

APPENDIX

D COMMENTS RECEIVED



Summary of Environmental Concerns and Comments | Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00), Preliminary Design

ID	Date / Form of Contact	Name / Agency	Original Comment Received	Summarized Comment Received	Date / Form of Response	How it was addressed
Notice of Study Commencement (April 26, 2018)						
Indigenous Communities						
No comments received from Indigenous Communities at Study Commencement						
Local Elected Representatives						
LER-1	April 26, 2018 / Phone Call (record of phone conversation from Peter Fraser, MTO Senior Project Engineer)	MPP – Lanark-Frontenac-Lennox & Addington	<p>MPP Hillier called this morning. A positive conversation. He was glad to see the project proceeding. The general questions were as follows:</p> <ol style="list-style-type: none"> 1. Reasons for the study, we are starting to see traffic breaking down in some of the busier peak times particularly Friday night with a large volume of traffic coming from the east, out of Ottawa and turning south, towards Smith Falls. The Town and MTO also recognize there will be a significant amount of upcoming development and the study would look at best ways to manage traffic and coordinate the proposed development 2. Although we have not looked at alternatives, the short-term solution would likely consider local intersection improvements such as additional through or turning lanes. The longer-term solution would encompass more of the development as full build out occurs. 3. We are currently gathering existing information regarding property, environmental, heritage, archaeology, traffic, drainage, utilities, and collision/safety review and are working around provincial and municipal elections. No public contact or PICs will be held before or during the two elections. We may try and schedule something in between the two elections, provided Carleton Place is in agreement. 4. MPP Hillier inquired if we could adjust the study limits further west to Napoleon Road. I indicated that I could not commit to extending the limits but we would review this with Senior Management and the Study Team. We had originally considered extending the limits slightly to the west however the existing structure over the multi-use trail (formerly CP) is in good condition. Eventually when the bridge reaches its design life, it would make sense to replace it with a less expensive structure (box culvert that meets multi use requirement) and drop the elevation of the highway to decrease the grade on the approach to the intersection. It would make sense at that time to consider what the ultimate cross section would look like (which may be more apparent then) when the future cross section is known. The current constriction in the traffic is the existing intersection which reduces the highway capacity by about half (if the signal is red for 50% of the time). The large part of the short-term study would look at how to improve the operation of the intersection. 5. This did lead into some conversation about the future bypass. I did mention that I was aware there had been some discussion in the past but I was unaware of any 	<ul style="list-style-type: none"> • MPP Hillier inquired if the study limits could be adjusted further west to include the Napoleon Road intersection with Highway 7. 	Peter Fraser, MTO Senior Project Engineer, responded by phone call on April 26, 2018.	<ul style="list-style-type: none"> • Peter Fraser indicated that extending the limits could not be committed to at that time.

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			current plans.			
LER-2	April 30, 2018 / Email	MPP – Lanark-Frontenac-Lennox & Addington	<p>Thank you for your time on Thursday 26 April to listen to my thoughts and concerns with the Study Commencement for Highway 7 and Highway 15 Intersection Improvements.</p> <p>In our discussion, I expressed my desire to see the study area expanded to the intersection of Highway 7 and Napoleon Street.</p> <p>As I remarked during our discussion, the intersection of Hwy 7 and Napoleon currently exhibits stresses that will only increase with the rate of development and growth planned for the Town of Carleton Place. I feel it would be remiss to not take the current study opportunity to address the challenges both current and forthcoming at this intersection while the Ministry is already committed to studying traffic flow immediately adjacent to this intersection.</p> <p>Once again, I thank you for your time last Thursday, and look forward to hearing from you that the MTO has decided to expand the study to include the intersection of Highway 7 and Napoleon Street.</p>	<ul style="list-style-type: none"> MPP Hiller reiterated his remarks stated in his April 26, 2018 phone conversation with Peter Fraser (MTO Senior Project Engineer), including addressing the challenges both current and forthcoming at the intersection of Highway 7 and Napoleon Road. 	Peter Fraser, MTO Senior Project Engineer, responded by phone call on April 26, 2018.	<ul style="list-style-type: none"> Refer to response above.
External Agencies / Interest Groups						
Ex-1	May 3, 2018 / Emailed Comment Form	Director of Public Works, County of Lanark	Provided contact information for Lanark County Public Works Department.	<ul style="list-style-type: none"> Organization wishes to participate in the project. 	No response required.	<ul style="list-style-type: none"> Contact information updated for future correspondence.
Ex-2	May 7, 2018 / Emailed Comment Form	The Town of Carleton Place	Please keep us informed. Thank you.	<ul style="list-style-type: none"> Organization wishes to participate in the project. 	No response required.	<ul style="list-style-type: none"> Contact information updated for future correspondence.
Ex-3	May 7, 2018 / Faxed Comment Form	Ocean Wave Fire Department	No comments at this time.	<ul style="list-style-type: none"> Organization wishes to participate in the project and indicated no comments at this time. 	No response required.	<ul style="list-style-type: none"> Contact information updated for future correspondence.
Ex-4	May 8, 2018 / Emailed Comment Form	Ontario Provincial Police	Please keep us informed.	<ul style="list-style-type: none"> Organization wishes to participate in the project. 	No response required.	<ul style="list-style-type: none"> Contact information updated for future correspondence.
Ex-5	May 9, 2018 / Email	Upper Canada Snowmobile Region	<p>We have an OFSC prescribed trail on the west boundary on the CPR multi-use trail corridor</p> <p>Organization wishes to participate in the project.</p>	<ul style="list-style-type: none"> Indicated there is an OFSC prescribed trail on the west boundary on the CPR multi-use trail corridor. Organization wishes to participate in the project. 	No response required.	<ul style="list-style-type: none"> Contact added to contact list for future correspondence.
Ex-6	May 14, 2018 / Email	Hydro One	<p>In our initial review, we can confirm that there are no Hydro One Transmission (above 115 kV) Facilities in the subject area.</p> <p>Please note there may also be Hydro One Distribution facilities in your study area (ie. Distribution wires operating below 115 kV).</p> <p>In order to cover off the impact to all Hydro One assets, please also forward your EA to the following email address:</p>	<ul style="list-style-type: none"> Indicated there are no Hydro One Transmission (above 115 kV) Facilities in the subject area; however there may be Hydro One Distribution facilities operating below 115 kV. Provided an email address to forward EA-related documents. 	Response sent by email from WSP on May 23, 2018.	<ul style="list-style-type: none"> Notice of Study Commencement letter forwarded to email address provided on May 23, 2018. Added Hydro One email address for all future correspondence.

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			<p>Eastern Region: 1-888-332-2249 EastZoneScheduling@hydroone.com</p> <p>Please be advised that this is only a preliminary assessment based on current information. No further consultation with Hydro One Network Inc. is required if no changes are made to the current information.</p> <p>If you have any further questions or concerns, please feel free to contact me.</p> <p>** Attached a map of Highway 7 and Highway 15 study area with basemap indicating Hydro One assets</p>			
Ex-7	May 16, 2018 / Email	Carleton Place OPP Detachment	<p>(1) The need for a by-pass (2) Accident volume and vehicle volume (3) Issue of the hill on Highway #7</p> <ul style="list-style-type: none"> • Approaching Highway #15 on the west side • Visibility traffic backing up on busy travel weekends and days <p>(4) Issue with westbound lanes and merge lack of signage, merging on the exit only lane</p>	<ul style="list-style-type: none"> • Carleton Place OPP Detachment noted the following concerns with the existing Highway 7 & Highway 15 intersection: <ul style="list-style-type: none"> ○ A by-pass is needed. ○ Accident and vehicle volume. ○ Issues on Highway 7 hill including approaching Highway 15 on the west side and visibility due to traffic queues on busy travel weekends and days. ○ Issues with westbound lanes, lack of signage of merging and merging on the exit only lane. • Organization wishes to participate in the project. 	Response sent by email from WSP on January 29, 2020.	<p>Thank you for your comments on behalf of the Carleton Place OPP detachment regarding the Highway 7 & 15 Intersection Improvements EA study and Secondary Plan.</p> <p>We appreciate the specific concerns you have raised with respect to visibility, lack of signage, and other design / operational issues and will take these into consideration as part of this study.</p> <p>The study is investigating the improvements to the Highway 7 and Highway 15 intersection for interim and long-term safety and operations. The proposed improvements will address the traffic needs up to approximately 2040. A potential by-pass is a much larger undertaking that is outside of the scope of this study.</p> <p>The bridge west of the study limits 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 of its service life. MTO has committed to reviewing this alternative when the bridge requires replacement.</p> <p>The Project Team has reviewed the accidents and safety concerns associated with vehicle mergers from westbound Highway 7. The recommended improvements to the intersection include a dual left-turn lane and additional through lane in the westbound direction on Highway 7. The additional intersection capacity will reduce queue lengths, the length of delays, free up signal time for other approaches and help reduce merge conflicts by discouraging motorists from using the dedicated right-turn lane to bypass traffic. Once the modifications are implemented and signals in operation, MTO will review the need for possible speed reductions and flashing beacons to the west in advance of the intersection.</p> <p>In addition to the highway intersection improvements, we are recommending methods to improve access of the rear of the adjacent businesses while implementing a long-term centre raised median that will limit traffic to right-in/right-out only and significantly reduce the number of conflict points. As part of the short-term improvements we will be restricting the left turns west of Highway 15 to right-in/right-out only. This will reduce the number of potential conflicts when turning across all lanes of traffic.</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,</p>

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						<p>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.</p> <p>Once again, we appreciate your comments and encourage your continued participation in this study.</p> <p>Should you have any further questions or comments, please feel free to contact me.</p>
Ex-8	May 18, 2018 / Email	Carleton Place BIA Coordinator and Events Organizer	Really not understanding the map. So a bit confused. Sorry	<ul style="list-style-type: none"> Indicated that key map is hard to understand. Organization wishes to participate in project. 	No response required.	<ul style="list-style-type: none"> Contact added to contact list for future correspondence.
Landowners						
L-1	April 24, 2018 / Emailed Comment Form	Landowner	Organization wishes to participate in this project.	<ul style="list-style-type: none"> Organization wishes to participate in the project. 	No response required.	<ul style="list-style-type: none"> Contact information updated for future correspondence.
L-2	April 30, 2018 / Phone Call (record of phone conversation with Peter Fraser, MTO Senior Project Engineer)	Landowner	<ul style="list-style-type: none"> Landowner who owns the {business} at Hwy 7 and McNeely is very concerned about the possible loss of full access to his property on Highway 7. When I asked him about his specific concerns, he was very concerned about the loss of the entrance on Highway 7, but to a lesser degree if he loses the left in and out on Highway 7 eastbound. I also mentioned that we had not looked at any alternatives yet but promised I would get back to him after the first PIC. 	<ul style="list-style-type: none"> Concerned about the possible loss of full access to their property, particularly the loss of entrance onto Highway 7, and as well as the loss of a left in and out onto Highway 7 eastbound. 	Peter Fraser, MTO Senior Project Engineer, responded by phone call on April 30, 2018.	<ul style="list-style-type: none"> Peter Fraser, MTO Senior Project Engineer, indicated during phone conversation that there have been no alternatives evaluated for the project as of yet. The Study Team have been working closely with the landowner. The approach has been consistent for all development. As a condition of development, MTO placed restrictions for right-in/right-out only and worked with landowner to provide for rear access.
L-3	May 2, 2018 / Phone call (record of phone conversation from WSP)	Landowner	<p>Landowner left voicemail with WSP. WSP returned his call on May 2, 2018:</p> <ul style="list-style-type: none"> Noted a number of concerns regarding their property and the impacts of the EA on existing site plan approval form from the municipality. Explained that they have all required municipal approvals for development of site, but has had difficulty obtaining the required MTO permit to allow for construction to proceed. Concerned the development of site will be delayed while the EA study occurs. WSP explained that it is not the intent of the Class EA or Secondary Plan studies to overturn existing municipal approvals that are already in place (e.g. Zoning By-law Amendments, Site Plan Approvals). WSP also explained that they are not in a position to speak to MTO's permitting process, but will relay his concerns to Corridor Management at MTO. Also asked when we expect to have our first public meeting. WSP explained the first PIC is expected for 	<ul style="list-style-type: none"> Indicated had difficulties obtaining required MTO permit to allow construction to proceed on their property. Indicated concerns about Preliminary Design and Class EA study affecting existing site plan agreement for his property. Inquired about date of first PIC. 	WSP responded by phone call on May 2, 2018.	<ul style="list-style-type: none"> WSP explained that it is not the intent of the Class EA or Secondary Plan studies to overturn existing municipal approvals that are already in place (e.g. Zoning By-law Amendments, Site Plan Approvals). WSP relayed their concerns regarding MTO permits to Stephen Kapusta, Corridor Management at MTO. WSP confirmed that landowner is on the study mailing list and will be notified of the PIC once the date has been set. WSP explained the first PIC is expected for Fall 2018, but that we will invite landowners to an initial Visioning Session in late June 2018.

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			<p>Fall 2018, but that we will invite landowners to an initial Visioning Session in late June, but will confirm when we send the invitations. WSP offered that if he or a representative cannot attend, that we may arrange for an individual meeting as required.</p> <ul style="list-style-type: none"> WSP provided a summary of the conversation to Corridor Management at MTO to note their concerns regarding the MTO permit. 			
L-4	May 3, 2018 / Emailed Comment Form	Landowner	<p>From email: Please find attached completed comment form, we actually received two copies not sure why?</p> <p>Please address all correspondence with regards to this address attached.</p> <p>From Comment Form: Provided contact information for future correspondence</p>	<ul style="list-style-type: none"> Organization wishes to participate in the project. 	No response required.	<ul style="list-style-type: none"> Contact information updated for future correspondence.
L-5	May 5, 2018 / Emailed Comment Form	Landowner	<p>We are the owners of the property at {location}</p> <p>Please confirm receipt of my email, and request you keep me informed as the study progresses.</p> <p>Any possible changes to entrances to our property, will have a huge impact on our tenants – so am hopeful we can come to a solution whereby our entrance on Highway 7 is not impacted.</p>	<ul style="list-style-type: none"> Requested receipt of email received and requested to be kept informed on the project. Indicated any possible changes to entrance on their property will have an impact on their tenants. 	<p>WSP responded by email to confirm receipt of email on May 7, 2018.</p> <p>MTO, WSP and the Town of Carleton Place also responded by holding a teleconference on October 18, 2019.</p>	<ul style="list-style-type: none"> WSP confirmed receipt of property owner email and the attached comment form and noted that the property owner has been added to the contact list to receive all future updates on the project. Draft exhibits were shared with the property owner on October 16, 2019 showing the property and impacts of the intersection improvements; no modifications to entrances are proposed and there is already a median at this location, restricting entrance to right-in/right-out only. A teleconference was held on October 18, 2019 Peter Fraser, MTO Senior Project Engineer, explained that there is a proposed sidewalk along Highway 7 and that the Town is also looking at incorporating a sidewalk along McNeely Avenue. The property owner enquired about the timing of installation of the median. Peter Fraser explained that it is anticipated to be installed approximately five years following the interim improvements, but that MTO would like to install the median as far into the future as possible.
L-6	May 8, 2018 / Emailed Comment Form	Landowner	<p>I own the property on Hwy 7 & 15 and lease it, my concern is with the changes will cars still be able to turn left into my property?</p> <p>Also the tenant would like to purchase the property and this is also their major concern, can you provide any information at this time.</p>	<ul style="list-style-type: none"> Inquired if vehicles will still be able to turn left onto the property from Highway 7. Indicated that the current tenant would like to purchase the property and requested information on the project. 	<p>The Project Team met on June 18, 2019 to discuss temporary and permanent impacts.</p> <p>Response sent by email from WSP on January 29, 2020.</p>	<p>Thank you for your comments regarding the Highway 7 & 15 Intersection Improvements EA study and Secondary Plan.</p> <p>We appreciate your participation over the course of the study. MTO will be restricting the left-turns on Highway 7 in front {location} and will construct a temporary right-in/right-out off Highway 15. The right-in/right-out will be maintained until a new entrance can be constructed at the rear off the Town of Carleton Place's new industrial park road.</p> <p>The proposed improvements will improve safety for customers and motorists using Highway 7. As an additional incentive the Town and MTO are looking at the potential of cost-sharing some of the costs for the creation of new entrances to the rear; the entrance off of the rear could be eligible for cost sharing.</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</p>

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						<p>https://carletonplace.ca/development-services-2.php. You should have received an invitation to the PIC including the date, time and location.</p> <p>Once again, we appreciate your comments and encourage your continued participation in this study.</p> <p>Should you have any further questions or comments, please feel free to contact me.</p>
L-7	May 11, 2018 / Email	Landowner	<p>We have lands that are located within your study area. We have serious concerns about the future of our development, the entrance to the property, the businesses that reside on the property and the strong handed tactics used by MTO corridor management.</p> <p>Years ago, the area experienced a burst of development. Walmart, Home Depot and the accompanying developments arrived. As a result of these developments, a median was to be installed along highway 7 at McNeely ave, effecting the full movement of our eastern access making it a right in right out. As compensation, we received access to the rear of our property via a driveway from the intersection with the independent grocers. The property now had 3 entrances, 2 from hwy 7 and one from the YIG intersection.</p> <p>We, decided that we should pursue a development of the land after being approached by {business}. We went through the site plan process with the town of Carleton Place, as part of those submissions, a traffic impact study was done and comments were requested from MTO. Alain Nadeau was the HWY 7 coordinator and all comments came back as favourable. we applied for and received an entrance permit and a land use permit. Construction started and we contacted the mto representative to confirm the start of construction. Unfortunately, the project became delayed as {business} was requesting a building change to a new concept store which was smaller. I spoke to Alain Nadeau and Norm Myers, they both stated that there were no problems with the development and we could proceed further. In May of 2016 the permits were reissued and construction was completed November of 2016.</p> <p>We applied for land severance for tax planning and mortgaging purposes. We received comments from Steve Kapusta stating that they wanted a signed easement to McNeely Ave in case the Hwy 7 entrance closed. After discussions with Steve Kapusta, we arranged a meeting with the MTO representatives. We met on October 6th. In attendance were; Peter Fraser, Louis Tay, Norm Myers, Steve Kapusta. we were made aware that the MTO and town of Carleton Place were looking at fixing issues with the Hwy 7 and 15 intersections. Discussions were that MTO wanted to close the entrance to our property and MTO also wanted us to give access to the other land owners through our property and a median would be put</p>	<ul style="list-style-type: none"> • Indicated serious concerns about the state of the future development planned on their property, entrances to their property, businesses located on property and previous discussions with MTO Corridor management. • Provided detailed background information on previous development in the area, previous plans for Highway 7 improvements and past and planned development on their property. • Provided dates he is available to meet with MTO and the Study Team to discuss these issues. 	<p>WSP responded by forwarding comments to MTO Corridor Management on May 11, 2018.</p> <p>Peter Fraser, MTO Senior Project Engineer, offered verbally to meet on June 8, 2019. The offer was declined.</p>	--

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			<p>on Hwy 7 from Hwy 15 to McNeely Ave. We stated our position and expressed our concerns. Our position was that MTO accepted our site plan and traffic impact study. MTO also approved our entrance permit, the application for the entrance permit was for the whole development and the site plan was part of those submissions. And we should be able to proceed with our development as planned. We also stated that we needed to keep our Hwy 7 entrance. We left the meeting with the understanding that we would work together.</p> <p>We applied for a land use permit and We have had extensive meetings with Steve Kapusta and Louis Tay to no avail, as per Louis Tay, we have you in a position that we can get what we want from you. I informed him that that was not acceptable and that I could not proceed with the conditions. Now Mr Kapusta and Mr Tay have asked that Alain Nadeau and Norm Myers not make any contact with me. Alain Nadeau and Norm Myers are the original MTO representatives on this file.</p> <p>When we applied for site plan the MTO accepted our traffic study. As part of the traffic study and to appease MTO, we voluntarily closed our eastern entrance on Hwy 7. Furthermore our entrance permit was granted to us under the application that the whole development would have access thru 2 access points. This was accepted and a permit was granted! To this day, no one has produced one shred of evidence that there is a problem with our entrance or that there will be a problem. The only study on record is mine. And it says the entrance is safe and it was accepted by MTO.</p> <p>The {business} has been on Hwy 7 for over 40 years. We survive off of the highway. Closing the entrance will have devastating consequences for our restaurant. People driving on the highway are looking for a clean, convenient place to pull off, eat and leave. That's why in 2002 we tore down the old {business} and constructed what you see there today. The moment you take that entrance away the convenience is gone. People will not drive 600 meters down the road just to circle back to come in for a bite to eat. They will move on to the next place that is convenient. I liken it to the enroute on the 401. Could you imagine closing the onramp? People will not drive down the road and circle back, they will just move on. How long do you think those businesses will last?</p> <p>Our intent to develop was demonstrated a number of years ago. The problem with the highway was articulated after the we demonstrated intent. Any other development will follow the initiation of MTOs Study. We have already installed infrastructure that cannot be financially recouped if further development does not proceed.</p> <p>The Issue of closing the entrance also effects {business}.</p>			

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			<p>When we received our entrance permit, and spoke to Alain Nadeau and Norm Myers, we were assured that the entrance was not an issue and there was no fear of closure. We are obligated to keep that entrance open. {business} has indicated that they will seek damages if it closes.</p> <p>There are more issues I would like to address when we meet.</p>			
L-8	May 21, 2018 / Emailed Comment Form	Landowner	<p>I am concerned about medians put on Highway 7 which will impact my business and livelihood significantly. Our business relies on tourism coming westbound.</p>	<ul style="list-style-type: none"> Indicated concerns regarding the installation of a median on Highway 7 as their business relies on tourism from westbound traffic along Highway 7. Organization wishes to participate in the project. 	<p>MTO, WSP and Town of Carleton Place held an individual meeting with the owners of the property on September 18, 2019 to discuss the proposed median and entrance impacts.</p> <p>Response sent by email from WSP on January 29, 2020.</p>	<p>Thank you for your comments regarding the Highway 7 & 15 Intersection Improvements EA study and Secondary Plan. We appreciate your participation in this study.</p> <p>MTO, the Town and the Study Team have been working with the local businesses to review access alternatives along Highway 7. As part of the recommended solution, the Study Team has recommended alternative access from the rear of your business. While full access (i.e., the ability to make left-turns and right-turns in and out) would be maintained initially, traffic is expected to increase and MTO proposes to construct a full raised median on Highway 7 between Highway 15 and McNeely Avenue.</p> <p>In the interim, a raised median is proposed at the Highway 7 and Highway 15 intersection and Highway 7 and McNeely Avenue intersection. The timing of the implementation of the full raised median is approximately five years after construction of the interim improvements is completed, at which time traffic would be restricted to right-in/right out. The raised median will limit potential conflict points, accidents and liability for customers and motorists on Highway 7 trying to cross all lanes of Highway 7.</p> <p>Although the ultimate plan for the highway will eventually restrict left-turns, we are expecting a 70% increase in the traffic as well as a considerable amount of local development. This includes residential development to the south of your business that could not be carried by the existing highway configuration. The projected increase in traffic, largely from the adjacent developments, has required us to look at methods for improving highway volume while maintaining safety and accommodating alternative methods of access to support local business.</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 https://carletonplace.ca/development-services-2.php. You should have received an invitation to the PIC including the date, time and location.</p> <p>Once again, we appreciate your comments and encourage your continued participation in this study.</p> <p>Should you have any further questions or comments, please feel free</p>

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						to contact me.
L-9	May 22, 2018 / Faxed Comment Form	Landowner	I would like to find out if there is a possibility of preliminary plan to close entries to our property from Highway 7?	<ul style="list-style-type: none"> Inquired if there is a preliminary plan available that may include closing entrances to their property along Highway 7. 	<p>WSP sent exhibits by email on October 10, 2019 illustrating potential entrance impacts and followed-up with phone call on the same date. Landowner declined offers to meet individually with the project team and did not provide comments on the material.</p> <p>Response sent by email from WSP on January 29, 2020.</p>	<p>On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 & 15 Intersection Improvements Environmental Assessment (EA) Study and Secondary Plan. We would like to provide further information regarding the recommended improvements to the intersection and impacts to the entrance to your property along Highway 7.</p> <p>MTO, the Town and the Study Team have been working with local businesses to review access alternatives along Highway 7. As part of the recommended solution, the Study Team has recommended alternative access from the rear of your business and consolidation of your existing entrances. The intent of the rear access would be to provide alternative access from either Highway 7, Franktown Road or McNeely Avenue.</p> <p>In the long-term, our study is recommending a raised median along Highway 7, which would result in no left turns in or out of the properties along Highway 7 between Highway 15 and McNeely Avenue. In the interim, a raised median is proposed at the Highway 7 and Highway 15 intersection and Highway 7 and McNeely Avenue intersection. The timing of the implementation of the full raised median is approximately five years after construction of the interim improvements is completed, at which time traffic would be restricted to right-in/right out. The raised median will limit potential conflict points, accidents and liability for customers and motorists on Highway 7 trying to cross all lanes of Highway 7.</p> <p>Although the ultimate plan for the highway will restrict left-turns, we are expecting a 70% increase in the traffic as well as a considerable amount of local development that could not be carried by the existing highway configuration. The projected increase in traffic, largely from the adjacent developments, has required us to look at methods for improving highway volume while maintaining safety and accommodating alternative methods of access to support local business.</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 https://carletonplace.ca/development-services-2.php. You should have received an invitation to the PIC including the date, time and location.</p> <p>Once again, we appreciate your comments and encourage your continued participation in this study.</p> <p>Should you have any further questions or comments, please feel free to contact me.</p>

Summary of Environmental Concerns and Comments | Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00), Preliminary Design

ID	Date / Form of Contact	Name / Agency	Original Comment Received	Summarized Comment Received	Date / Form of Response	How it was addressed
L-10	May 24, 2018 / Phone Call (record of phone conversation with WSP)	Landowner	<ul style="list-style-type: none"> Owns vacant lands {location} and their comments included: <ul style="list-style-type: none"> Suggested improvements or removal of the rail bridge are needed as the sightlines to the intersection are poor and safety issues, noting a woman was killed in a collision at the intersection last year Noted there was an old road through their lands but not in use today Inquired about the purpose of study and timelines for construction; Confirmed that they have been in discussions with Town about future access to their property via the future proposed signalized intersection at Highway 15. Confirmed that WSP sent the notice of commencement to the correct address and contact. 	<ul style="list-style-type: none"> Suggested improvements or removal of the rail bridge are needed as the sightlines to the intersection are poor and safety issues, noting a woman was killed in a collision at the intersection last year Noted there was an old road through their lands but not in use today Inquired about the purpose of study and timelines for construction; I noted that we will be reviewing existing and future traffic and collision data as part of developing recommendations for the intersection improvements which could include added lanes, as well as longer term consideration of future accesses to Highway 7 and 15 for property that will/may be re-developed. 	WSP responded by phone call on May 24, 2018	<ul style="list-style-type: none"> Noted that WSP will be reviewing existing and future traffic and collision data as part of developing recommendations for the intersection improvements which could include added lanes, as well as longer term consideration of future accesses to Highway 7 and 15 for property that will/may be re-developed. Provided an overview of timelines: approximately 18 months for Preliminary Design and EA Study including two PICs; MTO has plans to proceed directly to Detail Design and construction pending funding. Construction may begin in two to three years.
L-11	May 29, 2018 / Comment Form	Landowner	Wishes to participate in project. Preferred method of correspondence is email	<ul style="list-style-type: none"> Wishes to participate in project Preferred method of correspondence is email 	No response required.	<ul style="list-style-type: none"> Contact information added to contact list for future correspondence.
L-12	June 11, 2018 / Mailed Comment Form	Landowner	<p>Would like to see turning ramp from Hwy 7 Westbound to Hwy 29 (Franktown Road) Northbound closed with turning at traffic light only.</p> <p>Removal of redundant CP Rail Overpass</p>	<ul style="list-style-type: none"> Requested to consider the closure of the Highway 7 westbound channelized right-turn onto Franktown Road northbound. Requested removal of the CP Rail Overpass. 	Response sent by email from WSP on January 29, 2020.	Refer to L-2 response.
L-13	June 12, 2018 / Faxed Comment Form	Landowner	We have tenants in our 3 buildings and are very concerned about the future of the highway access.	<ul style="list-style-type: none"> Owner of three buildings and are very concerned about the future of the highway access. Wishes to participate in the project via regular mail. 	MTO, WSP and Town of Carleton Place held an individual meeting with these property owners on September 17, 2019.	<ul style="list-style-type: none"> Interim and ultimate highway improvements and impacts to entrances were presented at an individual meeting on September 17, 2019. Landowner noted they are generally supportive of the median and understand why it is required. Landowner would be open to discussions of consolidation of entrances with the neighbouring Esso station. The proposed rear access road was presented and it was explained that it would be implemented through a cost-sharing agreement. Landowner agreed to speak with their tenants to identify any property-specific requests or issues regarding their entrances.
L-14	June 12, 2018 / Faxed Comment Form	Landowner	Wished to participate in the project via email correspondence.	<ul style="list-style-type: none"> Wishes to participate in the project via email correspondence. 	No response required.	<ul style="list-style-type: none"> Contact information added for future correspondence.

Summary of Environmental Concerns and Comments | Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00), Preliminary Design

ID	Date / Form of Contact	Name / Agency	Original Comment Received	Summarized Comment Received	Date / Form of Response	How it was addressed
L-15	June 12, 2018 / Faxed Comment Form	Landowner	Wishes to participate in the project via email correspondence.	<ul style="list-style-type: none"> Wishes to participate in the project via email correspondence. 	No response required.	<ul style="list-style-type: none"> Contact information added for future correspondence.
L-16	June 12, 2018 / Faxed Comment Form	Landowner	Wishes to participate in the project via email correspondence.	<ul style="list-style-type: none"> Wishes to participate in the project via email correspondence. 	No response required.	<ul style="list-style-type: none"> Contact information added for future correspondence.
L-17	July 17, 2018 / Phone Call	Landowner	<p>Landowner left a voicemail with WSP. WSP returned their call:</p> <p>Landowner asked for an update on the project. WSP explained that we are currently targeting a landowner visioning session in September (exact date to be confirmed) and that invitations will be send out in the summer. Landowner asked if recommended improvements will be presented at this session. WSP explained that we are not yet at that stage in the project, and that the objective of the initial landowner visioning session is to explain the study process and to listen to landowners about their needs, vision and concerns, before developing alternative solutions.</p> <p>Landowner reiterated concerns expressed previously regarding the impacts of the Preliminary Design / EA study on ability to proceed with the development of property. Feels that development is being “held back” until the outcome of this study is determined and emphasized frustration. Feels the process is “unfair” in the sense that delays have a financial impact and risk impacting agreements with tenants. Indicated they understand the objective of the study and is willing to participate for now, but feels that they are unduly impacted compared to other properties along the corridor.</p> <p>WSP explained that they are not in a position to speak to MTO’s permitting process, but will relay concerns to MTO.</p>	<ul style="list-style-type: none"> Landowner reiterated concerns expressed previously regarding the impacts of the Preliminary Design / EA study on ability to proceed with the development of property. Feels development is being “held back” until the outcome of this study is determined. 	WSP responded by phone call on July 17, 2018.	MTO to provide any further response required.
Members of the Public						
P-1	May 1, 2018 / Website Comment Form	Public	Please add me to your mailing list.	<ul style="list-style-type: none"> Requested to be added to project mailing list. 	No response required.	<ul style="list-style-type: none"> Contact information updated for future correspondence.
P-2	May 4, 2018 / Email	Public	Please put me on your notification list.	<ul style="list-style-type: none"> Organization wishes to participate in the project. 	No response required.	<ul style="list-style-type: none"> Contact information added to contact list for future correspondence.

Summary of Environmental Concerns and Comments | Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00), Preliminary Design

ID	Date / Form of Contact	Name / Agency	Original Comment Received	Summarized Comment Received	Date / Form of Response	How it was addressed
P-3	May 4, 2018 / Email	Public	We would like to be placed on the mailing list.	<ul style="list-style-type: none"> Organization wishes to participate in the project. 	No response required.	<ul style="list-style-type: none"> Contact information added to contact list for future correspondence.
P-4	May 4, 2018 / Email	Public	Please add me to the mailing list for this project.	<ul style="list-style-type: none"> Organization wishes to participate in the project. 	No response required.	<ul style="list-style-type: none"> Contact information added to contact list for future correspondence.
P-5	September 9, 2018 / Website Comment Form	Public	<p>Highway 15 and Highway 7 intersection in Carleton Place is a disaster. Several accidents, at least one fatality in recent years. The train overpass on the west of the intersection is a contributing factor. No trains, so it is no longer required. I think the study should include the Highway 7 section west as far as Napoleon Street/Highway 7. There is a desperate need for a pedestrian/bicycle path on both sides of Highway 7 between McNeely and Franktown Road. Is a roundabout being considered for the Highway 7/15 intersection? Flattening the train overpass and a 2 or 3 lane roundabout would greatly improve line of sight, traffic flow and safety. In the winter, it is difficult for large trucks to brake on a slippery downward slope. It is brutal making a left turn onto Highway 15 from the Eastern side of the 7-15 intersection. I usually end up taking an alternate route, (Lake Avenue and South onto Franktown Road then straight across 7 onto 15) in order to get through that intersection to avoid a left turn from 7 onto 15.</p>	<ul style="list-style-type: none"> Indicated that CPR overpass is a contributing factor to the safety issue and volume of accidents occurring at the Highway 7 and Highway 15 intersection. Requested that the study include the Napoleon Street and highway 7 intersection. Indicated there is a need for active transportation routes along both sides of Highway 7 Inquired if a roundabout is being considered at the Highway 7 and Highway 15 intersection and indicated that flattening the overpass and adding a roundabout would improve site lines, traffic flow and safety. Indicated the current intersection is dangerous in winter months for truck drivers. Indicated that they avoid turning left at the Highway 7 and Highway 15 intersection and takes an alternate route. 	Response sent by email from WSP on January 29, 2020.	<p>On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 & 15 Intersection Improvements EA Study and Secondary Plan.</p> <p>We appreciate the specific concerns you have raised with respect to the CP Rail Overpass, the need for active transportation routes, and other safety / operational issues at the Highway 7 and Highway 15 Intersection.</p> <p>The purpose of this study is to address the major traffic deficiencies at the Highway 7 / Highway 15 intersection and the Highway 7 / McNeely Avenue intersection. Napoleon Street is outside of the limits of this study.</p> <p>We have reviewed the design criteria for the highway at the former railway overpass and it currently meets site distance standards for the eastbound approach to the intersection. The Study Team has also reviewed the accident report for the one fatality that occurred at that location, and the bridge was not a contributing factor.</p> <p>Modifications to the CP Rail Overpass is not within the scope of the project, as the structure 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 part of this study, we 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 included 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 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.</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-lane roundabout to accommodate traffic beyond 2024. This configuration was not considered feasible as the western move (traffic coming out of Ottawa) 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>All alternative improvements for the Highway 7 at Highway 15 intersection developed as part of this study include a new dual left-turn</p>

Summary of Environmental Concerns and Comments | Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00), Preliminary Design

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						<p>lanes and a second through-lane in the westbound direction on Highway 7. This additional intersection capacity would reduce queue lengths.</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 https://carletonplace.ca/development-services-2.php. You should have received an invitation to the PIC including the date, time and location.</p> <p>Once again, we appreciate your comments and encourage your continued participation in this study.</p> <p>Should you have any further questions or comments, please feel free to contact me.</p>
P-6	September 9, 2018 / Website Comment Form	Public	Please add me to your distribution list for information updates	<ul style="list-style-type: none"> Requested to be added to project mailing list. 	No response required.	<ul style="list-style-type: none"> Contact information updated for future correspondence.
P-7	September 10, 2018 / Website Comment Form	Public	I would like to be added to the study mailing list.	<ul style="list-style-type: none"> Requested to be added to project mailing list. 	No response required.	<ul style="list-style-type: none"> Contact information updated for future correspondence.

Summary of Environmental Concerns and Comments | Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00), Preliminary Design

ID	Date / Form of Contact	Name / Agency	Original Comment Received	Summarized Comment Received	Date / Form of Response	How it was addressed
P-8	October 26, 2018 / Website Comment Form	Public	<p>I have a long standing interest in the McNeely Hwy #7 intersection and the entrance used by Tim Hortons and the Thru way restaurant property. I have concerns with the stacking at this intersections and how further development using this access will impact development north of this intersection. I worked at smartcentres developing the Walmart and we constructed this access to the Tim Hortons due to the closure of their full movement access on Hwy #7. MTO is now allowing further development to access McNeely by this two-lane road which was never the intent of this road. The criteria being used today is not the same used when we sought approval of the Walmart. The original access we had proposed was at the current signalized intersection to Loblaws. MTO denied this access due to concerns of left turn stacking which would impact HWY #7 and McNeely intersection. MTO appears to be granting {business} property access to their 90,000 sf planned shopping centre.</p> <p>I want to know what it going on with the status of this McNeely access?</p>	<ul style="list-style-type: none"> Indicated they have an interest in the McNeely Avenue and Highway 7 intersection, including the entrance used by Tim Hortons and {business} Restaurant. Indicated concerns with traffic stacking at this intersection and how further development using this access will impact development to the north. Inquired about the status of the access and if MTO has granted additional use of the access. 	Response sent by email from WSP on January 29, 2020.	<p>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.</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> <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 https://carletonplace.ca/development-services-2.php. You should have received an invitation to the PIC including the date, time and location.</p> <p>Once again, we appreciate your comments and encourage your continued participation in this study.</p> <p>Should you have any further questions or comments, please feel free to contact me.</p>

PIC #1 (Notice of PIC – November 27, 2018; PIC – December 13, 2018; End of PIC comment period: January 31, 2019)

Indigenous Communities

No comments received from Indigenous Communities at or following PIC #1

Local Elected Representatives

No comments received from elected officials at or following PIC #1

External Agencies / Interest Groups

Ex-9	November 27, 2018 / Email	Beautiful Eastern Association of Snowmobile Trails	We will ensure that we have a club member attend.	Indicated a member of BEAST will attend PIC #1.	No response required.	--
Ex-10	December 13, 2018 / PIC #1 Comment Sheet	Chair of Urban Forest / River Corridor Committee	<p>As chair of the Urban Forest / River Corridor committee which is a committee of Council.</p> <ul style="list-style-type: none"> Concerned about location and trees being removed, especially south of Highway 7 	<ul style="list-style-type: none"> Concerns about tree removals south of Highway 7. Indicated there are large sugar maples that should be retained and that creeks 	Response sent by email from WSP on January 29, 2020.	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)

Summary of Environmental Concerns and Comments | Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00), Preliminary Design

ID	Date / Form of Contact	Name / Agency	Original Comment Received	Summarized Comment Received	Date / Form of Response	How it was addressed
		(Committee of Council)	<ul style="list-style-type: none"> • There are large sugar maples that should be retained (map was supplied indicating their locations) • Creeks and wetlands must be protected. • Bill 68 is retaining and enhancement of tree canopy within a municipality. Must retain as much tree cover south of Highway 7 as possible. • What EIS are you following – Bowfin or Muncaster 	<p>and wetlands must be protected.</p> <ul style="list-style-type: none"> • 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. • Inquired which Environmental Impact Statement was reviewed for the study area. 		<p>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> <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> <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 https://carletonplace.ca/development-services-2.php. 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>
Ex-11	December 30, 2018 / Agency Letter via Email	Ontario Provincial Police, Lanark County / Carleton Place	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.	<ul style="list-style-type: none"> • 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: • Traffic queues on Highway 7 eastbound between Highway 15 and Mississippi 	Response sent by email from WSP on January 29, 2020.	<p>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.</p> <p>Highway 7 Eastbound Traffic Queues between Highway 15 and Mississippi Road</p>

Summary of Environmental Concerns and Comments | Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00), Preliminary Design

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			<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>	<p>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.</p> <ul style="list-style-type: none"> • 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. • 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 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. • 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. • 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. 		<p>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.</p> <p>As part of this study, we have developed alternatives for improvements to the intersection that include:</p> <ul style="list-style-type: none"> • The addition of a through travel lane, as follows: <ul style="list-style-type: none"> ○ 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: <ul style="list-style-type: none"> ○ 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. <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>Reduced Sightlines due to Railway Overpass on Highway 7 Eastbound Approaching Highway 15</p> <p>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.</p> <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</p>

Summary of Environmental Concerns and Comments | Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00), Preliminary Design

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			<p>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.</p> <p>Proposed Resolution: Limit traffic exiting the Turpin Kia Dealership to right in / right-out privileges only.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>	<ul style="list-style-type: none"> • Suggested limiting traffic exiting Turpin Kia Dealership to right in / right out privileges only. • 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. • Agrees with study assessment of implementing a divided highway barrier to permit right-in/right-out access only. • 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. • Indicated that the stretch of highway is not safe for pedestrian crossings. • 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. • 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. • 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. • 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. 		<p>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>Collisions with Exiting Turpin Kia Dealership with Highway 7 Westbound Traffic</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>Collisions on Highway 7 between McNeely Avenue and Highway 15</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>Pedestrian Crossing on Highway 7 between McNeely Avenue and Highway 15</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 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>Traffic Queues Westbound on Highway 7 between Highway 15 and McNeely Avenue</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> <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</p>

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			<p>Highway 15 and McNeely Ave.</p> <p>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.</p> <p>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.</p> <p>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.</p>			<p>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.</p> <p>Should you have any further questions or comments, please feel free to contact the undersigned.</p>
Ex-12	December 31, 2018 / Agency Letter via Email	Ministry of Heritage, Sport, Tourism and Cultural Industries (MHSTCI)	<p>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:</p> <ul style="list-style-type: none"> • Archaeological resources, including land and marine; • Built heritage resources, including bridges and monuments; and, • Cultural heritage landscapes. <p>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.</p> <p>Environmental Assessment Reporting All technical cultural heritage studies and their</p>	<p>Indicated that MHSTCI’s interest in this Environmental Assessment (EA) project relates to its mandate of conserving Ontario’s cultural heritage, which includes:</p> <ul style="list-style-type: none"> • Archaeological resources, including land and marine; • Built heritage resources, including bridges and monuments; and, • Cultural heritage landscapes. <p>Indicated that all technical cultural heritage studies and their recommendations are to be addressed and incorporated into EA projects.</p> <p>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.</p>	Response was provided by email by WSP on July 2, 2020.	<p>On behalf of the Ministry of Transportation (MTO), thank you for providing comments regarding the Highway 7 & Highway 15 Intersection Improvements Preliminary Design Environmental Assessment (EA) and Secondary Plan Studies.</p> <p>As you noted in your comment dated December 13, 2018, a Stage 1 Archaeological Assessment (AA) and a Cultural Heritage Assessment Report (CHAR) have been completed as part of this Preliminary Design and EA study. The Stage 1 AA report was submitted to MTCS on February 6, 2019 under Project Information Form (PIF) # P385-0043-2018. The report was entered into the Ontario Public Register of Archaeological Reports on February 19, 2019. The results of the Stage 1 AA recommended that a Stage 2 AA be conducted in accordance with the requirements outlined in Section 2.1.7 of MHSTCI’s 2011 Standards and Guidelines for Consultant Archaeologists prior to any further development activities causing subsurface disturbance. A Stage 2 AA is currently being undertaken by WSP and will be submitted to MHSTCI once finalized.</p> <p>A CHAR was undertaken to identify properties with potential Cultural Heritage Value or Interest (CHVI) within or adjacent to the study area. Five potential Cultural Heritage Resources were identified within the overall study area; one of these properties is anticipated to be impacted by the proposed intersection improvements. A Cultural Heritage Evaluation Report (CHER) was recommended for this</p>

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			<p>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.</p> <p>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.</p>			<p>property, located at 10560 Highway 7.</p> <p>A CHER has been completed to evaluate the CHVI of 10560 Highway 7, the former Beckwith School Section (SS) #14, also known as the Maple Grove School House. The CHER determined that the Maple Grove School House meets the criteria in Ontario Regulation 9/06 and is thus eligible for Part IV designation under the Ontario Heritage Act. A Heritage Impact Assessment (HIA) of the property has been recommended in accordance with MHSTCI's Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties. A copy of the CHAR and CHER (combined in a single report) for the Maple Grove School House is attached. The HIA is underway and will be provided once finalized.</p> <p>Should you have any further questions or comments, please feel free to contact me.</p>
Ex-12a	February 3, 2020 / Email	MHSTCI	<p>I am following up on the letter that was sent on December 13, 2018, regarding the Preliminary Design and Class EA Study for improvements to the intersection of Highway 7 and Highway 15 in the Town of Carleton Place (attached).</p> <p>Could you please provide me with the Project Information Form Number for the Stage 1 AA, and let me know the status of any technical cultural heritage studies that may have been carried out for the identified properties?</p>	<ul style="list-style-type: none"> • Provided a follow up request to December 13, 2018 emailed letter. • Requested to be provided with the Project Information Form Number for the Stage 1 Archaeology Assessment and status of any heritage studies carried out as part of the project. 		See response to Ex-12.
Landowners						
L-18	December 16, 2018 / Email	Landowner	<p>It seems from what I can read on the website that you are planning to take away property and access from {property location}. I 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?</p>	<ul style="list-style-type: none"> • Concerned about potential impacts to property; indicated they do not see where new entrances to their properties are proposed. • Inquired how compensation works. 	<p>Response was provided by email by WSP on December 21, 2018.</p> <p>Further to this, MTO, WSP and Town of Carleton Place held an individual landowner meeting with this individual on September 17, 2019.</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 {property location}.</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 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</p>

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						<p>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>
L-19	January 8, 2019 / Phone Call (record of phone conversation with Peter Fraser, MTO Senior Project Engineer)	Landowner	<p>Landowner telephoned in the am regarding several issues including:</p> <ol style="list-style-type: none"> 1. Worried about the cutoff date for responses for the last PIC. 2. Mentioned that they had spoken with WSP and they had mentioned meeting individually with property owners. 3. Concerned about how they would be paid for maintenance, upkeep, etc. if other owners/businesses were going to be using their entrance. 4. 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. 5. MTO asked if we would be receiving the traffic analysis for the revised site plan and landowner indicated he was in discussions with the possible tenant. 	<ul style="list-style-type: none"> • Enquired about the cut-off date for comments on PIC #1 materials and any follow-up meetings to be held with individual property-owners. • Asked about how costs of maintenance, upkeep, etc. would be shared if other businesses use a shared entrance on their property. • 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. 	Peter Fraser, MTO Senior Project Engineer, responded by a phone call on January 8, 2019.	Peter Fraser, MTO Senior Project Engineer, responded to Landowners concerns over the phone.
L-20	January 21, 2019 / Email	J.-L.-Couroux school	<p>Following the December 13th Landowner meeting, I was asked to submit information concerning J.-L.-Couroux school.</p> <ul style="list-style-type: none"> - 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 	<ul style="list-style-type: none"> • Requested clarification of property impacts and whether this may affect their parking and / or drop-off areas. 	MTO, WSP and Town of Carleton Place responded by holding an individual meeting with the landowner on June 18, 2019 to discuss property and entrance impacts.	<ul style="list-style-type: none"> • Landowner was presented the intersection improvement alternatives and the Project Team discussed impacts to the school property at a meeting on June 18, 2019. • Landowner 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. • 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 property entrance to this intersection and whether vehicles turning left to enter school would create a queue. • WSP / MTO explained the desire to create a link from the existing

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			<p>predicted</p> <ul style="list-style-type: none"> - 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) <p>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?</p> <p>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.</p>			<p>rail trail to the Secondary Plan lands north of Highway 7. The option of putting an active transportation facility along Findlay was discussed, but landowner 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>
L-21	February 4, 2019 / Record of phone conversation with WSP	Landowner	<p>Landowner left a voicemail with WSP. WSP returned their call on February 4, 2019.</p> <p>Landowner wanted to ensure that when their property is developed (for residential development according to the Novatech 2013 Concept Plan), there will be no significant additional transportation/traffic requirements.</p> <p>Landowner requested the MTO Preliminary Design and EA or Secondary Plan include an extensive traffic study to ensure that the Transportation Master Plan that was done in 2013 and the current studies have accounted for the proposed development and the proposed traffic volumes; therefore MTO nor the Town should require any other traffic studies by landowner's developments.</p> <p>Their opinion based on their understanding that when the 2013 Conceptual Plan work was completed, the roads were put in by the Town of Carleton Place, Lanark County, with input from MTO and therefore they are under the impression that the roads had the blessing of MTO.</p> <p>Landowner indicate they do not want an authority telling him that Highway 7 and / or Highway 15 do not have the capacity to handle the traffic from their development.</p>	<ul style="list-style-type: none"> • Landowner wanted to ensure that when their property is developed (for residential development according to the Novatech 2013 Concept Plan), there will be no significant additional transportation/traffic requirements. • Landowner requested the MTO Preliminary Design and EA or Secondary Plan include an extensive traffic study to ensure that the Transportation Master Plan that was done in 2013 and the current studies have accounted for the proposed development and the proposed traffic volumes 	<p>WSP responded by phone call on February 4, 2019.</p> <p>Response sent by email from WSP on January 29, 2020.</p>	<p>In February 2019, you contacted WSP by phone regarding the Highway 7 & Highway 15 Intersection Improvements Preliminary Design Environmental Assessment (EA) and Secondary Plan Studies. As these studies are nearing completion, we wanted to provide a written response to the comments you noted during this phone call.</p> <p>As part of this study, WSP completed a traffic analysis taking into account on-going and proposed developments within and adjacent to the Secondary Plan study area in order to model traffic conditions to the year 2040. The full results of the analysis are documented in a Traffic Analysis Report that is available for review upon request.</p> <p>The Town of Carleton Place hired an external consultant to complete a peer review of WSP's Traffic Analysis Report, which concluded that the assumptions regarding future development appear to be adequate. The high rate of assumed background growth used in the study is conservative and is expected to accommodate additional development plans over time.</p> <p>We would like to confirm that as part of the Town's development approvals process, a traffic impact study is required for every development application. The developer must demonstrate that the traffic generated from the proposed site reasonably meets the requirements of the traffic studies. This is required in order to ensure a developer does not unreasonably encumber a roadway by constructing a development that generates more traffic than what was planned for.</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</p>

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						<p>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. Further information about the traffic analysis and the assumptions regarding future development will be available at the PIC. 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>
L-22	June 3, 2019 / Emailed letter	Landowner	<p>We are the solicitors for {business name}, which is the registered owner of lands south of Highway 7 in the Town of Carleton Place (the "Town") and which are within the Study Area (the "Subject Lands"). The Subject Lands include {business}.</p> <p>We have reviewed the presentation from the December 13, 2018 Public Information Centre #1 and our office has spoken to Mr. Knowles and Ms. De Santi over the phone. The purpose of this letter is to advise the Town, WSP Group, and the Ministry of Transportation ("MTO") of our client's concerns with the suggested alternatives impacting their property, depicted on slide 28 of the abovementioned presentation.</p> <p>In particular, but not exhaustively, our client objects to the following:</p> <p>i. Any alternative that results in new roads or trails going through the Subject Property that are not already planned (which is consistent with the current Town Official Plan);</p> <p>ii. Snowmobiles using the Subject Property; and</p> <p>iii. Any alternative which would result in the {property} parking lot being used by vehicular traffic as a through-way to the rear of other businesses fronting on Highway 7.</p> <p>We understand that the EA process is ongoing and that the Town has not commenced the Planning Act process for the proposed Secondary Plan. As such, we trust that the Town, WSP Group and the MTO are not committed to the plan suggested in the December presentation.</p> <p>We would be pleased to meet with you in advance of the next Public Information Centre to discuss our concerns and assist with canvassing options for improvements that are agreeable to everyone.</p> <p>Kindly contact our office to arrange a mutually agreeable time to meet.</p>	<ul style="list-style-type: none"> Representatives of landowner within study area reviewed the PIC #1 boards and have spoken with members of the Project Team over the phone. Landowner is concerned with the suggested alternatives impacting their property, and objects to the following: Any alternative that results in new roads or trails going through their property that are not already planned (which is consistent with the current Town Official Plan); Snowmobiles using their property; and Any alternative which would result in the parking lot being used by vehicular traffic as a through-way to the rear of other businesses fronting on Highway 7. Indicated that they trust the Project Team are not committed to the plans presented at the PIC and would be please to meet in advance of the next PIC to discuss our concerns and assist with canvassing options for improvements that are agreeable to everyone. 	MTO, WSP and Town of Carleton Place responded by holding an individual meeting with landowner on September 18, 2019.	<p>Comments were addressed during an individual landowner meeting held on September 18, 2019.</p> <p>It was confirmed in this meeting that no connection through the property would be provided without the landowner's consent.</p>
Members of the Public						
P-9	December 1, 2018 / Email	Public	There are three major issues my first two are what the rest of the town sees and other is what I see	Indicated three major concerns with the Highway 7 and Highway 15 intersection: 1. Left turning vehicles coming on Highway 7 westbound turning onto Highway 15	Response sent by email from WSP on January 29, 2020.	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

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			<p>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</p> <p>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 there is the 7&15 intersection at the bottom of the overpass</p> <p>3. I live on {location} there are not enough traffic lights to allow me to turn onto the highway as the vehicles have created 10 times the traffic there was just five years ago</p> <p>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</p>	<p>southbound block the throughway lane towards Perth.</p> <p>2. 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.</p> <p>3. 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.</p> <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>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> <ul style="list-style-type: none"> • The addition of a through travel lane, as follows: <ul style="list-style-type: none"> ○ 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: <ul style="list-style-type: none"> ○ 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. <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>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</p>

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						<p>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.</p> <p>Should you have any further questions or comments, please feel free to contact the undersigned.</p>
P-9a	January 30, 2020 / Email	Public	I would like to thank you and I agree with the findings. Also I have to tell you my personal feelings and they cannot change anything. Why on earth did the MTO upgrade an overpass in 2014 when it was no longer used since the 1980's for trains is beyond my thinking	Commenter agrees with findings and thanked WSP for their response	No response required.	
P-10	December 8, 2018 / Email	Public	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.	Commenter's home backs onto Highway 7 near the CPR overpass. Inquired if there are changes being made to the overpass and suggested that a noise barrier be installed.	Response sent by email from WSP on January 29, 2020.	<p>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.</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 study. We have, however, noted your concern for future consideration.</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 https://carletonplace.ca/development-services-2.php. 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-11	December 8, 2018 / Email	Public	<p>I am not sure that this is a forum for such comments, but I welcome this opportunity if it is.</p> <p>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</p>	<ul style="list-style-type: none"> • Suggested that before construction begins at the Highway 7 and Highway 15 intersection, an immediate improvement could be implemented on Highway 7 westbound. • Noted that the current arrangement is inconvenient and sometimes dangerous 	Response sent by email from WSP on January 29, 2020.	<p>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.</p> <p>Based on a review of the geometry of the intersection and future</p>

Summary of Environmental Concerns and Comments | Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00), Preliminary Design

ID	Date / Form of Contact	Name / Agency	Original Comment Received	Summarized Comment Received	Date / Form of Response	How it was addressed
			<p>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.</p> <p>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.</p> <p>Hoping this might be part of the plan in the near future.</p>	<p>and does not consider the major traffic flows.</p> <ul style="list-style-type: none"> 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. 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 is splits into the channelized right turn lane. 		<p>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"> 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. <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>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.</p> <p>Should you have any further questions or comments, please feel free to contact the undersigned.</p>
P-12	December 8, 2018 / Email	Public	<p>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 Hwy 15 & Cpt. A. Roy Brown Blvd.</p> <p>I feel this would save consumers gasoline, reduce pollution, and improve traffic flow in both areas.</p>	<ul style="list-style-type: none"> 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. Indicated it was save consumers gasolines, reduce pollution and improve traffic flow in both areas. 	Response sent by email from WSP on January 29, 2020.	<p>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.</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-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,</p>

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						<p>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.</p> <p>Should you have any further questions or comments, please feel free to contact the undersigned.</p>
P-13	December 8, 2018 / Website Comment Form	Public	Could you place me on your mailing list (email list) for information on meeting times, any updates, receiving a copy of the ongoing reports etc.?	<ul style="list-style-type: none"> • Requested to be added to the mailing list. 	No response required.	<ul style="list-style-type: none"> • Contact added to mailing list for future correspondence.
P-14	December 9, 2018 / Email	Public	<p>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?</p> <p>Also could you send me available information for the secondary plan?</p>	<ul style="list-style-type: none"> • Requested to be sent PIC materials 	WSP responded by email on December 14, 2018.	<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 www.hwy7-15ea.ca or by emailing hwy7-15ea@wsp.com.</p>
P-15	December 9, 2018 / Website Comment Form	Public	<p>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.</p> <p>As long as this problem is addressed, I will be 100% in favour of improving that intersection!</p>	<ul style="list-style-type: none"> • Indicated agreeance that the intersection may be improved. • Noted that it is not adequately designed for pedestrians. • 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. • Indicated that as long as this problem is addressed, they are in favour of the intersection improvements. 	Response sent by email from WSP on January 29, 2020.	<p>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.</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>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.</p> <p>Should you have any further questions or comments, please feel free</p>

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						to contact the undersigned.
P-16	December 10, 2018 / Website Comment Form	Public	Please add me to the mailing list. Thank you	<ul style="list-style-type: none"> Requested to be added to the mailing list. 	No response required.	<ul style="list-style-type: none"> Contact added to mailing list for future correspondence.
P-17	December 13, 2018 / PIC #1 Comment Sheet	Public	A new bypass road – before McNeely should be a priority to divert heavy traffic to Smiths Falls / Kingston. This should be planned before future development makes it more difficult. The dangerous traffic problems between McNeely and Highway 15 are rapidly increasing, especially if more development south of Highway 7 is expected.	<ul style="list-style-type: none"> Suggested a by-pass road should be implemented east of McNeely Avenue prior to future development in the area. Indicated that dangerous traffic problems are rapidly increasing between McNeely Avenue and Highway 15, especially if more development is occurring south of Highway 7. 	No response required.	<ul style="list-style-type: none"> Indicated on comment sheet no response required.
P-18	December 13, 2018 / PIC #1 Comment Sheet	Public	<p>Cycle Road and sidewalk/trail need sensors that can be activated by a bicycle.</p> <p>Secondary Plan Roy 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).</p> <p>What is the plan for the creek (Beckwith Drain). Will it meet the Climate Change Action Policy and Bill 68?</p>	<ul style="list-style-type: none"> Indicated that sensors should be installed on roads and sidewalks/trails to be activated by bicycles. 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. Inquired what the plan for the Beckwith Drain is and asked if it will meet the Climate Change Action Policy and Bill 68? 	Response sent by email from WSP on January 29, 2020.	<p>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.</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 (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.</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 https://carletonplace.ca/development-services-2.php. 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-19	December 13, 2018 / PIC #1 Comment Sheet	Public	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.	<ul style="list-style-type: none"> Concerned with pedestrian safety along Highway 7 as sidewalks are incomplete Inquired about what considerations are being made for increased traffic along 	Response sent by email from WSP on January 29, 2020.	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

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			<p>Also, what considerations are being made for increased traffic flow on Franktown Road within Town?</p> <p>While the main intersection will be enlarged, how will the roads and intersections to the north on Franktown Road handle such high flows?</p>	<p>Franktown Road with the Town of Carleton Place.</p> <ul style="list-style-type: none"> Inquired how the roads and intersections north of the Highway 7 and Highway 15 intersection handle an increase in traffic. 		<p>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> <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>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.</p> <p>Should you have any further questions or comments, please feel free to contact the undersigned.</p>
P-20	December 13, 2018 / PIC #1 Comment Sheet	Public	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.	<ul style="list-style-type: none"> Inquired if speed can be reduced on eastbound traffic towards the Highway 7 and Highway 15 intersection to decrease traffic accidents. 	Response sent by email from WSP on January 29, 2020.	<p>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.</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>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.</p>

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						Should you have any further questions or comments, please feel free to contact the undersigned.
P-21	December 13, 2018 / PIC #1 Comment Sheet	Public	Red light camera should be installed at McNeely Avenue and Highway 7. I cross this intersection in a powered wheel chair at least once or twice a week in warm weather and have come close to being hit by vehicles either running the red or jumping the green light.	<ul style="list-style-type: none"> • Suggested that red light camera should be installed at the McNeely Avenue and Highway 7 intersection. • 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. 	Response sent by email from WSP on January 29, 2020.	<p>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.</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 <i>Accessibility for Ontarians with Disabilities</i> (AODA) standards.</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 https://carletonplace.ca/development-services-2.php. 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-22	December 13, 2018 / PIC #1 Comment Sheet	Public	<p>A set of caution lights west of the overpass heading eastbound on the Ottawa side</p> <p>Speed limit should be 60 km / h from Lake Park Road lights and the way through Carleton Place</p>	<ul style="list-style-type: none"> • Suggested that caution lights be installed west of the CPR overpass heading eastbound on Highway 7 • 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. 	Response sent by email from WSP on January 29, 2020.	<p>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.</p> <p>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.</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>A combined Public Information Centre (PIC #2) and Secondary Plan open house will be held for the project on January 30, 2020 at the</p>

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						<p>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.</p> <p>Should you have any further questions or comments, please feel free to contact the undersigned.</p>
P-23	December 13, 2018 / PIC #1 Comment Sheet	Public	Clearer understanding of plans. Thank you for keeping us informed.	<ul style="list-style-type: none"> Indicated the Highway 7 and Highway 15 Intersection plans were clear to understand and was thankful to be kept informed. 	No response required.	--
P-24	December 14, 2018 / Email	Public	<p>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?</p> <p>This would keep kids safe and foot transportation towards the right paths if it is possible?</p>	<ul style="list-style-type: none"> 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. 	Response sent by email from WSP on January 29, 2020.	<p>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.</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>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.</p> <p>Should you have any further questions or comments, please feel free to contact the undersigned.</p>
P-25	December 17, 2018 / Email	Public	<p>I was unable to attend the meeting on this and our development is off of {location}.</p> <p>Could you please send over the presentation or relevant public information?</p>	<ul style="list-style-type: none"> Requested to be sent PIC #1 presentation 	WSP responded by email on December 14, 2018.	<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 www.hwy7-15ea.ca or by</p>

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						emailing hwy7-15ea@wsp.com
P-26	December 20, 2018 / Website Comment Form	Public	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 McNeely. We were then 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 misled 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	<ul style="list-style-type: none"> 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. Indicated they were required to provide land and construct the signalized access to Tim Hortons. Inquired how MTO is justifying providing new developments to access McNeely Avenue as an alternative to Highway 7 from a traffic engineering perspective. 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. 	Response sent by email from WSP on January 29, 2020.	Refer to response P-8.
P-26a	December 3, 2019 / Website comment form	Public	Can I obtain an update on what has happened to this study? Thank you.	<ul style="list-style-type: none"> Requested an update on the study. 	WSP responded by phone on December 12, 2019.	<p>It was great talking to you this morning.</p> <p>I can confirm that you are on our study contact list so you will receive email notice of the upcoming PIC#2/Secondary Plan Open House early in the New Year for this study.</p> <p>I can also confirm that we have received your comments you submitted on October 26, 2019 and we will provide you with a response around the same time as we send out the meeting notification.</p>
P-26b	December 12, 2019 / Email	Public	How do I get notice of these meetings? **Carleton Place Town Hall Facebook page screenshot provided	<ul style="list-style-type: none"> Inquired how to receive notice of Public Information Centre 		
P-26c	December 12, 2019 / Phone call with WSP	Public	Resident called WSP to follow up on the above email re: notification of upcoming Public Information Centre/ Secondary Plan open house. WSP provided an update on the PIC/ Secondary Plan open house schedule and ensured that contact is included on the project contact list and will receive a notice for the meeting.	<ul style="list-style-type: none"> Requested an update on the study. 		
P-27	May 20, 2019 / Website Comment Form	Public	<p>We live in {location}. As a result we are very interested in what is being discussed for this area. We are also casual trail users (bicycle/disability scooter) and frequently shop and utilize services in this corridor. Brian is disabled and is not able to safely scooter to businesses on Hwy 7, so we would like to see if future plans consider bicycles and disability scooters alongside the highway. Able bodied individuals currently walk along the grassy border but there is no accommodation for disabled movement thru this area. Please add us to the mailing list.</p> <p>We also wish to include the following comments</p> <ol style="list-style-type: none"> We were hoping in the short term that a yield sign would be placed on Hwy 15 on approach to Hwy 7. Currently traffic does not slow down and there have been many close calls when we enter that intersection from the 	<ul style="list-style-type: none"> Commenter lives off Franktown Road, just north of the study area. They are very interested in the project as they are casual trail users (bicycle/ disability scooter) and frequently shop and utilize services in the Highway 7 corridor. They are disabled and are not able to safely scooter to businesses in Highway 7. They would like to see plans to consider bicycles and scooters along the highway; currently able-bodied persons walk along the grassy border but there is no accommodation for disabled movement through the area. Requested a yield sign to be installed on the Highway 15 approach to Highway 7 eastbound. Currently traffic does not slow 	Response sent by email from WSP on January 29, 2020.	<p>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.</p> <p>We appreciate your observations about accessibility for people with disabilities within the study area. A key improvement that we are recommending as part of this study is the addition of continuous sidewalks on both sides of Highway 7. We are also looking at opportunities to improve pedestrian and cyclist facilities connecting to existing and proposed trails. These facilities will be designed to meet Accessibility for Ontarians with Disabilities Act (AODA) standards.</p> <p>Highway 7 and Highway 15 Intersection</p> <p>The existing Highway 7 at Highway 15 intersection has “channelized” right-turn lanes, which as you noted, allow drivers to turn right without</p>

Summary of Environmental Concerns and Comments | Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00), Preliminary Design

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			<p>north and enter the left lane of Hwy 7 heading east, with a goal to enter into the parking lot of the Gourmet Restaurant. It is quite hazardous as the pressure from Hwy 15 flowing unimpeded onto Hwy 7 prevents cars from being able to move into the right hand lane of Hwy 7 to exit to existing businesses like Gourmet Restaurant and Esso.</p> <p>2. There have been a number of close calls for us and others at McNeely Ave and Hwy 7. Traffic heading south on McNeely Ave do not have a clear perspective on which lane oncoming cars are in. They appear to be exiting and in fact they are proceeding straight thru from west to east along highway 7. Hwy 7 is 3 lanes wide entering into the town of Carleton Place. Not sure if there is a slight change of elevation there but I have seen many individuals turn right from McNeely in front of moving vehicles heading west on Hwy 7. A “no right turn on red” would be ideal at that intersection on McNeely Street.</p> <p>3. Similarly we believe there should be a “no right turn” from Hwy 7 onto McNeely. Vehicles are regularly stopped in two lanes at street lights in front of a crosswalk. This crosswalk can be obscured by stopped vehicles in the two adjacent lanes to the right turning lane. This doesn’t bode well for pedestrian traffic and this is currently the optimal route for individuals on disability scooters as there are no sidewalks on the opposite side of this intersection. We have heard of a close call with an electric wheelchair in that location.</p> <p>4. Disability vehicular access needs to be placed along Hwy 7 and though the Franktown Rd entry, This could be in conjunction with a bicycle route. However, at present that intersection is a great hazard to individuals in wheelchairs or on disability scooters and prevents them from utilizing local business on or across Hwy 7 from Carleton Place.</p> <p>Thank you for your interest in community input. If you need a disabled representative to give feedback on plans and how they affect someone who is disabled, {Name} would be pleased to provide input and/or feedback. {Name} has mobility issues and regularly travels with a disability scooter in the area.</p>	<p>down due to the channelized right turn lane.</p> <ul style="list-style-type: none"> Indicated they have encountered a number of close calls at the McNeely Avenue and Highway 7 intersection. Traffic heading south on McNeely Avenue does not have a clear perspective of which lanes oncoming cars are in, as they appear to be exiting the highway but are heading straight through from west to east along Highway 7. Have seen many individuals turn right from McNeely Avenue into oncoming traffic heading west on Highway 7. Request a ‘no right turn on red’ be installed at the intersection. Also suggested a ‘no right turn’ sign be installed at Highway 7 onto McNeely Avenue. The crosswalk can be obscured by stopped vehicles in the two adjacent lanes to the right turning lane. This is currently the best route for pedestrian and disability scooters as there are no sidewalks on the opposite side of this intersection. There has been a close call with an electric wheelchair in that location. Requested that disability vehicular access be installed along Highway 7 and through the Franktown Road intersection; could be installed in conjunction with a bicycle route. At present, the intersection is a great hazard to individuals in wheelchairs or on disability scooters and prevents use of local businesses on Highway 7. Offered to provide feedback on plans to address accessibility within the study area. 		<p>coming to a full stop at the intersection. The proposed improvements to the intersection will eliminate these channelized right turns and replace them with standard right-turn lanes. Placing a yield sign would not provide right of way as a lane change is still required to access the right-hand lane eastbound along Highway 7.</p> <p>Highway 7 and McNeely Avenue Intersection</p> <p>The proposed operational and safety improvements at the Highway 7 and McNeely Avenue include installation of a sidewalk on both the north and south side of the intersection as well as an additional Highway 7 westbound through lane. This intersection, as well as the Highway 7 at Highway 15 intersection, will be designed to meet AODA standards as part of the intersection improvements.</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 https://carletonplace.ca/development-services-2.php. 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-28	May 20, 2019 / Website Comment Form	Public	I am available to discuss accessibility issues for people with disability in the Hwy 7 & Hwy 15 area if needed. My wife and I submitted comments but I wanted to make sure you have my name as I live in close proximity and utilize a disability scooter.	<ul style="list-style-type: none"> Offered to provide feedback on plans to address accessibility within the study area. 	No response required.	Refer to P-19 response.
P-29	September 24, 2019 /	Public	HI, I reside just off of this area and will be impacted by changes. I would like to sign up for updates.	<ul style="list-style-type: none"> Requested to be added to project mail list 	No response required.	Contact added to mailing list for future correspondence

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Public Information Centre #2 and Secondary Plan Statutory Public Open House (Thursday, January 30, 2020; Newspaper Notice: Thursday, January 16, 2020)						
Indigenous Communities						
IC-1	February 14, 2020 / Email	Alderville First Nation	Thank you for the notification of the improvement project for the intersection at hwy 15 and hwy 7. We would like to be notified if there are any issues that arise from the Class EA study. Please keep us informed as this project moves forward.	Request to be kept advised of study.	No response required	Contact updated for future correspondence.
Local Elected Representatives						
No comments received from elected officials at or following PIC #2						
External Agencies and Interest Groups						
Ex-13	January 28, 2020 / Email	Ministry of Natural Resources and Forestry (MNRF)	<p>Thank you for the Notice of Public Information Center # 2 & Notice of Secondary Plan Open House Study Commencement for the above-noted project which was received by mail on January 21, 2020. We understand the study area has been expanded easterly along the Highway 7 corridor approximately 550 m east of McNeely Avenue. This project area expansion may affect additional features or values of provincial interest.</p> <p>You are probably aware of the process, but I have attached a guide to help you access natural heritage and other data (e.g., crown land resources, mineral aggregate resources) from convenient online sources. I have also attached in-water timing guidelines should the proposed project activities require fisheries considerations.</p> <p>It is the proponent's responsibility to complete a preliminary screening for each project, obtain available information from multiple sources, conduct any necessary field studies, and to consider any potential environmental impacts that may result from an activity. If there are any questions or concerns regarding the Ministry's interests following completion of the preliminary screening, we would be happy to provide technical information and advice. Please note that Species at Risk data is no longer provided by the MNRF. All Endangered Species Act or Species at Risk enquiries should be directed to the Ministry of Environment, Climate Change and Parks at SAROntario@ontario.ca.</p> <p>There may be petroleum wells within the proposed project area. Please consult the Ontario Oil, Gas and Salt Resources Library website (www.ogsrlibrary.com) for the best known data on any wells recorded by MNRF. Please reference the 'Definitions and Terminology Guide' listed in the publications on the Library website in order to better understand the well information available. Any oil and gas wells in your project area are regulated by the Oil, Gas and Salt Resource Act, and the supporting regulations and operating standards. If any unanticipated wells are encountered during development of the project, or if the proponent has questions regarding petroleum</p>	<ul style="list-style-type: none"> • Provided information regarding natural heritage and other data sources to consult, as well as in-water timing windows. • Noted it is the proponent's responsibility to complete a preliminary screening for each project, obtain available information from multiple sources, conduct any necessary field studies, and to consider any potential environmental impacts that may result from an activity. • Confirmed Species at Risk (SAR) data is no longer provided by MNRF. • Noted that there may be petroleum wells in the area. • Confirmed MNRF interest in the study and receipt of the TESR once complete. 	No response required.	Contact is already on contact list and will be notified of TESR filing.

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			<p>operations, the proponent should contact the Petroleum Operations Section at 519-873-4634.</p> <p>We wish to remain engaged in this project and review the TESR that is prepared. Please contact me if you have any questions or concerns regarding MNRF interests. **attached: KVD In Water Work Timing Guidelines (Feb 27 2018) and Natural Heritage Guide MNRF (April 1 2019)</p>			
Ex-14	January 30, 2020 / PIC #2 Comment Sheet	Leeds Grenville and Lanark County Health Unit	<p>5.1.4 recommend accessible trails (surface, width) Schedule D – Suggest a sidewalk on the north side of Kia to join up with the sidewalk at the lights</p> <p>Trail on the north side of Highway 7 should join up with existing sidewalk / pathway to access shopping to the East and sidewalk to the west.</p> <p>Consider continuing the sidewalk south on the west side of McNeely to Captain Roy Brown.</p> <p>Continue pathway/sidewalk on the east side of McNeely North.</p>	<ul style="list-style-type: none"> Recommended accessible trails and suggested a sidewalk on the north side of Turpin Kia to join up with the sidewalk at the lights. Also noted that the trail on the north side of Highway 7 should join up with the existing sidewalk. Suggested continuing the sidewalk south on the west side of McNeely to Captain Roy Brown as well as continuing the pathway/sidewalk on the east side of McNeely. 	Response sent by email from WSP on March 2, 2020.	<p>On behalf of the Ministry of Transportation (MTO) and the Town of Carleton Place, thank you for your comments on the Draft Highway District Secondary Plan study. We appreciate your suggestions regarding the conceptual active transportation network and have provided responses to your comments below.</p> <p>Section 5.1.4 – Recommend Accessible Trails</p> <p>We appreciate your recommendation to provide accessible trails (such as surface and width) for all future trails developed. Section 5.1.4 of the Draft Secondary Plan states that all future trails are to be made accessible to all, with adequate surfaces and widths to accommodate all pedestrian movement.</p> <p>Schedule D</p> <ol style="list-style-type: none"> Suggest a sidewalk on the north side of Kia to join up with the sidewalk at the lights. <p>As shown on the attached revised Schedule D, a future trail connection will be provided in the southwest quadrant of the Highway 7 and Highway 15 intersection south of the Kia dealership through the Town's planned industrial park lands. This conceptual trail network will provide a connection to the intersection.</p> <ol style="list-style-type: none"> Trail on the north side of Highway 7 should join up with existing sidewalk / pathway to access shopping to the east and sidewalk to the west. <p>The Conceptual Future Trail / Pathway has been revised to extend to Franktown Road, as shown on the revised Schedule D (attached).</p> <ol style="list-style-type: none"> Consider continuing the sidewalk to the south on the west side of McNeely to Captain A. Roy Brown. <p>The sidewalk has been extended south on the west side of McNeely Avenue to Captain A. Roy Brown Boulevard, as shown on the revised Schedule D (attached).</p> <p>We appreciate your continued interest in this project. Should you have any further questions or comments, please feel free to contact the undersigned.</p>
Ex-15	January 30, 2020 / PIC #2 Comment Sheet	Chair of Urban Forest / River Corridor Committee (Committee of Council)	I see a severe reduction in the forest canopy for the Town of Carleton Place, as many trees and groups of trees should be retained for the Town. It would be beneficial to the Town's green infrastructure if all areas to retain in groups of trees are identified. Town's green infrastructure has been forgotten.	<ul style="list-style-type: none"> Noted that forest canopies are dwindling in the Town of Carleton Place and suggested the Town of Carleton Place identify areas/groups of trees to retain. 	Response sent by email from WSP on March 2, 2020.	<p>On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 and Highway 15 Intersection Improvements Environmental Assessment and Secondary Plan study.</p> <p>We appreciate your comments regarding the reduction of forest canopy and concerns about green infrastructure within the Town of</p>

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						<p>Carleton Place.</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> <p>We appreciate your continued interest in this project. Should you have any further questions or comments, please feel free to contact the undersigned.</p>
Members of the Public						
P-30	January 16, 2020 / Email	Public	<p>I am a local resident to this project. Your plans look amazing so far. I have 2 suggestions to add.</p> <p>1. The Median is great but I would like to see a full barrier. I often see people running across the road as it is from the ford dealership and other people who will stop on one side and try and run across to the other thinking it is easier than driving across because it is so busy. I think a full barrier would deter the argument of losing business for some places because it would actually create more business opportunities, thus more employment. There could literally be another {business} or whatnot across from each other or other restaurants or service places. More jobs for locals and more reasons for people to invest in the area.</p> <p>2. One of the reasons we choose this house was based on the OVRT trail near us, we could take into town. It is a growing community with many kids and even though it is less than 1 km as birds fly to my teen sons work on hwy 7, we have to drive almost 6 km to get there as there is no access from where we are. He would have to take the trail all the way to Coleman then work his way back to 7. If he was able to walk/bike down the OVRT path and have a way to access the 15/7 intersection then he could cross at the new intersection and safely get his own way to work. Same would go for many people in the community north of 7 not far off the trail which will include new low income housing and currently has a seniors home. The distance to go down this path to get to jobs, to eat or to shop along 7 for those who may not have a car would benefit the lack of community transportation by allowing people to get there on their own faster and easier on an existing path! Something along either side of 15 from the rail bridge to the lights. Even a dirt path. Building this into the plan now could really assist trying to find access later.</p> <p>Thanks so much for your hard work. I can't wait to see it get started.</p>	<ul style="list-style-type: none"> • Suggested that a full barrier be installed instead of a median to discourage people from crossing Highway 7 at unofficial locations. • Suggested that the full barrier would create more business opportunities and employment because similar businesses could operate on both sides of the highway. • Requested a connection to the Highway 7 & 15 intersection from the OVRT trail. Indicated that currently the only connection is north of Highway 7 at Coleman Street. 	Response sent by email from WSP on July 2, 2020.	<p>On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 and Highway 15 Intersection Improvements Environmental Assessment and Secondary Plan study. Please find responses to your comments below.</p> <p>Full barrier along Highway 7</p> <p>As part of the Preliminary Design and Secondary Plan studies, we are looking at both the highway corridor and broader Secondary Plan area to review pedestrian movement and provide connections on both sides of the highway. The highway improvements will include the addition of sidewalks along both sides of Highway 7 as well as crosswalks at all intersections.</p> <p>It is not MTO's standard practice to use concrete barrier in the median through an urban area. Median barrier is typically used on high-speed, controlled access facilities to separate opposing traffic, such as the section of Highway 7 east of McNeely Avenue. The section of Highway 7 between McNeely Avenue and Highway 15 is considered to be an urban area and installing median barrier would impede the line of sight for drivers, making it more difficult for drivers to see pedestrians as they approach to cross at intersections.</p> <p>Trail connection to the Highway 7 & 15 Intersection from the Ottawa Valley Recreational Trail</p> <p>We appreciate your suggestion of adding a trail connection to the Highway 7 and Highway 15 intersection from the Ottawa Valley Recreational Trail (OVRT) along Highway 7.</p> <p>As shown on the attached Secondary Plan Schedule D (Active Transportation and Recreational Vehicles), a future trail connection is planned in the southwest quadrant of the Highway 7 and Highway 15 intersection within the Town's planned industrial park lands. This conceptual trail network will provide a connection to the intersection both north and south of the intersection via municipal roads.</p> <p>We appreciate your continued interest in this project. Should you have any further questions or comments, please feel free to contact the undersigned.</p>
P-31	March 4, 2020 / Email	Public	Consistent with my previously written and verbal comments I would like to state my concern related to the	<ul style="list-style-type: none"> • Resident expressed concerns related to the process, design and exclusion of 	Response sent by email from MTO on July 7, 2020.	On behalf of the Ministry of Transportation (MTO), thank you for your

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			<p>process, design and exclusion of critical areas of our community as it relates to including key linkages that have not been included as part of this process and design as part of first and secondary plan.</p> <p>It was my hope that my comments would result in the inclusion of critical road design and impacts so that all elements of this necessary upgrade would be considered. Unfortunately I must appeal the EA process to the Minister responsible for the EA process.</p> <p>If you could outline the process required to formally receive my concern including municipal and provincial processes it would be greatly appreciated.</p> <p>Please reply using the email provided or by registered mail.</p>	<p>critical areas of our community as it relates to including key linkages that have not been included as part of this process and design.</p> <ul style="list-style-type: none"> • Hoped that previous comments would result in inclusion of critical road design and impacts so that all elements of this necessary upgrade would be considered. • Indicated they will appeal the EA process to the Ministry of Environment, Conservation and Parks. • Requested an outline of the formal municipal and provincial process to receive comments. 		<p>comments received on January 30, 2020 and March 4, 2020 regarding the Highway 7 and Highway 15 Intersection Improvements Environmental Assessment (EA) and Secondary Plan study.</p> <p>The objectives of the Preliminary Design and Class EA study include:</p> <ul style="list-style-type: none"> • Identifying improvements to the Highway 7 / Highway 15 and Highway 7 / McNeely Avenue intersections to meet interim and long-term transportation needs; • Reviewing accesses for commercial entrances and intersections to Highway 7 and Highway 15 to ensure safe and efficient traffic operations and to support on-going and proposed development of surrounding lands; and • Considering all road users including active transportation and recreational trail users. <p>MTO is responsible for managing the provincial highway corridors within the study area: Highway 7 and Highway 15. The study area for the Highway 7 and Highway 15 intersection improvements is limited to MTO's highway corridor management area. Your property is located outside of this area.</p> <p>WSP has completed a traffic analysis taking into account on-going and proposed developments within and adjacent to the study area in order to model traffic conditions to the year 2040. The full results of the analysis are documented in a Traffic Analysis Report that is available for review upon request. As shown on the attached Board 8 from the Public Information Centre (PIC) #2 display materials, the proposed highway improvements within provincial jurisdiction have accounted for the future traffic volumes from the development lands you have identified.</p> <p>The Town of Carleton Place hired an external consultant to complete a peer review of WSP's Traffic Analysis Report, which concluded that the assumptions regarding future development appear to be adequate. The high rate of assumed background growth used in the study is conservative and is expected to accommodate additional development plans.</p> <p>We confirm that you are on the project mailing list and will receive a Notice of Transportation Environmental Study Report (TESR) Submission to both your email and mailing address once the TESR has been made available for a 30-day public review period. The notice will include information on the review process and identify how the TESR can be reviewed.</p> <p>If you have unresolved concerns with the Recommended Plan as documented in the TESR, you may request that the Minister of Environment, Conservation and Parks (MECP) "bump-up" the project (i.e. issue a Part II Order). A Part II Order may lead to the preparation of an individual environmental assessment.</p> <p>We encourage you to raise any specific comments you may have with the project team in advance of the TESR review period, so we may address any concerns in advance.</p> <p>We appreciate your continued interest in this project. Should you have any further questions or comments, please feel free to contact the undersigned.</p>

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P-32	January 30, 2020 / PIC #2 Comment Sheet	Public	<p>I think the Highway 7 centre median is a bad idea. It's a permanent solution to a problem that's probably only an issue for 4 hours out of the day, causing drivers to extend their drive adds cost to the residents and is not the best solution from an air quality point of view due to the added fuel used.</p> <p>I understand the conflict points. I would like to see the traffic data on the number and types of collisions as that was cited to me as a reason for the median.</p> <p>I fear the potential increase in U-turns at intersections and where medians end could be a greater traffic collision issue.</p>	<p>Indicated displeasure in the construction of the centre median due to increased fuel emissions and potential increase in collisions due to increase in U-turns at the intersections. Requested traffic and collision data used to determine the reasoning for the installation of a median along the corridor.</p>	<p>Response sent by email from WSP on July 6, 2020.</p>	<p>On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 and Highway 15 Intersection Improvements Environmental Assessment and Secondary Plan study.</p> <p>As requested, a summary of the traffic analysis and collision data within the Highway 7 corridor and reasoning for the installation of a median is provided below. This information was presented at Public Information Centre (PIC) #1 held for the project in December 2018. The PIC display materials have also been enclosed for your reference.</p> <p>Traffic Analysis</p> <p>Existing conditions:</p> <ul style="list-style-type: none"> • During the afternoon (PM) peak hour, westbound left turning traffic at Highway 7 to Highway 15 intersection is experiencing an average delay of 40 seconds per vehicle and the movement is approaching capacity. The westbound left turn queue extends back approximately 220 m, which is beyond the existing 100 m-long storage lane and is blocking through traffic and turning traffic. The northbound left turn lane at the Highway 7 and McNeely Avenue intersection has reached capacity. <p>Future Traffic Conditions (2025):</p> <ul style="list-style-type: none"> • During 2025 PM peak hour, without improvements and added lanes by 2025, there will be increased congestion and queuing for the following movements: <ul style="list-style-type: none"> ○ North, east, and westbound left-turn movements at Highway 7 and 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. <p>Future Traffic Conditions (2040):</p> <ul style="list-style-type: none"> • During 2040 PM peak hour, 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 and impact adjacent access. <p>Collision Data</p> <p>The collision history for Highway 7 and Highway 15 within the study area was reviewed over a five-year period from 2013 to 2017. A total of 104 collisions were reported during this period:</p> <ul style="list-style-type: none"> • Fifty-four (52% of the total) were mid-block collisions: <ul style="list-style-type: none"> ○ 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

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						<ul style="list-style-type: none"> • Fifty (48% of the total) were intersections collisions: <ul style="list-style-type: none"> ○ 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 <p>Reasoning for Median</p> <p>Due to the frequency and types of collisions occurring mid-block along Highway 7, as well as the projected increase in future traffic volumes and queuing within the study area, a median is required to restrict movements across the highway to improve safety along the corridor. MTO and the Town met with the adjacent property and business owners, a number of which had stories of near misses and were in agreement with the centre median which would be introduced in stages. Additionally, due to the increased length of the proposed left turning lanes along Highway 7 onto southbound Highway 15 and northbound McNeely, there is no room to maintain a centre left-turn lane and also provide the required storage length for these turning movements.</p> <p>Potential U-turns at Highway 7 and Highway 15 Intersection</p> <p>Due to the double left turn lanes at all intersections there may be a need to restrict intersection operations to no U-turns. This will be reviewed during the detailed design of the intersections.</p> <p>We appreciate your interest in this project. Should you have any further questions or comments, please feel free to contact the undersigned.</p>
P-33	February 20, 2020 / Email	Public	<p><i>Note - some comments redacted from summary below:</i></p> <p>I have been watching the process for the improvements to the Hwy 7 and 29 corridor. This is a very important project and vital for the safety of residents and visitors to the area. From all the meetings and information available to the public it is obvious that the MTO is serious about protecting the public interest. When the final draft plan for the area came out it was surprising that the public trust had been obviously betrayed. How is it that the main point of contact for the Town of Carleton Place be so heavily personally invested in the area where he is supposed to be protecting the public's interests?</p> <p>With the north/ south service road and new round-about proposed all traffic flows right by the conflicted parties (RSSR) land? Why is that? How much extra traffic does this plan give them?</p> <p>Why was the option to run a road west out to HWY 15 not chosen? Who decided that? Why was it decided to funnel all the traffic down to the new round-about?</p> <p>Why is there a potential access point between the 2 roundabouts on Roy Brown Blvd?</p>	<p>Commenter posed a number of questions about decision-making process and potential benefit to a specific property (RSSR) south of the Secondary Plan study area:</p> <ul style="list-style-type: none"> • Why was the option to run a road west out to Hwy15 not chosen? Why was it decided to funnel all the traffic down to the new round-about? How much extra traffic does this give the south east owner? • Why is there a potential access point between the 2 roundabouts on Roy Brown Blvd? • Who decided to give more access to RSSR properties? • Who makes these decisions for the entrances? 	Response sent by email from MTO on July 7, 2020.	<p>We received your email on February 20, 2020 regarding the Highway 7 and Highway 15 intersection improvements Preliminary Design and Class Environmental Assessment (EA) study. We would like to respond to the technical and design questions you have raised.</p> <p>Why was the option to run a road west out to Hwy 15 not chosen?</p> <p>Full access could not be provided at this location as there is insufficient room to provide a full intersection on Highway 15 between Highway 7 and Captain A. Roy Brown Boulevard. MTO did allow an additional right-in access to the western property in order to improve access for future customers entering the site.</p> <p>Why was it decided to funnel all the traffic down to the new roundabout? How much extra traffic does this give the south-east owner?</p> <p>The purpose of the north-south service road from the future Captain A. Roy Brown Boulevard is to provide a rear entrance to businesses fronting Highway 7 when the full median is installed along Highway 7.</p> <p>The alignment and location of roundabouts on the future Captain A. Roy Brown Boulevard were developed as part of the McNeely Avenue, Captain A. Roy Brown Boulevard and Carleton Place Industrial Park Schedule 'C' Municipal Class Environmental Assessment (December 2009).</p> <p>The design of Captain A. Roy Brown was further refined through the</p>

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			<p>Who decided to give more access to RSSR properties? It might be just conceptual but putting this put there in the public domain makes it hard to take away in the future. Who decided this should be there? No where else in all the plan and roadways is there this provision. Why in this small strip of land is there is designated node?</p>			<p>McNeely Avenue Extension, Captain A. Roy Brown Boulevard and Carleton Place Industrial Park Environmental Study Report Addendum prepared by BTE in November 2014. The recommended plan from that study, attached for your reference, has been approved under the Environmental Assessment Act and includes a roundabout mid-block between McNeely Avenue and Highway 15. Design of this municipal road has been included in our design plan as reference; however, as it already has EA approval further approvals or design is not being carried out as part of this study.</p> <p>The roundabout on Captain A. Roy Brown is located on the property line between the eastern and western owners and equally divides the required property and any benefit it provides.</p> <p>Why is there a potential access point between the two roundabouts on Roy Brown Blvd?</p> <p>Roundabout locations and potential access points were selected as part of the 2014 ESR Addendum for Captain A. Roy Brown Boulevard and were not determined as part of the Highway 7 and Highway 15 intersection improvements Preliminary Design and Class EA study.</p> <p>The Secondary Plan does not allow any additional access points or entrances between the two roundabouts on Captain A. Roy Brown Boulevard. MTO has jurisdiction within this block of Captain A. Roy Brown Boulevard.</p> <p>Who decided to give more access to RSSR properties?</p> <p>This is the only access to RSSR properties.</p> <p>Who makes these decisions for the entrances?</p> <p>The planning for the highway improvements is a public process carried out in accordance with the MTO Class Environmental Assessment process. No decisions are made by the Project Team. During the first Public Information Centre (PIC) held in December 2018 for this project, a range of alternative solutions were presented to the public for comment. Through a variety of consultation methods at different points during the study, the Project Team tries to elicit as many comments from the public as possible and incorporate input into the design process. The Project Team also met with the local business and property owners to ensure they were well informed and aware of the alternative solutions and the study process.</p> <p>During and following the PIC, the public was asked to provide questions or comments such as any preferences or concerns they may have. Based on the feedback received from the public, the Project Team then evaluated alternative solutions and recommended a preferred alternative which was presented at the second PIC in January 2020.</p> <p>Provided all questions and concerns have been reasonably answered, the recommended alternative will be documented in a report called a Transportation Environmental Study Report (TESR). The TESR will be placed on public record for 30 days to allow for the public to review and for additional questions and responses. Provided all the questions and concerns are reasonably answered, the Preliminary Design study is complete and the project can then proceed to Detail Design.</p> <p>We hope that this clarifies the decision-making and Environmental Assessment process being followed for this project. Should you have</p>

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						any further questions or comments, please feel free to contact the undersigned.
P-34	March 16, 2020 / Email	Public	<p>I am writing to state that I hope there will be accommodations for pedestrians at this intersection. How are pedestrians supposed to access the businesses on hwy 7? I am fairly new to CP. When we had a snowstorm in November, my car was in the shop are Gearheadz on hwy 7. I walked from downtown to pick it up. I was shocked to find that the sidewalk stopped long before the intersection. I had to proceed through that very busy intersection and then along the highway navigating atop of the snow banks. I am not young. Is there an alternate route to those businesses that I am unaware of? The other busy intersection has no sidewalks either. How can this be? It makes no sense to me, it's very dangerous especially in the winter.</p>	<ul style="list-style-type: none"> • Requested that pedestrian infrastructure to be included at the intersection and inquired how to access businesses from Highway 7. • Indicated their car was at Gearheadz (10471 Highway 7 – Codes property) in November and they had to walk from downtown to pick up their car and noted it was difficult to traverse along highway on snow banks. • Inquired if there is an alternative route to access businesses and wondered why the intersections do not have sidewalks. 	Response sent by email from WSP on July 2, 2020.	<p>On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 and Highway 15 Intersection Improvements Environmental Assessment (EA) and Secondary Plan study.</p> <p>As part of the improvements to the Highway 7 at Highway 15 intersection, sidewalks will be installed on the north and south sides of Highway 7 between Highway 15 and McNeely Avenue. The Highway 7 / Highway 15 and Highway 7 / McNeely Avenue intersections will also be improved and are being designed to meet Accessibility for Ontarians with Disabilities (AODA) standards.</p> <p>As part of the Secondary Plan study, conceptual rear accesses to businesses along Highway 7 have been developed, including conceptual future trail and sidewalk connections. These rear accesses will be implemented upon development or redevelopment of the properties within the Secondary Plan area. The attached Secondary Plan Schedule D illustrates the proposed location of all future sidewalk and trail connections along Highway 7 and within the Secondary Plan study area.</p> <p>Should you have any further questions or comments, please feel free to contact the undersigned.</p>
Landowners						
L-27	January 30, 2020 / Email	Landowners	<p>We are sending these written comments to inform you that we oppose/object to the future raised median in front of our property that will extend {location}. This will deter/prevent customers who are trying to reach our business from Carleton Place (southbound). This will also affect/deter any future buyer who may plan to buy our property that is currently for sale and use the commercial property for other uses than a shopping centre such as a car dealership or other non-shopping use which will not create a larger volume of traffic to warrant a traffic light there.</p> <p>We also still object to you putting a snowmobile trail and nature trail through the commercial property as this creates further barriers to potential buyers of the property.</p> <p>We are writing these comments to meet the requirements of being able to file an appeal to LPAT. Please advise us if there is any other way we can settle this dispute.</p>	<ul style="list-style-type: none"> • Landowners object to a median being installed front of their property as it would result in a decrease of customers and deter future buyers from developing the land. • Landowners object to a snowmobile and nature trail through the commercial property as it will create further barriers to potential buyers of the property. • Indicated they are writing the comments to meet the requirements of being able to file an appeal to LPAT. 	Response sent by email from WSP on March 2, 2020.	<p>Thank you for your comments received on January 30, 2020 regarding the Highway 7 and Highway 15 Intersection Improvements Preliminary Design and Secondary Plan Studies. We acknowledge your concerns regarding the installation of a median along Franktown Road in front of your property and the implementation of a snowmobile trail and nature trail along the drain within your property.</p> <p>We would like to provide additional information on the proposed median and snowmobile / nature trail, as well as information on the next steps for both the Preliminary Design and Class Environmental Assessment (EA) and Secondary Plan studies in which you will have further opportunity to participate.</p> <p>Installation of Median in Front of 359 Franktown Road</p> <p>As discussed with you during Public Information Centre #2 on January 30, 2020, as part of construction of the Highway 7 and Highway 15 intersection improvements, the Ministry of Transportation (MTO) would relocate the entrance to your property slightly south in order to utilize the new intersection and allow southbound turning vehicles into the property safely out of the through lanes. We would be pleased to meet with you and your family to discuss this option further.</p> <p>Snowmobile and Nature Trail</p> <p>The snowmobile and nature trail shown on the Draft Secondary Plan Schedule D (Active Transportation and Recreational Vehicles) is conceptual only and does not necessarily represent the exact location where it is to be constructed. The exact location of the trail would be determined by the developer of the site to best suit the proposed development; the exact location will be subject to approvals through the Town of Carleton Place site plan and development approval process. The conceptual location of the trail shown in Schedule D is</p>

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						<p>located adjacent to the drain that crosses the property, making use of the 30-m buffer surrounding the drain that is not developable.</p> <p>Preliminary Design and Class EA Process</p> <p>The Preliminary Design for the highway improvements is being carried out in accordance with the MTO Class EA process. Upon study completion, a Transportation Environmental Study Report (TESR) will be prepared and filed for a 30-day public review period. You will receive a notice at that time to explain the review process and identify locations where the TERS can be reviewed.</p> <p>If you have unresolved concerns with the Recommended Plan as documented in the TERS, you may request that the Minister of Environment, Conservation and Parks (MECP) "bump-up" the project (i.e. issue a Part II Order). A Part II Order may lead to the preparation of an individual environmental assessment.</p> <p>Secondary Plan Process</p> <p>The Secondary Plan is following the approved process under the Planning Act, R.S.O. 1990, c. P.13.</p> <p>The Secondary Plan is being prepared for adoption by the Town of Carleton Place as an amendment to the Town's Official Plan. The draft Secondary Plan is currently available for public review on the Town of Carleton Place website at: www.carletonplace.ca/development-services-2.php.</p> <p>A Special Committee of the Whole Statutory Public Meeting will be held to consider the Highway District Secondary Plan and Official Plan Amendment on March 3, 2020 at the Town of Carleton Place Town Hall. All members of the public are invited to attend this meeting.</p> <p>The Statutory Public Meeting will include a presentation of the Highway District Secondary Plan and the Draft Official Plan Amendment to the Committee. Any person may attend the Public Meeting and/or make written or verbal representation either in support of or in opposition to the proposed Secondary Plan and Official Plan Amendment.</p> <p>If you wish to submit written or oral comments at the Statutory Public Meeting, you must register with the Town of Carleton Place Clerk in advance of or on the date of the March 3, 2020 Statutory Public Meeting. In general, members of the public must submit an oral or written submission in order to be able to file an appeal to the Local Planning Appeal Tribunal (LPAT) during the appeal period.</p> <p>If you would like more information on the Secondary Plan appeals process, please contact a member of the Project Team at hwy7-15ea@wsp.com.</p> <p>We appreciate your continued interest in this project. We would be happy to meet with you and your family members at your convenience to answer any further questions you may have.</p>
L-28	February 14, 2020 / In-person Meeting with WSP	Landowner	Landowner had the following questions regarding the property impacts on their property as a result of the road widening required to accommodate the proposed lane configurations:	<ul style="list-style-type: none"> • Inquired how much of their land is required to complete the improvements • Inquire who is paying for the sidewalk • Inquired what impacts the highway widening will have on existing pylon sign 	Response sent by email from WSP on July 2, 2020.	Thank you for meeting with us on February 14, 2020 to discuss the Highway 7 and Highway 15 Intersection Improvements Preliminary Design and Secondary Plan Studies. We would like to provide additional information to address the comments you provided at the meeting.

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			<p>1.How much land would be taken? When would this become known?</p> <p>2.Who would be paying for the sidewalk?</p> <p>3.There is an existing pylon sign for the gas station at the corner of McNeely and Highway 7. What impacts would the road widening have on it?</p> <p>4.What impacts would there be on the parking spaces on the property currently fronting Highway 7?</p>	<p>for the gas station</p> <ul style="list-style-type: none"> Inquired what impacts would there be on the parking spaces on the property currently fronting Highway 7 		<p>Property Requirements</p> <p>As the recommended plan for the Highway 7 improvements is further refined, we will review opportunities to try to minimize impacts on adjacent properties. If impacts to your property cannot be avoided, a representative from MTO's Property Section will speak with you regarding the property acquisition process. Property acquisition generally happens following completion of Preliminary Design (anticipated in 2020).</p> <p>Sidewalks along Highway 7</p> <p>Sidewalks will be installed along Highway 7 as part of the construction of the highway improvements. Private landowners and businesses will not be required to contribute to the capital or maintenance costs of the sidewalks.</p> <p>Impacts on Signage and Parking Spaces</p> <p>If impacts to your parking and signage cannot be avoided through design refinements during the Detail Design phase, the Ministry will work with each property owner to mitigate the impacts and adjust parking and sign locations as required.</p> <p>We appreciate your interest in this project. Should you have any further questions or comments, please feel free to contact the undersigned.</p>
L-29	March 3, 2020 / Email	Landowner	<p>We have a number of concerns with the plans presented at the Public information meeting on Jan 30th.</p> <p>It has been brought to our attention that the property lines will be adjusted north to accommodate the hwy 7 widening in front of the {business}. After reviewing the plan, it is very difficult to tell if we are losing parking spaces or if it will fall short of the curbing that we already installed. We redeveloped our site in 2016, new asphalt curbing entrance etc. We are not in favour of losing parking in front of the {business}, it is vital to our business. As well we have hydro and natural gas services in these areas, how will these be impacted?</p> <p>Another issue that arose was the timing of the constructed median along hwy 7. I believe with confirmation by MTO representatives, that the Median will extend in front of the {business} during the final stage of installation. Meaning the entrance will remain open for left turning traffic into the property until the final phase of median construction is completed some 5 year after the initial hwy improvements are installed.</p> <p>Just to inquire again, McNeely Ave south bound traffic at the YIG intersection will need a right-hand turning lane because of all this extra traffic entering the rear of our property. Has this been discussed? Have the traffic numbers been looked at? Will this be constructed as part of the hwy improvements?</p>	<ul style="list-style-type: none"> Concerned that widening of Highway 7 in front of property will results in loss of parking. Concerned about timing of full median installation in front of property to restrict left-turning vehicles. Inquired if McNeely Avenue southbound at the McNeely Avenue and {business} entrance intersection warrants a right-turning lane into the proposed rear access at this intersection. Inquired if this right turn lane will be constructed as part of the intersection improvements. Inquired if their infrastructure improvements will be included in the cost sharing agreements and maintenance agreements for all owners that will benefit. Inquired if private road easements are for surface traffic only. 	Response sent by email from MTO on July 7, 2020.	<p>Thank you for your comments received on March 3, 2020 regarding the Highway 7 and Highway 15 Intersection Improvements Preliminary Design and Secondary Plan Studies. We would like to provide additional information to address your concerns.</p> <p>Highway 7 Widening – Parking Space Impacts</p> <p>As the recommended plan for the Highway 7 improvements is refined, we will review opportunities to try to minimize impacts on adjacent properties. If impacts cannot be avoided, during the Detail Design phase MTO will work with individual property and business owners to modify entrances, parking and curbs, as required.</p> <p>Impacts to Utilities</p> <p>If utilities are to be impacted during construction, they will be relocated as required, and advance coordination with utility companies will be undertaken to ensure minimal disruption of service to your property.</p> <p>Timing of Full Median Construction</p> <p>The median installation in front of {business} will occur as part of the long-term improvements of the corridor. This is currently planned to occur within three to five years following construction of the interim improvements. Highway 7 eastbound left turning traffic will be able to enter into the {business} up until the full median (long-term) installation occurs.</p> <p>McNeely Avenue and {business} Entrance Intersection Improvements</p> <p>As part of this study, WSP completed a traffic analysis taking into account on-going and proposed developments within and adjacent to the Secondary Plan study area in order to model traffic conditions to the year 2040. Provided the proposed development is the same as or</p>

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			<p>Cost sharing agreements. We understand that the private road network that will service adjacent property owners will be subject to cost sharing and maintenance agreements. We have already paid a considerable amount of money for the Mcneely ave intersection and the road network adjoining. We believe all owners that benefit from infrastructure should contribute to that infrastructure. Will our infrastructure improvements be respected and included in the cost sharing agreements? As well as the maintenance agreements? We request that they are included!</p> <p>The private road easements that are being arranged to compensate the property owners for there loss of access to the hwy are surface traffic only easements as the town of Carleton place has allowed on there portion?</p>			<p>less than the current study, the future traffic conditions do not warrant any modifications to the signalized intersection at McNeely Avenue and the entrance to your {business} property. The existing intersection is expected to manage future traffic conditions, even upon development / redevelopment of the north side of Highway 7, at an acceptable level of service.</p> <p>The Town of Carleton Place hired an external consultant to complete a peer review of WSP's Traffic Analysis Report, which concluded that the assumptions regarding future development appear to be adequate. The high rate of assumed background growth used in the study is conservative and is expected to accommodate additional development plans over time.</p> <p>Cost Sharing Agreement</p> <p>As noted at the October 24, 2019 property owner meeting when preliminary cost sharing information was presented, all owners will benefit from access off of either Highway 7 or McNeely Avenue and will be driving across existing pavement in each of the three properties.</p> <p>We appreciate your interest in this project. Should you have any further questions or comments, please feel free to contact the undersigned.</p>