy Act, and solely for the purpose of conducting the environmental assessment and detail design. With the exception of personal information, all comments will become part of the public record.

**PLEASE PRINT**

NAME:

ADDRESS:

EMAIL:



January 29, 2020

Attention:

**Subject: Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00), Preliminary Design and Class Environmental Assessment Study & Secondary Plan Study**

On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 & Highway 15 Intersection Improvements Preliminary Design Environmental Assessment (EA) and Secondary Plan Studies.

The Project Team has reviewed the accidents and safety concerns on Highway 7 as part of this study. We have developed intersection improvement alternatives that will create additional capacity by adding additional through lanes and turn lanes. The intersection improvements will reduce queue lengths, the length of delays, free up signal time for other approaches and help reduce merge conflicts.

Once the signals are in operation and the traffic has readjusted, MTO will undertake an operational analysis to determine if speed reductions and flashing beacons to the west in advance of the intersection are warranted.

A combined Public Information Centre (PIC #2) and Secondary Plan open house will be held for the project on January 30, 2020 at the Carleton Place Arena, Upper Hall – 75 Neelin St., Carleton Place, Ontario from 4 pm to 7 pm. At this PIC, we will present the Recommended Plan for the intersection improvements, how intersection improvement alternatives were evaluated, the anticipated environmental impacts and preliminary environmental mitigation measures. We will also present the draft Secondary Plan, which is available for review on the Town of Carleton Place website at <https://carletonplace.ca/development-services-2.php>. You should have received an invitation to the PIC including the date, time and location.

Should you have any further questions or comments, please feel free to contact the undersigned.



Yours very truly,

A handwritten signature in blue ink that reads "Rhonda L. George-Hiebert".

Rhonda George-Hiebert, P.Eng.  
Consultant Project Manager

cc: Mr. Peter Fraser, P.Eng., Senior Project Engineer – MTO Eastern Region  
Ms. Sharon Westendorp, Environmental Planner – MTO Eastern Region  
Mr. Paul Knowles, P.Eng., Town Engineer – Town of Carleton Place  
Ms. Meghan MacMillan, MCIP, RPP, Consultant Environmental Planner – WSP





January 29, 2020

Attention:

**Subject: Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00), Preliminary Design and Class Environmental Assessment Study & Secondary Plan Study**

On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 & Highway 15 Intersection Improvements Preliminary Design and Environmental Assessment (EA) Study.

We appreciate your suggestion that a red-light camera be installed at the Highway 7 and McNeely Avenue intersection; however, MTO does not currently have the legislative authority to use red light cameras. In the Province of Ontario, these are only permitted at municipal intersections. As part of this study, we will be looking at other options to improve the safety and accessibility of crossings at this intersection for all users, including people with disabilities. The Highway 7 at Highway 15 and Highway 7 at McNeely Avenue intersections will be designed to meet Accessibility for Ontarians with Disabilities (AODA) standards.

A combined Public Information Centre (PIC #2) and Secondary Plan open house will be held for the project on January 30, 2020 at the Carleton Place Arena, Upper Hall – 75 Neelin St., Carleton Place, Ontario from 4 pm to 7 pm. At this PIC, we will present the Recommended Plan for the intersection improvements, how intersection improvement alternatives were evaluated, the anticipated environmental impacts and preliminary environmental mitigation measures. We will also present the draft Secondary Plan, which is available for review on the Town of Carleton Place website at <https://carletonplace.ca/development-services-2.php>. You should have received an invitation to the PIC including the date, time and location.

Should you have any further questions or comments, please feel free to contact the undersigned.



Yours very truly,

A handwritten signature in blue ink that reads "Rhonda L. George-Hiebert".

Rhonda George-Hiebert, P.Eng.  
Consultant Project Manager

cc: Mr. Peter Fraser, P.Eng., Senior Project Engineer – MTO Eastern Region  
Ms. Sharon Westendorp, Environmental Planner – MTO Eastern Region  
Mr. Paul Knowles, P.Eng., Town Engineer – Town of Carleton Place  
Ms. Meghan MacMillan, MCIP, RPP, Consultant Environmental Planner – WSP

# COMMENT SHEET

HIGHWAY 7 AND HIGHWAY 15 INTERSECTION IMPROVEMENTS  
 ENVIRONMENTAL ASSESSMENT & SECONDARY PLAN STUDY  
 (GWP 4084-16-00)  
 www.hwy7-15ea.ca

## PUBLIC INFORMATION CENTRE #1

THURSDAY, DECEMBER 13, 2018

Carleton Place Arena – Upper Hall  
 75 Neelin Street  
 Carleton Place, Ontario K7C 4H1  
 4:00 pm to 7:00 pm

**PLEASE NOTE:** Either drop your completed comment sheet in the box provided or send it by January 31, 2019 via email to [hwy7-15ea@wsp.com](mailto:hwy7-15ea@wsp.com) or mail to:

Attention: WSP Planning  
 2611 Queensview Drive, Suite 300  
 Ottawa, Ontario  
 K2B 8K2

If you would like more information regarding the Preliminary Design and Environmental Assessment study, please contact:

**Ms. Heather Templeton, P. Eng.**  
**Consultant Project Manager (WSP)**  
 Phone: 905-823-8500/ 1-877-562-7947 (toll-free)  
 Email: [hwy7-15ea@wsp.com](mailto:hwy7-15ea@wsp.com)  
 Fax: 905-823-8503

**Mr. Peter Fraser, P. Eng.**  
**MTO Senior Project Engineer**  
 Phone: 613-544-2220 Ext. 4191/ 1-800-267-0295 (toll-free)  
 Email: [hwy7-15ea@wsp.com](mailto:hwy7-15ea@wsp.com)  
 Fax: 613-540-5106

If you would like more information regarding the Secondary Plan study, please contact:

**Nadia De Santi, MCIP, RPP**  
**Consultant Senior Project Manager (WSP)**  
 Phone: 613-690-1114  
 Email: [nadia.de-santi@wsp.com](mailto:nadia.de-santi@wsp.com)

**Paul Knowles, P. Eng.**  
**Town Engineer for the Town of Carleton Place**  
 Phone: 613-257-6207  
 Email: [pknowles@carletonplace.ca](mailto:pknowles@carletonplace.ca)

Des renseignements sont disponibles en français en composant le (613) 690-1117, auprès de Meghan MacMillan.

Please check here if a response *is not* required.

If a response is required, please indicate your preferred method of correspondence:

E-mail

Regular Mail

### COMMENTS:

- A SET OF CAUTION LIGHTS WEST OF THE OVERPASS HEADING EAST BOUND AA ON THE OTTAWA SIDE
- SPEED LIMIT SHOULD BE 60 KM FROM LAKE PARK PARK LIGHTS AND THE WAY THROUGH CARLETON PLACE

Thank you for your participation. Comments and information regarding this study are being collected in accordance with the Freedom of Information and Protection of Privacy Act, and solely for the purpose of conducting the environmental assessment and detail design. With the exception of personal information, all comments will become part of the public record.

### PLEASE PRINT :

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

EMAIL: \_\_\_\_\_



January 29, 2020

Attention:

**Subject: Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00), Preliminary Design and Class Environmental Assessment Study & Secondary Plan Study**

On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 & Highway 15 Intersection Improvements Preliminary Design and Environmental Assessment (EA) Study.

We appreciate the specific concerns you have raised with respect to stopping sight distance issues approaching the Highway 7 & 15 intersection eastbound from the former CP Rail overpass. We have reviewed the design criteria for the highway at the CP Rail overpass and it currently meets sight distance standards for the eastbound approach to the intersection.

The Project Team has reviewed the accidents and safety concerns on Highway 7 as part of this study. We have developed intersection improvement alternatives that will create additional capacity by adding additional through lanes and turn lanes. The intersection improvements will reduce queue lengths, the length of delays, free up signal time for other approaches and help reduce merge conflicts.

Once the signals are in operation and the traffic has readjusted, MTO will undertake an operational analysis to determine if speed reductions and flashing beacons to the west in advance of the intersection are warranted.

A combined Public Information Centre (PIC #2) and Secondary Plan open house will be held for the project on January 30, 2020 at the Carleton Place Arena, Upper Hall – 75 Neelin St., Carleton Place, Ontario from 4 pm to 7 pm. At this PIC, we will present the Recommended Plan for the intersection improvements, how intersection improvement alternatives were evaluated, the anticipated environmental impacts and preliminary environmental mitigation measures. We will also present the draft Secondary Plan, which is available for review on the Town of Carleton Place website at <https://carletonplace.ca/development-services-2.php>. You should have received an invitation to the PIC including the date, time and location.



Should you have any further questions or comments, please feel free to contact the undersigned.

Yours very truly,

A handwritten signature in blue ink, reading "Rhonda L. George-Hiebert".

Rhonda George-Hiebert, P.Eng.  
Consultant Project Manager

cc: Mr. Peter Fraser, P.Eng., Senior Project Engineer – MTO Eastern Region  
Ms. Sharon Westendorp, Environmental Planner – MTO Eastern Region  
Mr. Paul Knowles, P.Eng., Town Engineer – Town of Carleton Place  
Ms. Meghan MacMillan, MCIP, RPP, Consultant Environmental Planner – WSP



**From:**  
**Sent:** Friday, December 14, 2018 3:42 PM  
**To:** hwy7-15ea  
**Subject:** Consideration for transportation development...

I'm not sure if since I missed the meeting this can be considered but I walk the trail all the time. Is there anyway to connect it safely to the new path at the border of the transportation plan?



This would keep kids safe and foot transportation towards the right paths if it is possible?



January 29, 2020

Attention:

**Subject: Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00), Preliminary Design and Class Environmental Assessment Study & Secondary Plan Study**

On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 & Highway 15 Intersection Improvements Preliminary Design Environmental Assessment (EA) and Secondary Plan Studies.

As part of the Secondary Plan study, we have examined areas where improvements to pedestrian facilities are required, including connections to existing and proposed trails. Building on the Town of Carleton Place's existing and proposed trail network (Schedule B – Town of Carleton Place Official Plan), the draft Secondary Plan includes proposed active transportation facilities with the goal of developing a well-connected network for cyclists and pedestrians within the study area. Sidewalks will be installed on both the north and south side of Highway 7 as part of the EA Study.

A combined Public Information Centre (PIC #2) and Secondary Plan open house will be held for the project on January 30, 2020 at the Carleton Place Arena, Upper Hall – 75 Neelin St., Carleton Place, Ontario from 4 pm to 7 pm. At this PIC, we will present the Recommended Plan for the intersection improvements, how intersection improvement alternatives were evaluated, the anticipated environmental impacts and preliminary environmental mitigation measures. We will also present the draft Secondary Plan, which is available for review on the Town of Carleton Place website at <https://carletonplace.ca/development-services-2.php>. You should have received an invitation to the PIC including the date, time and location.

Should you have any further questions or comments, please feel free to contact the undersigned.

Yours very truly,

Rhonda George-Hiebert, P.Eng.  
Consultant Project Manager

cc: Mr. Peter Fraser, P.Eng., Senior Project Engineer – MTO Eastern Region  
Ms. Sharon Westendorp, Environmental Planner – MTO Eastern Region



Mr. Paul Knowles, P.Eng., Town Engineer – Town of Carleton Place  
Ms. Meghan MacMillan, MCIP, RPP, Consultant Environmental Planner – WSP

**Garland, Jade**

---

**From:**  
**Sent:** Monday, December 17, 2018 1:20 PM  
**To:** hwy7-15ea  
**Subject:** Public Information

Hi there,

I was unable to attend the meeting on this and our development is off of McNeely and 7.

Could you please send over the presentation or relevant public information?

Thanks,

Suite 100, 301 Moodie Drive  
Ottawa, ON K2H 9C4

**Cell:** (613) 447-9607  
**Direct:** (613) 820-1959 Ext: 249



---

REALLY WELL BUILT

CALGARY

DENVER

OTTAWA

TAMPA

[Click Here](#) to View Our Testimonials

**IMPORTANT NOTICE:** This message and any attached documents are only for the use of the intended recipient(s), are confidential and may contain privileged information. Any unauthorized review, use, retransmission, or other disclosure is strictly prohibited. If you have received this message in error, notify the sender immediately, and delete the original message.

From: **Garland, Jade** <jade.garland@wsp.com>  
To: **Hupman, Zachary** <Zachary.Hupman@wsp.com>  
Subject: FW: Hwy 7 / 15 Intersection Improvements - PIC Material Now Online  
Date: 13.02.2020 18:58:20 (+0000)

---

**From:** MacMillan, Meghan  
**Sent:** Friday, December 14, 2018 11:14 AM  
**To:** hwy7-15ea <hwy7-15ea@wsp.com>  
**Subject:** FW: Hwy 7 / 15 Intersection Improvements - PIC Material Now Online

Good morning,

The presentation from yesterday's Public Information Centre (PIC) for the Highway 7 at Highway 15 intersection improvements project is now available online at the following link: [PIC #1 Displays](#)

We encourage you to review the material, provide comments or ask questions by January 31, 2019. Comments or questions can be submitted through the project website at [www.hwy7-15ea.ca](http://www.hwy7-15ea.ca) or by emailing [hwy7-15ea@wsp.com](mailto:hwy7-15ea@wsp.com)

Thanks,

**Meghan MacMillan**, MCIP, RPP  
Senior Planner  
Planning, Landscape Architecture & Urban Design



T+ 1 613-690-1117  
M+ 1 613-862-0773

2611 Queensview Drive, Suite 300  
Ottawa, Ontario  
K2B 8K2 Canada

wsp.com

**Garland, Jade**

---

**From:**

**Sent:** Thursday, December 20, 2018 5:42 PM  
**To:** hwy7-15ea  
**Subject:** Hwy 7-15 EA - Online Comment Form Submission

**Name:****Email:**

**Comment/Question:** As I worked on approvals for the access from McNeely to the Walmart property . MTO officials , at the time denied us using the current signalized access to the Tim Hortons , and now Thru way restaurant due to the closeness of the intersection to HWY #7. We subsequently moved our entrance further north on McNeelly. We were than required to provide land and construct the signalized entrance for Tim Hortons and the gas bar due to the closure of their full movement access on Hwy #7. How is MTO now justifying, from a traffic engineering perspective and impact on the McNeely and Hwy #7 intersection, by allowing new development to access McNeely as an alternative to Hwy #7. I believe we were mislead and manipulated to provide the land and signalization to the owner of the corner property and now your plans show a major collector planned which will back up traffic onto Hwy #7

---

Time: December 20, 2018 at 5:42 pm  
IP Address: 173.206.131.163  
Contact Form URL: <https://hwy7-15ea.ca/contact/>

Sent by an unverified visitor to your site.



January 29, 2020

Attention:

**Subject: Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00), Preliminary Design and Class Environmental Assessment Study & Secondary Plan Study**

On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 & Highway 15 Intersection Improvements Preliminary Design / Environmental Assessment (EA) and Secondary Plan studies.

The location of this intersection was not appropriate for the Smart Centre as the volume of traffic is considerably higher for this development. The traffic modelling undertaken by Smart Centres identified traffic queuing on Highway 7 and as a result required a raised median along with alternate access to Tim Hortons.

We are continuing to work with the adjacent owners for appropriate uses for the remaining vacant property. We have created a significant traffic model that simultaneously models all of the intersections around Highway 7. MTO will only permit developments that show the continued and safe operation of the traffic along Highway 7 and McNeely Avenue.

A combined Public Information Centre (PIC #2) and Secondary Plan open house will be held for the project on January 30, 2020 at the Carleton Place Arena, Upper Hall – 75 Neelin St., Carleton Place, Ontario from 4 pm to 7 pm. At this PIC, we will present the Recommended Plan for the intersection improvements, how intersection improvement alternatives were evaluated, the anticipated environmental impacts and preliminary environmental mitigation measures. We will also present the draft Secondary Plan, which is available for review on the Town of Carleton Place website at <https://carletonplace.ca/development-services-2.php>. You should have received an invitation to the PIC including the date, time and location.

Once again, we appreciate your comments and encourage your continued participation in this study.

Should you have any further questions or comments, please feel free to contact me.



Yours very truly,

A handwritten signature in blue ink that reads "Rhonda L. George-Hiebert".

Rhonda George-Hiebert, P.Eng.  
Consultant Project Manager

cc: Mr. Peter Fraser, P.Eng., Senior Project Engineer – MTO Eastern Region  
Ms. Sharon Westendorp, Environmental Planner – MTO Eastern Region  
Mr. Paul Knowles, P.Eng., Town Engineer – Town of Carleton Place  
Ms. Meghan MacMillan, MCIP, RPP, Consultant Environmental Planner – WSP