

MINISTRY OF TRANSPORTATION  
GWP 4084-16-00

# HIGHWAY 7 AND HIGHWAY 15 INTERSECTION IMPROVEMENTS TRANSPORTATION ENVIRONMENTAL STUDY REPORT ADDENDUM

APRIL 27, 2023





**HIGHWAY 7 AND  
HIGHWAY 15  
INTERSECTION  
IMPROVEMENTS  
TRANSPORTATION  
ENVIRONMENTAL  
STUDY REPORT  
GWP 4084-16-00**

**MINISTRY OF TRANSPORTATION**

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# THE PUBLIC RECORD

This Transportation Environmental Study Report (TESR) Addendum documents the Environmental Assessment process followed for a Group 'B' project in accordance with the Ministry of Transportation, Ontario (MTO) *Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000)*.

A copy of this document is available for review on the project website at [www.hwy7-15ea.ca](http://www.hwy7-15ea.ca). Ce document hautement spécialisé n'est disponible qu'en anglais en vertu du Règlement 411/97, qui exempte l'application de la Loi sur les services en français. Pour des renseignements en français, veuillez communiquer avec Sydney Tasfi au 1-888-345-5668, poste 1005.

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## COMMENTS

This TESR Addendum will be filed for a 30-day comment period; interested persons are encouraged to review the TESR Addendum and provide comments by **May 26, 2023**. All comments and concerns should be sent directly to the Project Team members listed below.

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In addition, a request may be made to the Ministry of the Environment, Conservation and Parks for an order requiring a higher level of study (i.e., requiring an individual/comprehensive EA approval before being able to proceed), or that conditions be imposed (e.g., require further studies). Only the changes identified in this Addendum are eligible for bump-up, and only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Requests on other grounds will not be considered. Requests should include the requester contact information and full name for the Ministry.

Requests should specify what kind of order is being requested (request for additional conditions or a request for an individual/comprehensive environmental assessment), how an order may prevent, mitigate or remedy those potential adverse impacts, and any information in support of the statements in the request. This will ensure that the Ministry is able to efficiently begin reviewing the request.

The request should be sent in writing or by email to:

**Minister of the Environment,  
Conservation and Parks**

Ministry of the Environment,  
Conservation and Parks  
777 Bay Street, 5th Floor  
Toronto ON M7A 2J3  
minister.mecp@ontario.ca

and

**Director, Environmental Assessment  
Branch**

Ministry of the Environment,  
Conservation and Parks  
135 St. Clair Ave. W, 1st Floor  
Toronto ON, M4V 1P5  
EABDirector@ontario.ca

Requests should also be sent to MTO by mail or by e-mail.

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# EXECUTIVE SUMMARY

The Ministry of Transportation (MTO) retained WSP Canada Inc. (WSP) to undertake an Addendum to the Transportation Environmental Study Report (TESR) prepared in 2020 to document the Preliminary Design and Class Environmental Assessment (Class EA) study for improvements to the intersection of Highway 7 and Highway 15 in the Town of Carleton Place (GWP 4084-16-00).

In September 2022, the Town of Carleton Place adopted a Transportation Master Plan (TMP) to plan for the transportation needs of the community beyond 2041. As part of the TMP, the potential for a new municipal road between McNeely Avenue and Findlay Avenue north of Highway 7 has been identified. In addition, changes to development density north of Highway 7 have also occurred since the completion of the 2020 TERS. The changes to development density and the new municipal road were not considered during the 2020 Preliminary Design and Class EA study.

As a result, the Town of Carleton Place requested that MTO undertake an addendum to the 2020 Preliminary Design and Class EA study. The purpose of this TERS Addendum is to review with the public the traffic impacts from the changes to development and the new road and identify any changes to the highway design and 2020 Recommended Plan.

This study is being carried out in accordance with the approved process for Group 'B' projects under the MTO *Class Environmental Assessment for Provincial Transportation Facilities* (MTO EA). Consistent with the requirements for Group 'B' projects, consultation with provincial and municipal agencies; Indigenous Communities; local elected representatives; landowners; interest groups; and members of the public was on-going over the course of the study. Stakeholders and the public were kept informed and engaged through newspaper notices, letter and brochure mailings, a presentation to landowners, a Public Information Centre, a project website, and email and phone correspondence.

## Existing Conditions Review

An existing conditions review was undertaken to identify changes that have occurred since the completion of the 2020 Preliminary Design and Class EA study. The results of the review identified the following changes since completion of the 2020 TERS:

- A newly proposed municipal road north of Highway 7, documented in the Town of Carleton Place's TMP; and
- Changes in the proposed development density north of Highway 7.

## Updated Traffic Analysis

An update to the traffic analysis prepared as part of the 2020 Preliminary Design and Class EA study was undertaken as part of the TERS Addendum study to:

- Assess anticipated traffic volumes on Highway 7 and Highway 15 if a municipal or private roadway is constructed north of Highway 7 as proposed in the TMP; and



- Consider the potential for additional density and development in the lands north of Highway 7 between McNeely Avenue and Franktown Road that were not captured during the 2020 Preliminary Design.

Numerous road connection scenarios were evaluated as part of the updated traffic analysis to determine how different road connections to the public roadway could impact the traffic operations on the provincial transportation network (Highway 7 and Highway 15).

Results of the updated traffic analysis concluded that traffic generated from a proposed municipal road (as per the Town's TMP) or private road (as per the Town's Highway District Secondary Plan) north of Highway 7 can be accommodated on the surrounding provincial highway network, provided there is no connection to the development north of Highway 7.

### **Proposed Changes to the 2020 Recommended Plan**

Section 6.1.4.2 of the 2020 TESR states: the Highway 7 westbound direction at the McNeely Avenue intersection is recommended to operate with three through lanes plus a dedicated right turn lane for the long-term condition (i.e., 2040 and beyond). However, to reduce the crossing distance for pedestrians, the westbound approach is recommended to have two through lanes plus a shared through / right lane during interim improvements.

The original TESR recommended periodic monitoring of traffic operations at the westbound approach and if required, implementation of the dedicated right turn lane to reduce delay and queuing for the westbound approach in the near term.

Due to an increase in traffic from the development north of Highway 7 documented in the updated traffic analysis, it is recommended that the dedicated right-turn lane on Highway 7 be implemented in the immediate term to reduce delay and queuing at the Highway 7 westbound approach at McNeely Avenue.

No other changes to the 2020 Recommended Plan are recommended as a result of the updated traffic analysis.

### **Environmental Issues and Commitments**

There are no changes to the potential environmental effects, property requirements, proposed mitigation measures or commitments to future work as identified in the 2020 TESR as a result of the proposed change to the 2020 Recommended Plan.



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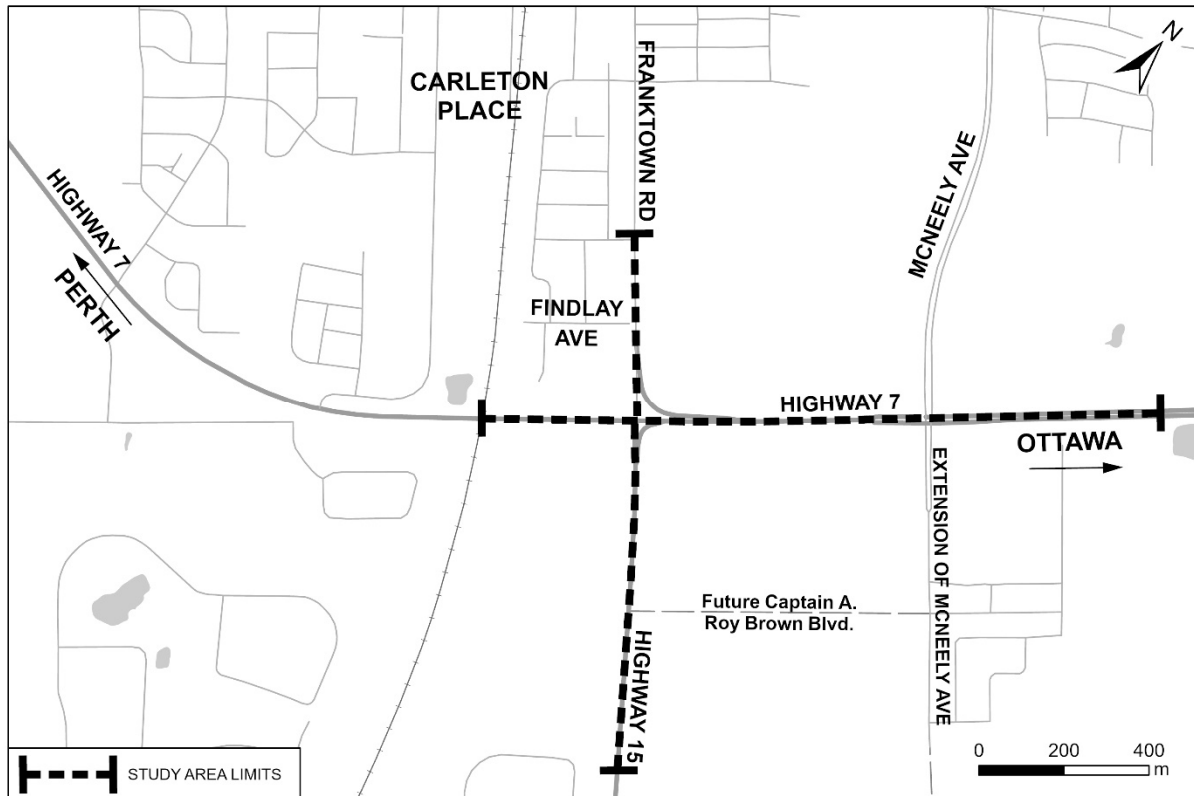
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## **APPENDICES**

<b>A</b>	PIC SUMMARY REPORT
<b>B</b>	TRAFFIC STUDY
<b>C</b>	SUMMARY OF ENVIRONMENTAL CONCERNS AND COMMITMENTS

# 1 PROJECT OVERVIEW

The Ministry of Transportation (MTO) retained WSP Canada Inc. (WSP) to undertake an Addendum to the Transportation Environmental Study Report (TESR) prepared in 2020 to document the Preliminary Design and Class Environmental Assessment (Class EA) study for improvements to the intersection of Highway 7 and Highway 15 in the Town of Carleton Place (GWP 4084-16-00). A key map of the study area is shown in **Figure 1-1**.



**Figure 1-1: Key Map of the Highway 7 & Highway 15 Intersection Improvements**

In September 2022, the Town of Carleton Place adopted a Transportation Master Plan (TMP) to plan for the transportation needs of the community beyond 2041. The TMP identifies potential for a new municipal road between McNeely Avenue and Findlay Avenue north of Highway 7. In addition, changes to development density north of Highway 7 have also occurred since the completion of the 2020 TESR. The changes to development density and the new municipal road were not considered during the 2020 Preliminary Design and Class EA study.

As a result, the Town of Carleton Place requested that MTO undertake an addendum to the 2020 Preliminary Design and Class EA study. The purpose of this TESR Addendum is to review with the public the traffic impacts from the changes to development and the new road and identify any required changes to the highway design and 2020 Recommended Plan.

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## 1.1 PROJECT CONTEXT

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### 1.1.1 PRELIMINARY DESIGN AND CLASS EA STUDY

In 2020, MTO completed a Preliminary Design and Class EA study for improvements to Highway 7 and Highway 15 in Carleton Place. The purpose of the study was to review the Highway 7 / Highway 15 and Highway 7 / McNeely Avenue intersections to determine the most appropriate solution to address existing and future capacity, and operational issues.

The objectives of the Preliminary Design study were to:

- Identify improvements to the Highway 7 / Highway 15 and Highway 7 / McNeely Avenue intersections to meet interim and long-term transportation needs;
- Review accesses for commercial entrances to Highway 7 and Highway 15 to ensure safe and efficient traffic operations and in support of on-going and proposed development of surrounding lands; and
- Consider all road users, including active transportation and recreational trails users.

The intersection improvements recommended as part of the Preliminary Design and Class EA study included the following components:

- The addition of through travel lanes along Highway 7 westbound (WB), Highway 7 eastbound (EB), Highway 15 northbound (NB) and Franktown Road southbound (SB) within the study area;
- Modifications to the intersections of Highway 7 at Highway 15 and Highway 7 at McNeely Avenue, including the addition of dual left-turn lanes in certain directions, the elimination of existing channelized right-turn lanes and replacement with controlled right-turn lanes, and improvements to pedestrian crossings to meet the Accessibility for Ontarians with Disabilities Act (AODA) requirements;
- The addition of sidewalks on both the north and south sides of Highway 7; and
- Installation of a median at the Highway 7 / Highway 15 and Highway 7 / McNeely Avenue intersections to improve safety at the intersections as an interim measure. As part of the ultimate configuration, a median will be installed along the entire Highway 7 corridor from McNeely Avenue to just west of Highway 15 in the long term. At that time, access will be restricted to right-in, right-out only on Highway 7. A raised median will also be installed on Highway 15 / Franktown Road from just south of the future Captain A. Roy Brown Boulevard to just north of Findlay Avenue.

The study was documented in a Transportation Environmental Study Report, which received environmental clearance in August 2020.

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### 1.1.2 TOWN OF CARLETON PLACE HIGHWAY DISTRICT SECONDARY PLAN

Town of Carleton Place adopted the Highway District Secondary Plan in April 2020. The Secondary Plan was developed in parallel with the 2020 Preliminary Design and Class EA study

to provide a land use vision and guiding principles for development and redevelopment of the areas surrounding the Highway 7 and Highway 15 intersection.

The Highway District Secondary Plan identified two distinct separate future developments north of Highway 7 and allowed for separate access by private entrances from a new intersection to the west (at Franktown Road) and the existing intersection to the east (at McNeely Avenue), as documented in Schedule A of the Secondary Plan (**Figure 1-2**).

The Secondary Plan recommended protection for a future connection between these two developments at the discretion of the adjacent owners and the Town. The potential connection was intended for the businesses, customers or owners that would link parking lots/developments and provide alternative access when highway traffic increases in the future.

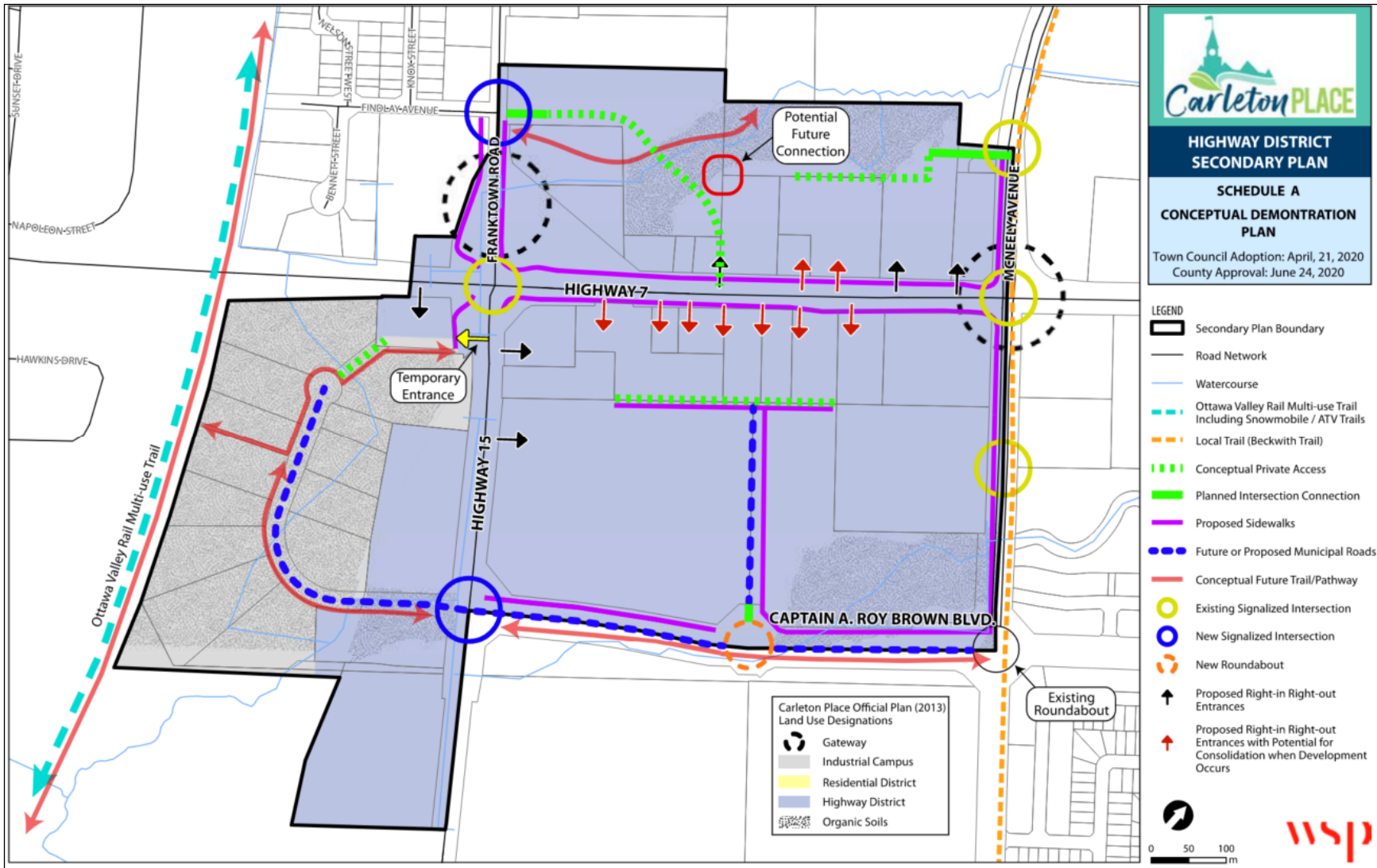


Figure 1-2: Highway District Secondary Plan - Schedule A Conceptual Demonstration Plan

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### **1.1.1 TOWN OF CARLETON PLACE TRANSPORTATION MASTER PLAN**

In September 2022, the Town of Carleton Place adopted a Transportation Master Plan (TMP) to plan for the transportation needs of the community beyond 2041. The TMP identifies “expansions and upgrades to the road network to keep up with anticipated growth, to provide the key connections to enable access between existing and new neighbourhoods, to accommodate other modes and to foster economic development within the Town”.

During public consultations held as part of the TMP development, Town staff and Council expressed interest in revisiting the private access concept north of Highway 7 as approved in the Secondary Plan. Through the TMP, the Town is now considering a municipal road to connect Franktown Road to McNeely Avenue, as documented in Map ES-4 of the TMP (**Figure 1-3**).



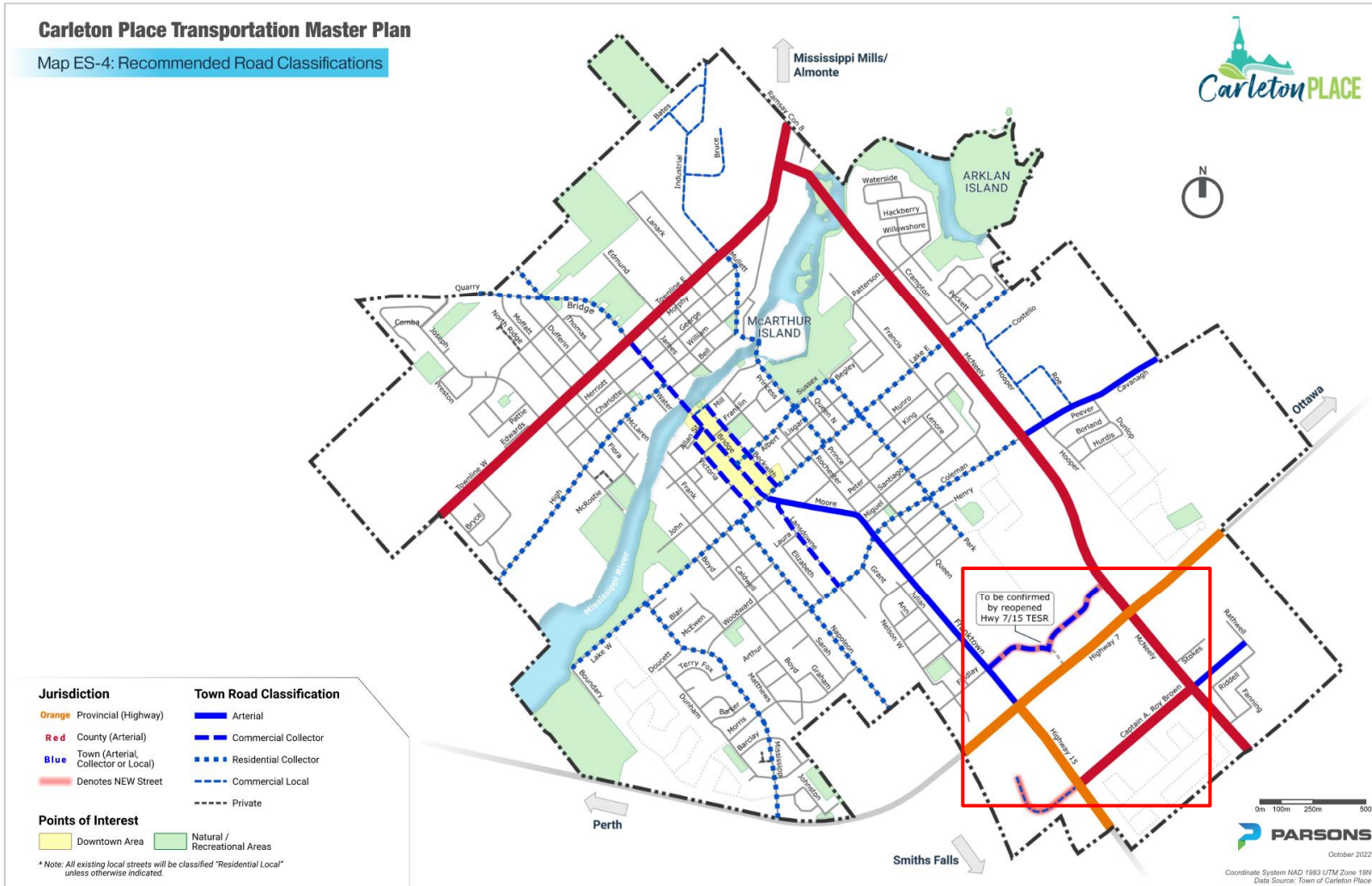


Figure 1-3: Transportation Master Plan – Recommended Road Classifications

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### 1.1.2 TESR ADDENDUM

As part of the TESR Addendum study, an update to the traffic analysis prepared as part of the 2020 Preliminary Design and Class EA study was undertaken to:

- Assess anticipated traffic volumes on Highway 7 and Highway 15 if a roadway is constructed north of Highway 7 as proposed in the TMP; and
- Consider the potential for additional density and development in the lands north of Highway 7 between McNeely Avenue and Franktown Road that were not captured during the 2020 Preliminary Design.

Based on the updated traffic analysis, it is recommended that a dedicated right-turn lane be implemented in the immediate term to reduce delay and queuing at the Highway 7 westbound approach at McNeely Avenue due to the increase in traffic as a result of the change in draft development plans north of Highway 7. No other design changes are recommended.

As such, this TESR Addendum has been prepared to document the change in future development plans and the Recommended Plan since the TESR was originally published in June 2020, as well as consultation that occurred during the TESR Addendum process.

# 2 ENVIRONMENTAL ASSESSMENT PROCESS

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## 2.1 THE ENVIRONMENTAL ASSESSMENT ACT (EAA)

The Ministry of Transportation *Class Environmental Assessment for Provincial Transportation Facilities* (MTO EA) was approved under the Ontario *Environmental Assessment Act* (EAA) in the fall of 1999 and amended in 2000. This planning document outlines the EA process that MTO has committed to follow for certain defined groups of projects and activities. Provided that this process is followed, projects and activities included under the MTO Class EA do not require formal review and approval under the EAA.

The following principles underlie the MTO Class EA process:

### **Transportation engineering principles**

- The transportation engineering principles ensure that the project provides an effective and safe transportation system.

### **Environmental protection principles**

- The environmental protection principles ensure that the project provides effective environmental protection. Existing environmental conditions, sensitivities and environmental protection requirements were assessed and are documented in detail in the 2020 TESR. Mitigation measures were also developed to avoid, prevent, and/or reduce any residual adverse effects. An assessment was undertaken as part of this TESR Addendum to determine if any changes to the previously identified mitigation measures are required as a result of the changes to the 2020 Recommended Plan.

### **External consultation principles**

- The consultation principles ensure that there is effective consultation with stakeholders early and throughout the study process. Local elected representatives, Indigenous Communities, provincial and federal agencies, interest groups, landowners and members of the general public were encouraged to participate through a consultation plan that included a letter mail out, newspaper notice and a Public Information Centre.

### **Evaluation principles**

- The evaluation principles ensure that an effective evaluation process is in place to provide a balance between transportation engineering and environmental protection principles and to fulfill the project goals. The evaluation process used to assess planning and design alternatives is traceable, replicable and understandable by those who may be affected by the decisions.

### **Documentation principles**

- The documentation principles ensure that there is effective environmental documentation and that the opportunity to challenge the project is provided. The

environmental documentation required for this project is this TESR Addendum, which will be filed for a 30-day comment period.

### **Bump-up principles**

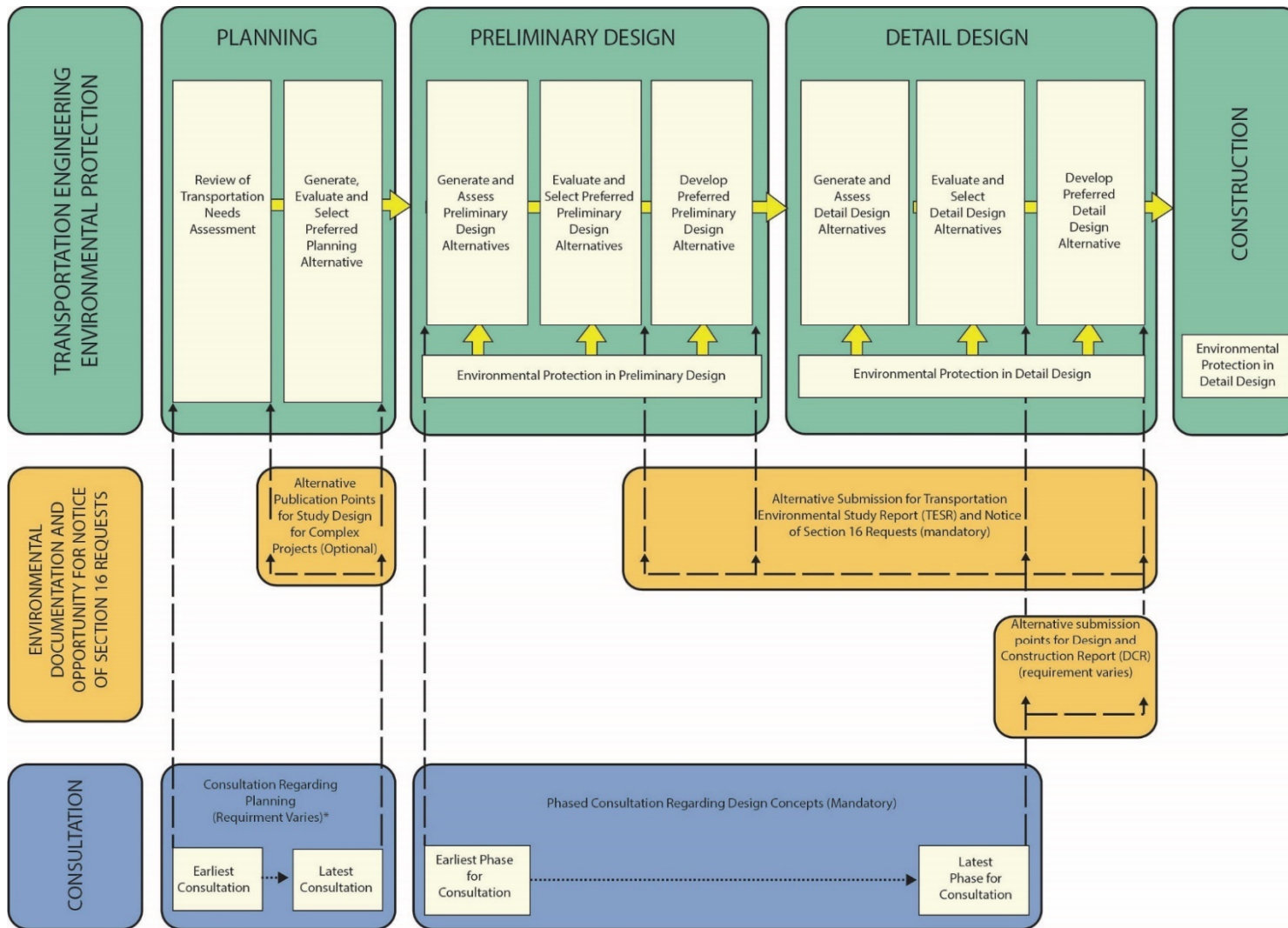
- A request may be made to the Ministry of the Environment, Conservation and Parks for an order requiring a higher level of study (i.e., requiring an individual/comprehensive EA approval before being able to proceed), or that conditions be imposed (e.g., require further studies), only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Requests on other grounds will not be considered.

### **Environmental clearance principles to proceed.**

This study is being carried out in accordance with the approved process for Group 'B' projects. An overview of the Class EA process for Group 'B' projects is provided in **Figure 2-1**. This TESR Addendum is being submitted at the completion of the revised Preliminary Design phase.

Per the MTO Class EA process, an Addendum may be required if significant changes to the commitments outlined in the TESR or changes to the concept of portions of the project are necessary. Changes may be identified in conditions, development of new technology or mitigating measures, or the identification of previous unknown information or concern. The Addendum must document the circumstances necessitating the changes as well as the anticipated environmental effects associated with the change and the proposed mitigation measures.

Upon completion of the TESR Addendum, the next steps in the engineering design and Environmental Assessment process will be to complete the Detail Design to be followed by construction. At the completion of the Detail Design, a Design and Construction Report (DCR) will be prepared for public and stakeholder review.



\*Mandatory if a Study Design is prepared.

**Figure 2-1: Overview of the Class EA Process for Group 'B' Projects**

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## 2.2 CONSULTATION PROCESS

Consistent with the requirements for Group ‘B’ projects under the MTO Class EA, consultation with provincial and municipal agencies; Indigenous Communities; local elected representatives; landowners; interest groups; and members of the public was on-going over the course of the study.

A Consultation Plan was prepared at the start of the study which built upon consultation activities carried out during the 2020 Preliminary Design and Class EA study, placing emphasis on consultation with stakeholders and members of the public that have the potential to be most directly affected by the project. The Consultation Plan was designed to involve landowners and the public to identify any public concerns with the proposed changes to the 2020 Recommended Plan.

Stakeholders and the public were kept informed of the study and were asked for input through the use of conventional, effective consultation methods including:

- Ontario Government Notices published in two local newspapers;
- Direct letter mailings to external agencies, local elected officials, landowners, Indigenous Communities, and nearby residents;
- Brochure mail out to residents and businesses adjacent to the study area;
- Correspondence with external agencies, landowners and members of the public;
- A presentation to landowners;
- A Public Information Centre (PIC); and
- Filing of this Transportation Environmental Study Report (TESR) Addendum for review.

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### 2.2.1 STUDY CONTACT LIST

A contact list was developed based on the 2020 Preliminary Design contact list and included local elected officials, Indigenous Communities, provincial agencies, local municipal government, emergency services, utilities, school boards, interest groups, and landowners along Highway 7 and Highway 15. Over the course of the study, any individuals or organizations expressing interest in the project were added to the contact list. The contact list includes the following individuals and organizations:

<b>Local Elected Officials</b>	MP – Lanark – Frontenac – Kingston MPP – Lanark – Frontenac – Kingston Mayor – Town of Carleton Place Deputy Mayor – Town of Carleton Place Councillors – Town of Carleton Place Warden – Lanark County
<b>Indigenous Communities and Organizations</b>	Algonquins of Ontario Consultation Office Algonquins of Pikwàkanagàn First Nation Alderville First Nation Curve Lake First Nation

	Hiawatha First Nation Mississaugas of Scugog Island First Nation Williams Treaties First Nations Métis Nation of Ontario
<b>Provincial Agencies</b>	Ministry of Environment, Conservation and Parks Ministry of Natural Resources and Forestry Ministry of Citizenship and Multiculturalism Mississippi Valley Conservation Authority
<b>Municipalities</b>	Director of Development Services – Town of Carleton Place Director of Public Works – Town of Carleton Place Clerk – Town of Carleton Place Chief Administrative Officer (CAO) – Town of Carleton Place CAO – Lanark County County Clerk – Lanark County Country Planner – Lanark County Director of Public Works – Lanark County Chair of Urban Forest / River Corridor Committee
<b>Emergency Services</b>	Ontario Provincial Police Detachment Ontario Provincial Police - Carleton Place Detachment Carleton Place Fire Department Lanark County Paramedic Services
<b>Utilities</b>	Allstream Bell Canada Rogers Communications Cogeco Inc. Enbridge Gas Distribution Hydro One Networks Inc.
<b>School Boards</b>	Upper Canada District School Board Catholic District School Board of Eastern Ontario Conseil des écoles publiques de l'Est de l'Ontario Student Transportation of Eastern Ontario Conseil des écoles catholiques du Centre-Est
<b>Other Agencies / Interest Groups</b>	Carleton Place & District Chamber of Commerce Beautiful Eastern Association of Snowmobile Trails Upper Canada Snowmobile Region Ontario Trucking Association Lanark County Tourism Leeds, Grenville and Lanark Health Unit Carleton Place Business Improvement Area Businesses and Landowners located within the study area

### 2.2.2 PROJECT WEBSITE

The project website ([www.hwy7-15ea.ca](http://www.hwy7-15ea.ca)) created for the 2020 Preliminary Design and Class EA study was updated to provide project information related to the TESR Addendum including project updates and documents. The website includes information on the project background, study area, study process, public involvement, and provides a comment submission tool. The

website address was included on all project notifications. Over the course of the TESR Addendum study, the website had approximately 550 visitors.

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### **2.2.3 PUBLIC INFORMATION CENTRE**

One Public Information Centre (PIC) was held for this project on November 22, 2022, at the Bob Rintoul Hall in the Carleton Place Arena (75 Neelin Street, Carleton Place, ON) from 4 pm to 7 pm.

In order to ensure public awareness and invite anyone with an interest in the project to attend the PIC, a notice of the event was published in the following local newspapers:

- Ottawa Citizen –Thursday, November 3, 2022
- Carleton Place – Almonte Gazette –Thursday, November 3, 2022

In addition to the newspaper notices, a brochure notification was also sent to approximately 2,653 residents and businesses in the vicinity of the study area through Canada Post Neighbourhood Mail. PIC notification letters were distributed to the study contact list, including local elected officials, Indigenous Communities, landowners, external agencies and interest groups on November 1, 2022.

The PIC was organized as an informal ‘drop-in’ style session with representatives from MTO and the Consultant Project Team available to answer questions and discuss the project. Attendees were greeted upon arrival and were encouraged to sign the register and to submit written comments on comment forms provided.

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

- Study purpose;
- A summary of the MTO Class EA process being followed including an overview of the 2020 Preliminary Design study, TESR Addendum process and upcoming Detail Design study;
- A summary of the Town of Carleton Place’s Highway District Secondary Plan and Transportation Master Plan as they relate to the Highway 7 and Highway 15 Intersection Improvements TESR Addendum;
- An overview of the updated traffic analysis and the new municipal road alternatives assessed;
- Proposed design changes to the 2020 Recommended Plan as a result of the updated traffic analysis; and
- Next steps.

During the PIC, a total of 25 attendees signed the register.

The PIC display materials were posted to the project website on Wednesday, November 23, 2022, with a comment period end date of Wednesday, December 7, 2022.

A total of 18 comments were received from external agencies, landowners and the public throughout the comment period. PIC attendees were encouraged to complete comment sheets. Four comment sheets were submitted, all of which required a response.

In general, the comments received included:



- Suggested design changes to include roundabouts at intersections within the study area;
- Questions related to the results of MTO traffic analysis and municipal road alternatives assessment;
- Questions and concerns regarding pedestrian safety throughout the study area;
- Questions and concerns from local developers regarding the various scenarios modelled in the traffic analysis, potential impacts to private properties and accesses in the northern development area; and,
- Questions and concerns about the municipal road shown north of Highway 7 in the Town’s TMP versus a private road.

A copy of the PIC Summary Report, including copies of the newspaper notice, brochure, notification letters and PIC display materials is provided in **Appendix A**.

#### 2.2.4 LANDOWNER PRESENTATION

A presentation to the landowners and business owners within the study area was held from 2:30 pm to 3:30 pm on November 22, 2022, in advance of the PIC at the Carleton Place Arena. The meeting included a presentation by the Project Team of the PIC materials and a question-and-answer period. An invitation to the presentation was included in the “Notice of Public Information Centre” letter distributed to landowners.

A total of 16 individuals signed in for the landowner presentation.

#### 2.2.5 NOTICE OF ADDENDUM

A “Notice of Addendum” was published in the following local newspapers to inform the general public of the completion of the TESR Addendum and to invite anyone with an interest in the project to review this document.

- Ottawa Citizen **April 27, 2023**
- Carleton Place – Almonte Gazette **April 27, 2023**

Notification letters dated **April 25, 2023** were sent to the study mailing list announcing the submission of the TESR Addendum for a 30-day public review period from **April 27, 2023** to **May 26, 2023**. The letters identified the start and end dates for the TESR Addendum review period.

#### 2.2.6 SUMMARY OF COMMENTS RECEIVED

A total of 18 comments were received from local elected representatives, external agencies, landowners and the general public over the course of the study.

**Table 2-1** provides a summary of key themes received throughout the study and how they have been addressed. Copies of these comments, including the full summary table on how all comments were addressed, are included in **Appendix A**. Personal information has been redacted in accordance with the *Freedom of Information and Protection of Privacy Act*.

**Table 2-1: Summary of Comments Received and How They Were Addressed**

Key Theme	How it was Addressed
<p>Suggested design changes, including roundabouts at intersections</p>	<p>The option of a roundabout at the Highway 7 at Highway 15 intersection was studied extensively by MTO in 2016. The study assessed the feasibility of converting the existing Highway 7 and Highway 15 signalized intersection into a roundabout and examined the associated operational and safety performance impacts. The traffic analysis for this specific location indicated that future traffic demand would require a three-lane roundabout to accommodate traffic beyond 2024. The study concluded that a roundabout at this location is problematic and not a practical solution.</p> <p>The same conclusions would apply to the intersection of Highway 15 and Captain A. Roy Brown Boulevard. The traffic volumes are similar and would require a three-lane roundabout. The property required to build a three-lane roundabout would be substantially more than what is available and would significantly impact properties at all four corners of the intersection.</p> <p>For a roundabout at Thruway/Canadian Tire, the existing intersection would require a 2 to 3 lane roundabout to accommodate the anticipated traffic volumes at an acceptable level of service. This size of roundabout requires a 50 to 100 m diameter circle. The buildings are too close to the McNeely Avenue and there is insufficient distance between the Independent Grocery building on the northeast corner and a new Wendy’s building proposed on the southwest corner of the intersection. The roundabout and approaches would also conflict with the operation of the businesses, entrances on McNeely Avenue and the south turning volumes on Highway 7. The building setbacks and close proximity of the southern intersection would physically preclude the construction of a roundabout. The minimal distance to the southern intersection would result in significant weaves over a very short distance. A 3 lane roundabout will be problematic for most drivers and not suitable for this location.</p> <p>MTO does support roundabouts when they meet the appropriate operational, safety and property requirements; in this case property requirements and future traffic volumes will preclude the installation of roundabouts in this area.</p>
<p>Results of MTO traffic analysis and municipal road alternatives assessment</p>	<p>MTO’s updated traffic analysis considered alternatives with and without a connection between future development areas to the north and the new road north of Highway 7 displayed in the Town’s updated Transportation Master Plan.</p> <p>MTO is working with the Town of Carleton Place to find reasonable highway solutions that will balance the needs to maintain connectivity with the local road network with the need to maintain acceptable</p>

Key Theme	How it was Addressed
	<p>traffic operations on Highway 7. There are four possible access routes for the northern development properties to consider in their development plans that would balance connectivity of the Carleton Place road network. They include:</p> <ol style="list-style-type: none"> <li>1. A northern connection to Nelson Street which is a residential street</li> <li>2. A west connection to Franktown Road which is an arterial</li> <li>3. An east connection to McNeely Avenue which is an arterial</li> <li>4. A connection to the proposed roadway identified in the Town of Carleton Place's Transportation Master Plan which would result in critical impacts to Highway 7 operations.</li> </ol> <p>As the Findlay Avenue and Canadian Tire/Thruway intersections lie in close proximity to Highway 7, traffic queues at these intersections have the potential to impact operations on Highway 7. MTO has shown that various alternatives for option 4 listed above will not work as this will promote development generated traffic to predominately use McNeely Avenue and result in additional traffic congestion. Without this connection, there will be a wider distribution of development generated traffic that would serve to mitigate the potential for congestion on the McNeely Avenue corridor. The updated traffic analysis has indicated that there will be sufficient capacity at the Franktown Road and McNeely Avenue intersections with Highway 7 to accommodate development traffic distributed between the two corridors.</p>
Pedestrian safety	<p>The Highway 7 and Highway 15 intersection and Highway 7 and McNeely Avenue intersection will be designed to meet Accessibility for Ontarians with Disabilities (AODA) standards. This will include optimizing signal timing to ensure there is adequate time for pedestrians to cross the intersections when the pedestrian button is pushed .</p>
Northern Development Area access	<p>The traffic forecasts used in the traffic analysis as part of the TESR Addendum were based on development and land use assumptions provided by the Town of Carleton Place. MTO is committed to widening the highway through the study area and improving the intersections at Franktown Road and McNeely Avenue to support ongoing and future development and ensure continued safe and efficient operations of the highway under increased traffic volumes.</p> <p>The investment MTO is making in improving the provincial infrastructure is in support future development and redevelopment along the corridor. MTO's investment in the planning, detailed design, and construction for the highway will allow for future reasonable growth to support current land use development designations. Any additional improvements or further changes needed to support specific developments would be at the developers cost.</p>

Key Theme	How it was Addressed
<p>Public versus privately owned road north of Highway 7</p>	<p>MTO's updated traffic analysis considered road alternatives north of Highway 7 presented as part of the Town of Carleton Place's Transportation Master Plan (TMP) to examine the impacts on highway operations. The ultimate configuration of this roadway and whether it is public or private will be left to the Town of Carleton Place and developers to determine.</p> <p>If the Town chooses to proceed with a municipal roadway north of Highway 7, the design and construction of that roadway will be undertaken by the Town of Carleton Place and will be subject to the Municipal Class Environmental Assessment process. If a private roadway / private entrances are proposed, all development will reviewed by the Town in accordance with the Planning Act. While MTO will support either a public road or private entrance, this process will be entirely separate from the MTO's Highway 7 and Highway 15 improvements. The selection of a public road or private entrance would be up to the developer and the Town to decide based on what best suits the needs of the development.</p> <p>MTO has updated our traffic impact study to identify that either a public roadway or private entrance would be acceptable in terms of impacts to the provincial highway network. Property owners and developers should build their own business case for what type of roadway would be financially viable for the proposed development and traffic requirements.</p>

## 3 EXISTING CONDITIONS REVIEW

An existing conditions review was undertaken as part of the TESR Addendum study to identify changes that have occurred since the completion of the 2020 Preliminary Design and Class EA study.

The results of the review identified the following changes since completion of the 2020 TESR:

- A newly proposed municipal road north of Highway 7, documented in the Town of Carleton Place's TMP; and
- Changes in the proposed development density north of Highway 7.

No other changes to existing conditions have occurred within the study area since the completion of the 2020 Preliminary Design and Class EA study. Information regarding the existing environmental, social and cultural conditions within the study area is documented in the 2020 TESR which is available at the following link on the project website: [www.hwy7-15ea.ca/project-background/reports/](http://www.hwy7-15ea.ca/project-background/reports/).

The following provides an overview of the changes to the existing conditions since the completion of the 2020 TESR.

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### 3.1 UPDATED TRAFFIC ANALYSIS

An updated traffic analysis was completed to review the traffic impacts from the increased development density and new road on the provincial Highway 7 and Highway 15 facilities and to determine if any changes to the Recommended Plan approved through the MTO Class EA process are required as a result. The analysis is documented in a Traffic Analysis Report provided in **Appendix B**.

The following sections provide an overview of the analysis completed as it relates to changes to development density and the proposed new municipal road.

---

#### 3.1.1 PROPOSED CHANGES TO DEVELOPMENT DENSITY

A review of proposed development north of Highway 7 was undertaken as part of the updated traffic analysis to identify all changes to proposed development density that have occurred since the completion of the 2020 traffic analysis. The review concluded that there is an increase to the proposed future density.

The Town of Carleton Place provided updated information that identified eight development blocks north of Highway 7 between Franktown Road and McNeely Avenue (**Figure 3-1**). Of these, the traffic projections in the 2020 traffic analysis included anticipated development in Block 1 and an approved plan of subdivision that will extend into Block 7. A 1.5% annual growth rate was also included as part of the 2020 traffic analysis assumptions which accounted for additional development in the surrounding areas; however, the specific density projections for Blocks 2-5, 6 and 8 have increased since the completion of the 2020 traffic analysis. It is now expected that much of the proposed development in Blocks 2-6 will consist of a mix of residential units, from single-detached homes to multi-unit low- and mid-rise buildings, while a long-term care centre is proposed in Block 8.

Overall, there is potential for approximately 900 additional housing units and a 300-bed long term care center beyond what was considered in the 2020 traffic analysis. The results of the updated traffic analysis concluded that this additional development has the potential to result in 450 morning peak hour trips and 560 evening peak hour trips on the surrounding road network in addition to the development generated traffic included in the original 2020 traffic analysis.



**Figure 3-1: Future Proposed Development North of Highway 7 Corridor**

### 3.1.2 NEW ROAD CONNECTION

Numerous road connection scenarios were evaluated as part of the updated traffic analysis to determine how different road connections close to the highway could impact the traffic operations on the provided transportation network (Highway 7 and Highway 15).

Two baseline alternatives were developed using the 2040 planning horizon traffic assumptions documented in the 2020 traffic analysis to establish baseline conditions. As shown in **Figure 3-2**, Baseline Alternative A maintains a similar configuration as shown in Schedule A of the Town of Carleton Place’s Highway District Secondary Plan, with the accesses from Franktown Road and McNeely Avenue connecting to development but not providing a through connection. Baseline Alternative B includes the is the configuration shown in the Town of Carleton Place’s TMP.



**Baseline Alternative A - With No Road Connection**



**Baseline Alternative B - With Road Connection**

**Figure 3-2: Baseline Alternatives A and B**

Three additional alternatives were then developed to take into consideration the proposed development north of Highway 7 (referred to as the Northern Development Area). Each of the alternatives include a sub-alternative “A” and “B”. The “A” sub-alternatives do not provide a connection to the Northern Development Area from the new road, while the “B” sub-alternatives do provide a connection to the Northern Development Area from the new road. The connection to the Northern Development Area from the new road was included as part of early iterations of the Town of Carleton Place TMP; however, it is not included as a recommendation in the final version of the TMP adopted in 2022. This connection was included in the updated traffic analysis to determine the impacts of such a connection on the provincial Highway 7 and Highway 15 facilities.

Alternatives 1A and 1B are illustrated in **Figure 3-3** and include a through connection between Franktown Road and McNeely Avenue with no connection to the Northern Development Area and with a connection to the Northern Development Area, respectively.



**Alternative 1A – Road Connection**



**Alternative 1B – Road Connection and Northern Development Area Connection**

**Figure 3-3: Alternatives 1A and 1B**

Alternatives 2A and 2B are illustrated in **Figure 3-4** and do not include a through connection between Franktown Road and McNeely Avenue; in these cases the accesses from Franktown Road and McNeely Avenue would provide access to separate development areas. Alternative 2A does not include a connection to the Northern Development Area, while Alternative 2B includes a connection on the access road off Franktown Road.



**Alternative 2A – No Through Connection**



**Alternative 2B – No Through Connection and North Connection**

**Figure 3-4: Alternative 2A and 2B**

Alternative 3A and 3B are illustrated in **Figure 3-5** and include a through connection between Franktown Road and McNeely Avenue with a midway connection from Highway 7. Alternative 3A does not include a connection to the Northern Development Area, while Alternative 3B does have a connection to the Northern Development Area.



**Alternative 3A –Road Connection with Highway 7 Connection**



**Alternative 3B –Road Connection with Highway 7 and North Connection**

**Figure 3-5: Alternative 3A and 3B**



An analysis was undertaken for each of the alternatives using the VISSIM Microsimulation and Synchro Models prepared during the 2020 traffic analysis. The updated traffic analysis results of the alternatives are summarized below. More detailed information regarding the traffic analysis results is provided in **Appendix B**.

### ***Baseline Alternative A and B***

- The results of the analysis concluded that during the 2040 baseline scenarios (without the inclusion of additional traffic from the Northern Development Area) most traffic movements at the intersections within the study area will operate at a similar level of service whether or not the full road connection is in place between McNeely Avenue and Franktown Road in the year 2040.

### ***Alternative 1A and 1B***

- The results of the analysis concluded that Alternative 1A and 1B result in the highest potential for traffic delays along Highway 7 and the greatest potential for northbound (NB) queues on McNeely Avenue (extending back to Highway 7) as much of the traffic using the new road connection will be concentrated on McNeely Avenue with less potential for diversions to other routes.

### ***Alternative 2A and 2B***

- The results of the analysis concluded that the majority of the traffic generated from the Northern Development Area will utilize the Highway 7 / Franktown Road intersection in Alternative 2A and 2B. The additional development traffic results in delays on the Franktown Road SB left turn movement at the Highway 7 intersection; however, the analysis indicates delays can be mitigated through signal timing optimization. In addition, Highway 7 WB has sufficient capacity to accommodate the increased traffic volumes at an acceptable level of service in both Alternative 2A and 2B.
- Alternative 2A and 2B mitigate the potential for queuing on McNeely Avenue as traffic will divert to Franktown Road; however, it is anticipated that many of the turning movements at the Highway 7 / McNeely Avenue intersection will be near capacity due to the increase in traffic to and from the development areas to the north accessed from McNeely Avenue.

### ***Alternative 3A and 3B***

- The results of the analysis concluded that Alternative 3A and 3B mitigate congestion at the Highway 7 WB right turn at the McNeely Avenue intersection through the provision of an alternative connection to the municipal road from Highway 7. The midway connection from Highway 7 also mitigates some delay at the Highway 7 / Franktown Road intersection by providing an alternative to the Highway 7 WB right turn at Franktown Road.
- The provision of the through connection between McNeely Avenue and Franktown Road will also offset some demand on the Highway 7 EB left turn to McNeely Avenue NB by providing a bypass route.
- Alternative 3A and 3B also spread the traffic generated from the Northern Development Area to Highway 7 between Franktown Road and McNeely Avenue; this results in less congestion on the Franktown Road SB left turn at Highway 7 but more congestion on the McNeely Avenue SB left turn at Highway 7 compared to Alternative 2.

- There is additional traffic on McNeely Avenue SB in Alternative 3B which risks queues backing up from the Highway 7 and McNeely Avenue intersection all the way to the new municipal road and McNeely Avenue intersection.

Overall, the analysis indicates that 2040 traffic forecasts combined with the additional traffic generated by development north of Highway 7 will result in increased volumes and potential congestion on Highway 7, in particular at the Highway 7 / McNeely Avenue intersection. The provision of the proposed municipal road with a through connection will influence the distribution of the future traffic growth distribution between Franktown Road and McNeely Avenue as it will provide an alternative connection to Highway 7.

As such, Alternative 3A is the preferred configuration from MTO's perspective should the Town of Carleton Place implement the new road as proposed in the TMP. Alternative 3A aligns with the Town of Carleton Place's TMP and will allow traffic to distribute between Franktown Road and McNeely Avenue by providing a parallel route to Highway 7. Providing access to the Northern Development Area is not recommended as the connection will result in an increase in traffic demand on the Highway 7 / McNeely Avenue intersection and Highway 7 / Franktown Road intersections, which will result in an increase in traffic congestion at these locations. Without an access between the new road connection and the northern development area, traffic generated by the new development will be more likely to be distributed over multiple routes to and from Highway 7 including Franktown Road, McNeely Avenue and Appleton Side Road via Cavanagh Road. Alternatives 1A, 1B, 2A, 2B and 3B are not recommended due to their increased potential for traffic congestion at the Highway 7 and McNeely Avenue intersection.

In conclusion, the results of the updated traffic analysis concluded that traffic generated from the proposed roadway north of Highway 7 can be accommodated on the surrounding provincial highway network, provided there no connection to the Northern Development Area. In addition, from MTO's perspective, a municipal road as presented in the Town's TMP and private road as presented in the Town's Highway District Secondary Plan are both acceptable options.

Depending on the method of delivery selected by the Town of Carleton Place and local developers, the new road connection north of Highway 7 could be designed and approved under the Municipal Class Environmental Assessment (MCEA) process, or through the Town of Carleton Place's development approval process under the *Planning Act*.

MTO's updated traffic analysis considered the alternatives presented as part of the Town of Carleton Place's TMP and proposed future development densities to forecast the local impacts on provincial highway operations. It is noted that all proposed development north of Highway 7 will be subject to site plan approval by the Town of Carleton Place, which will include the requirement of a traffic impact study for review by the Town of Carleton Place and MTO to identify the traffic generated by the specific development size and type and impacts on the Highway 7 corridor and intersections with Highway 15 and McNeely Avenue.

# 4 PROPOSED CHANGES TO 2020 RECOMMENDED PLAN

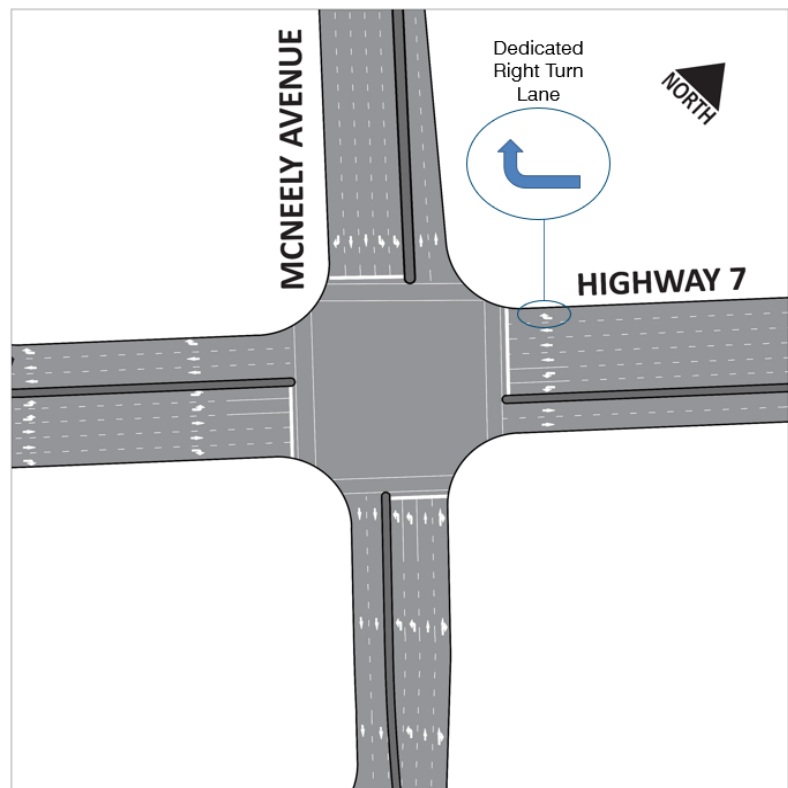
As part of MTO’s due diligence approach to monitor traffic in the study area, Section 6.1.4.2 of the 2020 TESR states the following:

“The westbound direction is recommended to operate with three through lanes plus a dedicated right turn lane for the long-term condition (i.e., 2040 and beyond). However, to reduce the crossing distance for pedestrians, the westbound approach is recommended to have two through lanes plus a shared through / right lane during interim improvements. MTO is recommended to periodically monitor traffic operation for this intersection (specifically, the westbound approach during afternoon peak hour), and if required, the dedicated right turn lane could be provided to reduce delay and queuing for the westbound approach.”

Due to an increase in projected traffic generated by the development north of Highway 7 documented in the updated traffic analysis, it is recommended that the dedicated right-turn lane on Highway 7 be implemented as part of the planned Highway 7 widening work to reduce delay and queuing at the Highway 7 westbound approach at McNeely Avenue as identified in **Figure 4-1**.

No other changes to the 2020 Recommended Plan are recommended as a result of the updated traffic analysis.

In addition, results of the updated traffic analysis concluded that traffic generated from a proposed municipal road (as per the Town’s TMP) or private road (as per the Town’s Highway District Secondary Plan) north of Highway 7 can be accommodated on the surrounding provincial highway network, provided there is no connection to the Northern Development Area.



**Figure 4-1: Proposed Changes to 2020 Recommended Plan**

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## 4.1 ENVIRONMENTAL ISSUES AND COMMITMENTS

There are no changes to the potential environmental effects, property requirements, proposed mitigation measures or commitments to future work as identified in the 2020 TESR as a result of the proposed change to the 2020 Recommended Plan. Table 7-2 from the 2020 TESR which includes a summary table of environmental effects, proposed mitigation and commitments to further work for the study is included in **Appendix C** for reference.

# REFERENCES

Town of Carleton Place, June 24, 2020 (County Approval). Highway District Secondary Plan.

Town of Carleton Place, October 2022. The Town of Carleton Place Transportation Master Plan – Final Report.

WSP Canada Inc., June 2020. Highway 7 and Highway 15 Intersection Improvements Transportation Environmental Study Report (GWP 4084-16-00).

WSP Canada Inc., December 2022. Highway 7-15 Traffic Study Update – TESR Addendum (GWP 4084-16-00).

# APPENDIX

# A PIC SUMMARY REPORT





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**HIGHWAY 7 & HIGHWAY 15 INTERSECTION IMPROVEMENTS**

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

**Transportation Environmental Study Report Addendum**

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

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**PUBLIC INFORMATION CENTRE (November 22, 2022)**

**SUMMARY REPORT**

April 2023

Carleton Place, Ontario



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## INTRODUCTION

The Ministry of Transportation (MTO) has retained WSP to undertake an Addendum to the Transportation Environmental Study Report (TESR) prepared in 2020 during the Preliminary Design for improvements to the intersection of Highway 7 and Highway 15 in the Town of Carleton Place.

This report documents the comments and questions received from local elected representatives, external agencies, Indigenous communities, landowners and members of the public during and following the Public Information Centre (PIC) held as part of the TESR Addendum process on Tuesday, November 22, 2022.

## PROJECT BACKGROUND

### *Preliminary Design and Class EA Study*

In 2020, MTO completed a Preliminary Design and Class EA Study for improvements to Highway 7 at Highway 15 in Carleton Place. The purpose of the study was to review the Highway 7 / Highway 15 and Highway 7 / McNeely Avenue intersections to determine the most appropriate solution to address existing and future capacity, and operational issues.

The objectives of the Preliminary Design study were to:

- Identify improvements to the Highway 7 / Highway 15 and Highway 7 / McNeely Avenue intersections to meet interim and long-term transportation needs;
- Review accesses for commercial entrances 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
- Consider all road users, including active transportation and recreational trails users.

The intersection improvements recommended as part of the Preliminary Design and Class EA Study included the following components:

- Addition of through travel lanes along Highway 7 westbound (WB), Highway 7 eastbound (EB), Highway 15 northbound (NB) and Franktown Road southbound (SB) within the study area;
- Modifications to the intersections of Highway 7 / Highway 15 and Highway 7 / McNeely Avenue, including the addition of dual left-turn lanes in certain directions, the elimination of existing channelized right-turn lanes and replacement with controlled right-turn lanes, and improvements to pedestrian crossings to meet the Accessibility for Ontarians with Disabilities Act (AODA) requirements;
- The addition of sidewalks on both the north and south sides of Highway 7; and
- Installation of a median at the Highway 7 / Highway 15 and Highway 7 / McNeely Avenue intersections to improve safety at the intersections as an interim measure. As part of the ultimate configuration, a median will be installed along the entire Highway 7 corridor from McNeely Avenue to just west of Highway 15 in the long term. At that time, access will be restricted to right-in, right-out only on Highway 7. A raised median will also be installed on Highway 15 / Franktown Road from just south of the future Captain A. Roy Brown Boulevard to just north of Findlay Avenue.

The study was documented in a Transportation Environmental Study Report, which received environmental clearance in August 2020.

The Preliminary Design study was completed in parallel with the Town of Carleton Place's Highway District Secondary Plan. The Secondary Plan provides a vision and guiding principles for development and redevelopment of the areas surrounding the Highway 7 and Highway 15 intersection. The Secondary Plan was adopted by the Town of Carleton Place Council on April 21, 2020.

### **TESR Addendum**

In September 2022, the Town of Carleton Place released a Transportation Master Plan (TMP). The purpose of the TMP is to plan for the transportation needs of the community beyond 2041. As part of the TMP, the potential for a new municipal road between McNeely Avenue and Findlay Avenue north of Highway 7 has been identified. In addition, changes to development density north of Highway 7 have also occurred. The development changes and new municipal road were not considered as part of the traffic analysis completed during the 2020 Preliminary Design and Class EA Study.

As a result, the Town of Carleton Place requested that MTO undertake an addendum to the 2020 Preliminary Design and Class EA Study. The purpose of the TESR Addendum is to review with the public the traffic impacts from the changes to development and the new municipal roadway and to identify any required changes to the highway design and 2020 Recommended Plan as a result.

The Highway District Secondary Plan adopted by the Town of Carleton Place identified two distinct separate future developments north of Highway 7 and provided separate access by private entrances from a new intersection to the west (at Franktown Road) and an existing intersection to the east (at McNeely Avenue). The Highway District Secondary Plan recommended protection for a future connection between these two developments at the discretion of the adjacent landowners and the Town. The potential connection was intended for the businesses, customers or owners that would link parking lots/developments and provide alternative access when highway traffic increases significantly in the future. A new intersection at Franktown Road and Findlay Avenue was included in the Recommended Plan as part of the 2020 Preliminary Design and Class EA Study.

An updated traffic analysis has been completed as part of the TESR Addendum study to:

- Assess anticipated traffic volumes on Highway 7 and Highway 15 if a municipally owned roadway is constructed north of Highway 7 as proposed in the TMP; and
- Consider the potential for redevelopment and additional development in the lands north of Highway 7 between McNeely Avenue and Franktown Road that were not captured during the 2020 Preliminary Design

The updated traffic analysis was undertaken as part of MTO's due diligence approach to monitor traffic operations and assess the anticipated changes in traffic movements on the 2020 Recommended Plan for the Highway 7 and 15 intersection improvements.

Based on the updated traffic analysis, it is recommended that a dedicated right-turn lane be implemented in the immediate term to reduce delay and queuing at the Highway 7 westbound approach at McNeely Avenue due to the increase in traffic as a result of the change in draft development plans north of Highway 7. This design change will be documented in the TESR Addendum report. No other design changes are recommended.

## **PURPOSE**

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

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

- Study purpose;
- A summary of the MTO Class EA process being followed including an overview of the 2020 Preliminary Design study, TESR Addendum process and upcoming Detail Design study;



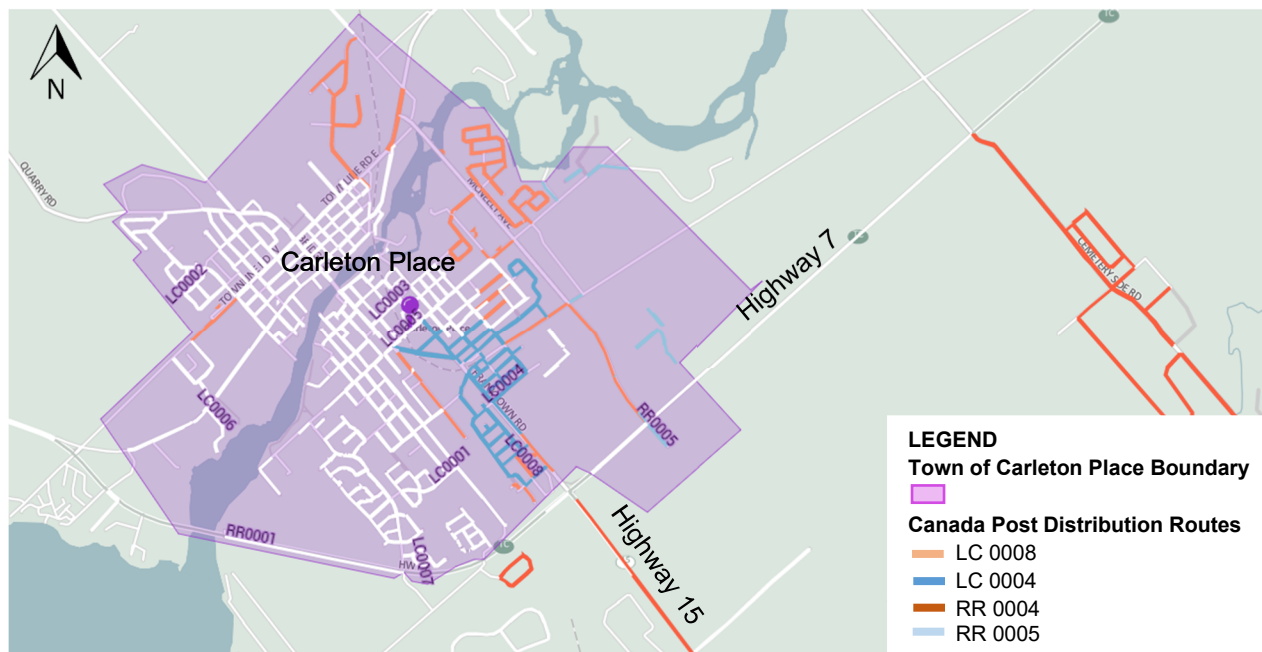


Figure 1: Canada Post Neighbourhood Mail Distribution Area

### Stakeholder Notification

On November 2, 2022 a “Notice of Public Information Centre” letter was distributed by mail to local elected representatives, Indigenous communities, landowners, external agencies, and interest groups. The purpose of the letter was to inform organizations of the date, time and location of the PIC, and provide an opportunity to submit information, comments or questions.

The letters to landowners also included an invitation to attend the one-hour presentation held in advance of the PIC.

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

## PROJECT TEAM REPRESENTATIVES

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

- |                                 |   |
|---------------------------------|---|
| • Mr. Peter Fraser              | MTO Senior Project Engineer                     |
| • Mr. Mark Velicevic            | Consultant Project Manager, WSP                 |
| • Ms. Katherine Lawton-Cacioppo | Consultant Lead Highway Designer, WSP           |
| • Ms. Meghan MacMillan          | Consultant Environmental Planner, WSP           |
| • Ms. Jade Garland              | Consultant Assistant Environmental Planner, WSP |
| • Ms. Sereen Aboukarr           | Consultant Assistant Environmental Planner, WSP |

## FORMAT AND MATERIAL DISPLAYED

The PIC was organized as an informal “drop-in” style session which allowed interested parties to review, discuss and provide comments on the proposed changes to the 2020 Recommended Plan. Attendees were greeted upon arrival and were encouraged to sign the register and to submit written comments on comment forms provided.

PIC display materials included:

- Study purpose;
- A summary of the MTO Class EA process being followed;
- An overview of the Town of Carleton Place’s Highway District Secondary Plan;
- An overview of the Town of Carleton Place’s Transportation Master Plan;
- An overview of the updated traffic analysis and new municipal road alternatives assessment;
- Proposed changes to the 2020 Recommended Plan; and
- Next steps.

The PIC display materials were posted to the project website on Wednesday, November 23, 2022. During the PIC, it was explained that the display materials would become available on the project website for online viewing and download. The project website address was provided on the “Next Steps” display board and comment sheets provided at the PIC. It was also provided in the Notice of PIC letters, brochures and newspaper notices.

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

## ATTENDANCE

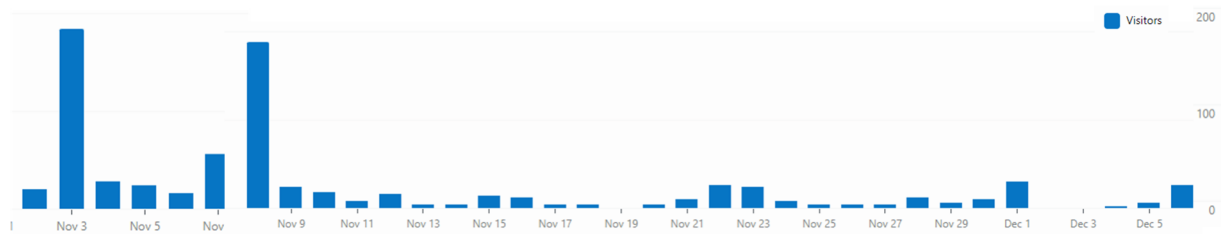
During the advance landowner presentation (2:30 PM – 3:30 PM) a total of 16 individuals signed in. During the course of the PIC (4:00 PM – 7:00 PM), a total of 25 individuals signed in.

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

- The Mayor of the Town of Carleton Place;
- Town of Carleton Place Council member;
- Representative from Qube Properties;
- Representative from Olympia Homes;
- Representative from Novatech Engineering Consultants;
- Representative from the Carleton Place Urban Forest Committee.

## WEBSITE

Following publication of the letters and newspaper notices advertising the PIC and leading up to the event date (November 2 to November 22, 2022) the project website ([www.hw7-15ea.ca](http://www.hw7-15ea.ca)) had 250 visits. During the two-week period following the PIC (November 23 – December 6, 2022 inclusive), the website had 63 visits (**Figure 2**).



**Figure 2: Unique website visitors (November 2, 2022 to December 6, 2022)**

## SUMMARY OF COMMENTS

The following represents a summary of comments received from the date newspaper advertisements were circulated until the end of the two-week comment period (November 2, 2022 – December 21, 2022).

A total of 18 comments were received from local elected representatives, external agencies, landowners and the general public throughout the PIC comment period. As mentioned above, PIC attendees were

encouraged to complete comment sheets. Four comment sheets were submitted at the PIC, all of which requested a response.

In general, the comments received included:

- Suggested design changes to include roundabouts at intersections within the study area;
- Questions related to the results of MTO traffic analysis and municipal road alternatives assessment; and
- Questions and concerns regarding pedestrian safety through the study area.

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

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

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

**Table 1: Summary of Comments Received and Responses (November 2, 2022 to December 21, 2022)**

ID	Date/Form of Contact	Name/Agency	Summary of Comment Received	How it was Addressed	Response Provided
1	November 2, 2022 / Email	Resident	<ul style="list-style-type: none"> <li>Resident requested consideration to complete a traffic circle bypass through Captain A. Roy Brown Blvd to reduce traffic congestion at the Highway 7 and Highway 15 intersection.</li> </ul>	<p>Thank you for your comments received via email on November 2, 2022 and during the Public Information Centre (PIC) on November 22, 2022 regarding the Highway 7 and Highway 15 Intersection Improvements Transportation Environmental Study Report Addendum.</p>	
1a	November 22, 2022 / PIC Comment Sheet	Resident	<ul style="list-style-type: none"> <li>Requested to complete construction of Captain A. Roy Brown Blvd. prior to construction on Highway 7.</li> <li>Suggested implementing a roundabout at the Captain A. Roy Brown Blvd. and Highway 15 intersection.</li> </ul>	<p>In response to your questions, we confirm the following:</p> <p>The Town of Carleton Place is currently completing the detailed design of Captain A. Roy Brown Boulevard. The Town is proposing to construct this road in 2023 (funding dependent) prior to the construction of Highways 7 and 15. Provided the project is completed on time, MTO would proceed with Highways 7 and 15 reconstruction after the Town's project is complete. For highway construction, it would be the intent to reduce lanes on Highway 7 and Highway 15 during non-peak hours and use Captain A. Roy Brown Boulevard as a detour.</p> <p>Regarding your question for a roundabout at Highway 15 and Captain A. Roy Brown Boulevard, MTO does support roundabouts when they meet the appropriate operational, safety and property requirements; however, this location is not appropriate for a roundabout.</p>	<p>Letter response sent via email by WSP on April 25, 2023</p>

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				<p>The option of a roundabout at the Highway 7 and Highway 15 intersection was studied extensively by MTO in 2016. The study assessed the feasibility of converting the existing Highway 7 and Highway 15 signalized intersection into a roundabout and examined the associated operational and safety performance impacts. The traffic analysis for this specific location indicated that future traffic demand would require a three-lane roundabout to accommodate traffic beyond 2024. The study concluded that a roundabout at this location was problematic and not a practical solution.</p> <p>The same conclusions would apply to the intersection of Highway 15 and Captain A. Roy Brown Boulevard. The traffic volumes are similar and would require a three-lane roundabout. The property required to build a three-lane roundabout would be substantially more than what is available and would significantly impact properties at all four corners of the intersection.</p> <p>We appreciate your interest in this study. Should you have any further questions, please feel free to contact me or Peter Fraser, P.Eng., MTO at 613-483-4619.</p>	
2	November 3, 2022 / Email	Hydro One	<ul style="list-style-type: none"> <li>Hydro One is tasked with bringing a 44Kv power line to a new high-load customer located at 347 Franktown Road which is in the preliminary planning stage.</li> </ul>	On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 and Highway 15 Intersection Improvements Transportation Environmental Study Report (TESR) Addendum.	Letter response sent via email by WSP on



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			<ul style="list-style-type: none"> <li>The project includes extending the existing 44Kv which ends at the corner of Franktown Road and Highway 7 (pole located on the southwest corner) and extending line north along Franktown Road.</li> <li>This will be in direct conflict with the Highway 7 and Highway 15 intersection improvements, as Hydro One has been asked to relocate this plant, although particulars of the relocation are still pending.</li> <li>Hydro One inquired how much conflict there will be along the northwest and southwest corner of the Highway 7 and Highway 15 intersection and if there are preliminary plans with regards to the new intersection locations that can be provided.</li> <li>Hydro One acknowledged that MTO will likely not permit additional land-use permits for Hydro One in this area at this time, but with a large-load customer looking for a design-contract, Hydro One will have to explore all options and discuss further with them when the time comes.</li> </ul>	<p>MTO and WSP have been in contact with Jason Cordick at Hydro One. He has been provided the preliminary design for this section of road including information about which poles are in potential conflict. The poles at the northwest and southwest corners of Highway 7/15/Franktown will be in conflict based on the preliminary design along with the poles adjacent to Franktown Road south of Findlay Avenue.</p> <p>Should you have any further questions or comments, please feel free to contact me.</p>	<p>April 25, 2023</p>
3	November 3, 2022 / Phone call to WSP	Landowner	<ul style="list-style-type: none"> <li>Landowner explained that they emailed Peter Fraser (MTO Senior Project Engineer) on October 21, 2022 to discuss the number of entrances to Highway 15 allowed on her property, noting there is an existing entrance that is not currently being used. They also explained that she would like to determine the cost sharing requirements previously discussed with Paul Knowles (Town of Carleton Place Engineer – retired) for the proposed public access road identified in the Highway District Secondary Plan within her property.</li> </ul>	---	<p>A phone call was held with Jade Garland (WSP) on November 3, 2022</p>

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			<ul style="list-style-type: none"> <li>Landowner also indicated the Town of Carleton Place has approached her regarding property takings required as part of the construction of the proposed Captain A. Roy Brown Blvd. at the southern boundary of their property.</li> <li>Landowner would like to ensure all matters with MTO regarding access to Highway 15 and Town of Carleton Place regarding cost sharing and property takings are finalized prior to putting the property up for sale.</li> <li>WSP advised that representatives from MTO as well as the Town of Carleton Place will be present at the landowner presentation and Public Information Centre to discuss their concerns.</li> </ul>		
4	November 4, 2022 / Email	Resident	<ul style="list-style-type: none"> <li>Resident received the Notice of Public Information Centre in November 03, 2022 issue of the Canadian-Gazette.</li> <li>Resident inquired how they can inform themselves of the project and noted they would like to offer my comments and suggestions.</li> </ul>	<p>Thank you for your comments received regarding the Public Information Centre (PIC) to be held for the Ministry of Transportation's Highway 7 and Highway 15 Transportation Environmental Study Report Addendum.</p> <p>You can share your comments and suggestions in-person at the PIC on November 22, 2022 from 4:00 to 7:00 pm at the Carleton Place Arena, Bob Rintoul Hall. If you are unable to attend in-person, the display materials will be available on the project website at <a href="http://www.hwy7-15ea.ca">www.hwy7-15ea.ca</a> following the PIC. You can view the material online and can submit any questions or comments you may have to the Project Team at <a href="mailto:hwy7-15ea@wsp.com">hwy7-15ea@wsp.com</a>.</p>	Response sent via email by WSP on November 15, 2022

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				<p>We appreciate your interest in this study. Should you have any further questions, please feel free to contact me.</p>	
4a	November 16, 2022 / Email	Resident	<ul style="list-style-type: none"> <li>Resident noted they had presumed that the connection of Highway 7 at the Highway 15 intersection would be closed, and that Highway 15 would be rerouted via Captain A. Roy Brown Blvd to McNeely Avenue.</li> <li>Resident noted that would eliminate one signaled intersection and allow for freer flow of traffic through the area. A turn-around could be provided through the old railway overpass to allow traffic to access both sides of Highway 7.</li> <li>Resident suggested a grade separation at McNeely and Highway 7 would be wise solution and noted that it should be considered in the long-term planning.</li> <li>Resident noted that the municipal road from Findlay Avenue to McNeely Avenue is a wise move and will allow easier access to both sides of Highway 7.</li> </ul>	<p>On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 and Highway 15 Intersection Improvements Transportation Environmental Study Report (TESR) Addendum. Thank you for providing your feedback on the plans presented at the Public Information Centre (PIC).</p> <p>Captain A. Roy Brown Boulevard is a municipally owned road. The Town of Carleton Place is currently completing the detail design of the road for construction in 2023 (funding dependent). Captain A. Roy Brown Boulevard will accommodate primarily new development and local traffic while the provincially-owned Highway 7 and Highway 15 are expected to accommodate interregional traffic and local feeder traffic. Both of these roads are required to accommodate the anticipated future volumes of traffic in the area.</p> <p>A grade separation at the Highway 7 and McNeely Avenue intersection is not viable and would require a 7-metre grade change raising McNeely Avenue above Highway 7. The approaches for a McNeely Avenue overpass would extend approximately 150 to 250 metres north and south on McNeely Avenue and would significantly impact the adjacent businesses, including entrances, operation and access.</p>	<p>Letter response sent via email by WSP on April 25, 2023</p>

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				<p>We appreciate your interest in this study. Should you have any further questions, please feel free to contact me.</p>	
5	November 6, 2022 / Email	Resident	<ul style="list-style-type: none"> <li>Resident suggested that the time and date of the PIC be rescheduled to accommodate commuters that travel to and from Ottawa who are the biggest users of the intersection that may not be able to make it at 4:00 pm.</li> <li>Resident noted that there will be several people with the same concern Thank you for your time.</li> </ul>	<p>Thank you for your comments received regarding the Public Information Centre (PIC) to be held for the Ministry of Transportation's Highway 7 and Highway 15 Transportation Environmental Study Report Addendum.</p> <p>The PIC will be a drop-in event from 4:00 pm until 7:00 pm. There will be no formal presentation. Display materials will be available for participants to review at their leisure and Project Team members will be available for the duration of the event to discuss any comments or questions with participants.</p> <p>If you are unable to attend the PIC in person, the display materials presented will also be available on the project website at <a href="http://www.hwy7-15ea.ca">www.hwy7-15ea.ca</a> following the PIC. You may submit any questions or comments you may have to the Project Team at any time at <a href="mailto:hwy7-15ea@wsp.com">hwy7-15ea@wsp.com</a>.</p> <p>We appreciate your interest in this study. Should you have any further questions, please feel free to contact me.</p>	<p>Response sent via email by WSP on November 15, 2022</p>
6	November 7, 2022 / Email	Pizza	<ul style="list-style-type: none"> <li>Pizza Pizza noted that the store manager has been reassigned.</li> </ul>	<p><i>Contact list has been updated for future correspondence.</i></p>	<p>No response required.</p>
7	November 16, 2022 / Email	Hank's Tire	<ul style="list-style-type: none"> <li>Hank's Tire provided updated contact information.</li> </ul>	<p><i>Contact list has been updated for future correspondence.</i></p>	<p>No response required.</p>

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8	November 22, 2022 / PIC Comment Sheet	Resident	<ul style="list-style-type: none"> <li>Resident noted that it was a good update and inquired if there is any way to speed up [construction] 24/25.</li> <li>Resident inquired if the PIC materials are on the internet.</li> <li>Resident noted that the Highway 7 and Townline Road required the installation of traffic lights due to safety concerns, noting it is almost impossible to turn left into Carleton Place from 3:30 to 5:00.</li> </ul>	<p>On behalf of the Ministry of Transportation (MTO), thank you for your comments received during the Public Information Centre (PIC) held for the Highway 7 and Highway 15 Intersection Improvements Transportation Environmental Study Report (TESR) Addendum on November 22, 2022.</p> <p>The materials presented at the PIC are available via the following link: <a href="https://hwy7-15ea.ca/wp-content/uploads/2022/11/FINAL_GWP-4084-16-00_Hwy-7-15_TESR-Addendum_PIC-Boards_Nov-2022-1.pdf">https://hwy7-15ea.ca/wp-content/uploads/2022/11/FINAL_GWP-4084-16-00_Hwy-7-15_TESR-Addendum_PIC-Boards_Nov-2022-1.pdf</a></p> <p>The schedule for construction is an estimate based on the time required to complete the Detail Design, property acquisitions, and relocation of utilities prior to starting the highway improvements.</p> <p>The intersection of Highway 7 and Townline Road West is not within the scope and separate from this project. However, we confirm that a set of traffic signals will be installed at this location. MTO is currently working on the planning, and the design will be reviewed with the public later this year.</p> <p>We appreciate your interest in this study. Should you have any further questions, please feel free to contact me.</p>	Letter response sent via email by WSP on April 25, 2023
9	November 22, 2022 / PIC	Carleton Place Urban Forest Committee	<ul style="list-style-type: none"> <li>The Urban Forest/River Corridor Committee is not in favour of removing trees on Franktown</li> </ul>	On behalf of the Ministry of Transportation (MTO), thank you for your comments received	Letter response sent via

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	Comment Sheet		Road between Findlay Avenue and Alexander Avenue on the west side of the street. Those trees are the entrance to the town and should be protected to maintain the character of the town.	<p>during the Public Information Centre (PIC) held for the Highway 7 and Highway 15 Intersection Improvements Transportation Environmental Study Report (TESR) Addendum on November 22, 2022.</p> <p>We appreciate your concerns about retaining trees on the west side of Franktown Road. Where possible, MTO will try to minimize and mitigate the impacts to the trees on the west side of Franktown Road. The limits of tree removals are currently being examined as part of the environmental assessment and detailed design and will be shared with the public as part of the Public Information Centre (PIC) to be held later this year. You will be invited to the Detail Design PIC once a date and time are known.</p> <p>We appreciate your interest in this study. Should you have any further questions, please feel free to contact me.</p>	email by WSP on April 25, 2023
10	November 22, 2022 / PIC Comment Sheet	Resident	<ul style="list-style-type: none"> <li>Resident noted that the pedestrian lights on Highway 7 are not long enough for walkers and requested the length of the light be increased.</li> </ul>	<p>On behalf of the Ministry of Transportation (MTO), thank you for your comments received during the Public Information Centre (PIC) held for the Highway 7 and Highway 15 Intersection Improvements Transportation Environmental Study Report (TESR) Addendum on November 22, 2022.</p> <p>We confirm that the Highway 7 and McNeely Avenue intersection will be designed to meet Accessibility for Ontarians with Disabilities (AODA) standards. This will include optimizing signal timing to ensure there is adequate time</p>	Letter response sent via email by WSP on April 25, 2023

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				<p>for pedestrians to cross the intersections when the pedestrian button is pushed.</p> <p>We have forwarded your comments to our Traffic Office to check on the existing pedestrian crossing time when the pedestrian crossing button is pushed.</p> <p>We appreciate your interest in this study. Should you have any further questions, please feel free to contact me.</p>	
11	November 23, 2022 / Email	Resident	<ul style="list-style-type: none"> <li>Requested to be advised on when the PIC materials will be posted to the website.</li> </ul>	<p>The PIC displays are now live at the following link: <a href="https://hwy7-15ea.ca/reports-presentations/">https://hwy7-15ea.ca/reports-presentations/</a></p>	<p>Response sent via email on November 23, 2022</p>
12	November 25, 2022 / Email	Partner at SKS Law	<ul style="list-style-type: none"> <li>Requested electronic/PDF copies of the plans that were provided in hard copy at the PIC.</li> </ul>	<p>Hi Steven,</p> <p>I did receive your first email. I had forwarded it to our consultant as we normally deal with all off the submissions at on time and review them as a group.</p> <p>I have provided the links to the project website including:</p> <ol style="list-style-type: none"> <li>The main page, <a href="https://hwy7-15ea.ca/">https://hwy7-15ea.ca/</a></li> <li>The presentation boards for what was presented on Nov 22/ 2022 , <a href="https://hwy7-15ea.ca/wp-content/uploads/2022/11/FINAL_GWP-4084-16-00_Hwy-7-15_TESR-Addendum_PIC-Boards_Nov-2022-1.pdf">https://hwy7-15ea.ca/wp-content/uploads/2022/11/FINAL_GWP-4084-16-00_Hwy-7-15_TESR-Addendum_PIC-Boards_Nov-2022-1.pdf</a></li> <li>A digital copy of the preliminary design drawings, <a href="https://hwy7-15ea.ca/wp-">https://hwy7-15ea.ca/wp-</a></li> </ol>	<p>MTO Senior Project Engineer responded via email on December 1, 2022</p>

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				<p><a href="content/uploads/2020/07/Appendix-L_Preliminary-Design-Plates.pdf">content/uploads/2020/07/Appendix-L_Preliminary-Design-Plates.pdf</a></p> <p>4. A digital copy of 2020 Transportation Environmental Study Report, <a href="https://hwy7-15ea.ca/project-background/reports/">https://hwy7-15ea.ca/project-background/reports/</a></p>	
13	November 28, 2022 / Email	Ministry of Citizenship and Multiculturalism (MCM)	<ul style="list-style-type: none"> <li>MCM noted that the responsibility for administration of the <i>Ontario Heritage Act</i> and matters related to cultural heritage recently transferred from the Ministry of Tourism, Culture and Sport (MTCS) to the Ministry of Citizenship and Multiculturalism (MCM).</li> <li>MCM noted that the Standards and Guidelines for Conservation of Provincial Heritage Properties (S&amp;G), prepared pursuant to Section 25.2 of the Ontario Heritage Act (OHA), came into effect on July 1, 2010.</li> <li>MCM noted that a Cultural Heritage Assessment Report and Cultural Heritage Evaluation (dated, February 2020 and prepared by WSP) was completed in support of the original TESR. The Report recommends an (HIA) be undertaken for the Maple Grove School property at 10560 Highway 7 as soon as possible during detail design. The HIA should be sent to MCM and the Town of Carleton Place for review and comment and made available to local organizations or individuals who have expressed interest in review.</li> <li>If the addendum includes additional impacts to built heritage resources and/or cultural heritage landscapes within the project area, a Cultural</li> </ul>	<p>On behalf of the Ministry of Transportation (MTO), thank you for providing comments on behalf of the Ministry of Citizenship and Multiculturalism (MCM) regarding the Highway 7 and Highway 15 Intersection Improvements Transportation Environmental Study Report (TESR) Addendum. Please find an update on the cultural heritage and archaeology scope of work being undertaken for this project below.</p> <p><b>Built Heritage Resources and Cultural Heritage Landscape</b></p> <p>A Heritage Impact Assessment (HIA) will be undertaken for the Maple Grove School property at 10560 Highway 7 during the detail design phase. The HIA will be sent to MCM and the Town of Carleton Place for review and comment and made available to local organizations, or individuals who have expressed interest in review.</p> <p>If additional impacts to built heritage resources and/or cultural heritage landscapes within the study area arise as the design progresses, a Cultural Heritage Evaluation Report (CHER) will be undertaken by a qualified person to</p>	<p>Letter response sent via email by WSP on April 25, 2023</p>



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			<p>Heritage Evaluation Report (CHER) should be undertaken by a qualified person to determine the cultural heritage value or interest of any impacted properties. If a property is determined to be of cultural heritage value or interest and alterations or development is proposed, MCM recommends that a Heritage Impact Assessment (HIA), prepared by a qualified consultant, be completed to assess potential project impacts as soon as possible during detail design.</p> <ul style="list-style-type: none"> <li>• MCM noted that the Stage 1-2 archaeological assessment (AA) and report (under Project Information Form (PIF) P476-0026-2019) has been submitted and is awaiting review.</li> <li>• MCM noted that archaeological concerns have not been addressed until reports have been entered into the Ontario Public Register of Archaeological Reports where those reports recommend that: the archaeological assessment of the project area is complete.</li> <li>• MCM noted that all archaeological sites identified by the assessment are either of no further cultural heritage value or interest (as per Section 48(3) of the Ontario Heritage Act) or that mitigation of impacts has been accomplished through excavation or an avoidance and protection strategy. Approval authorities and proponents typically wait to receive the ministry's review letter for an archaeological assessment report before issuing a decision on the application as it can be used, for example, to document that due diligence has been undertaken.</li> </ul>	<p>determine the cultural heritage value, or interest of any impacted properties.</p> <p><b>Archaeological Resources</b></p> <p>Thank you for providing an update on the status of MCM's review of the Stage 1-2 archaeological assessment (AA) report (Project Information Form (PIF) P476-0026-2019) prepared for the project. We acknowledge that archaeological concerns have not been addressed until reports have been entered into the Ontario Public Register of Archaeological Reports.</p> <p>Upon completion of the TESR Addendum, the project will continue into the detail design phase. The results of all cultural heritage and archaeological assessments undertaken for the study will be summarized in the Design and Construction Report (DCR) to be prepared at the completion of the detail design study. We will continue to keep MCM apprised on this study as the project progresses and will notify you of all future project milestones.</p> <p>We appreciate MCM's interest in this study. Should you have any further questions, please feel to contact me.</p>	

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			<ul style="list-style-type: none"> <li>MCM noted that a licensed archaeologist should undertake any further recommended archaeological assessments (e.g., Stage 3 and 4) as early as possible during detailed design and prior to any ground disturbing activities.</li> <li>MCM noted that technical cultural heritage studies (e.g., archaeological assessment reports, cultural heritage evaluation reports, heritage impact assessment reports) and their recommendations are part of the EA and should be included in the final EA document.</li> </ul>		
14	November 30, 2022 / Email	Resident	<ul style="list-style-type: none"> <li>Resident attended the PIC and spoke with MTO about a few topics, mostly pertaining to pedestrianization/driveways along Highway 7.</li> <li>Resident expressed a preference for alternative 3B, but didn't make a very strong case for it and would like to expand on the preference and ask a few more questions.</li> <li>Resident noted that the reason for choosing alternative 3A over 3B is that any alternative that provides northward access from the new municipal road has the potential to overwhelm the capacity of the northbound left-turn signal at the McNeely/new municipal road intersection. This is because drivers returning from Ottawa will preferentially take this route to access new developments in that area, since it is the shortest. MTO also indicated that many iterations of intersection design were simulated in software and that no suitable solution was found and therefore northward access from the new municipal road is not recommended.</li> </ul>	<p>On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 and Highway 15 Intersection Improvements Transportation Environmental Study Report (TESR) Addendum.</p> <p>MTO's updated traffic analysis considered road alternatives north of Highway 7 presented as part of the Town of Carleton Place's Transportation Master Plan (TMP) to examine the impacts on highway operations. ultimate configuration of this roadway and whether it is public or private will be left to the Town of Carleton Place and developers to determine.</p> <p>The northern developments are outside the limits of MTO control; however, the two intersections at Findlay Avenue/McNeely Avenue and Canadian Tire/ Thruway/McNeely Avenue are very close to Highway 7 and their operation will have significant impact on the</p>	Letter response sent via email by WSP on April 25, 2023

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			<ul style="list-style-type: none"> <li>Resident noted that we are forced to accept a solution that intentionally increases vehicle-kilometers travelled (vkm) and offloads traffic elsewhere into the municipality because of the limitations of this particular intersection.</li> <li>Resident inquired if the study investigated replacing this intersection with a roundabout? Was it considered and rejected? Is it infeasible (e.g., space constraints)? Resident noted that roundabouts provide substantial capacity benefits over traditional signalized intersections and the Town's Transportation Master Plan recommends considering roundabouts as part of major reconstructions.</li> </ul>	<p>highway. Both Highway 7/McNeely Avenue and Highway 7/Franktown Road intersections are critical intersections links for Carleton Place, as well as all commuters and interregional traffic using Highway 7.</p> <p>MTO is working with the Town of Carleton Place to find reasonable highway solutions that will balance the needs to maintain connectivity with the local road network with the need to maintain acceptable traffic operations on Highway 7. There are four possible access routes for the northern development properties to consider in their development plans that would balance connectivity of the Carleton Place road network. They include:</p> <ol style="list-style-type: none"> <li>1) A northern connection to Nelson Street which is a residential street</li> <li>2) A west connection to Franktown Road which is an arterial</li> <li>3) An east connection to McNeely Avenue which is an arterial</li> <li>4) A connection to the proposed roadway identified in the Town of Carleton Place's Transportation Master Plan which would result in critical impacts to Highway 7 operations.</li> </ol> <p>As the Findlay Avenue and Canadian Tire/Thruway intersections lie in close proximity to Highway 7, traffic queues at these intersections have the potential to impact operations on Highway 7. MTO has shown that various alternatives for option 4 listed above will not work as this will promote development</p>	

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				<p>generated traffic to predominately use McNeely Avenue and result in additional traffic congestion. Without this connection, there will be a wider distribution of development generated traffic that would serve to mitigate the potential for congestion on the McNeely Avenue corridor. The updated traffic analysis has indicated that there will be sufficient capacity at the Franktown Road and McNeely Avenue intersections with Highway 7 to accommodate development traffic distributed between the two corridors.</p> <p>Vehicle-kilometers travelled will vary based on site access points and internal road configurations selected by the developer. The configuration of future development in the northern properties would be subject to the Town of Carleton Place development approvals process (e.g., site plan approval) and MTO review for development that falls within MTO's controlled area.</p> <p>For a roundabout at Thruway/Canadian Tire, the existing intersection would require a 2 to 3 lane roundabout to accommodate the anticipated traffic volumes at an acceptable level of service. This size of roundabout requires a 50 to 100 metre diameter circle. The buildings are too close to the McNeely Avenue and there is insufficient distance between the Independent Grocery building on the northeast corner and a new Wendy's building proposed on the southwest corner of the intersection. The roundabout and approaches would also conflict with the operation of the businesses,</p>	

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				<p>entrances on McNeely Avenue and the south turning volumes on Highway 7. The building setbacks and close proximity of the southern intersection would physically preclude the construction of a roundabout. The minimal distance to the southern intersection would result in significant weaves over a very short distance. A 3 lane roundabout will be problematic for most drivers and not suitable for this location.</p> <p>We appreciate your interest in this study. Should you have any further questions, please feel free to contact me.</p>	
15	November 30, 2022 / Email	Resident	<ul style="list-style-type: none"> <li>Resident noted that they understand that the amendment to the TESR is required so the TESR and the Town's recent Transportation Master Plan (TMP) align. The TMP followed the MCEA Master Plan process Approach #1 where the Master Plan only includes a broad level of assessment. More detailed investigation is required to fulfill the MCEA obligations before a new road can be considered approved.</li> <li>When the TESR was completed in 2020, the recommended solution for access north of Hwy 7 was for private access roads. These private access roads would have been driveways constructed by private owners on their property and therefore no further EA approval (other than the TESR) would have been required.</li> <li>However, the recommended alternative 3A involves constructing a new municipal road with an estimated cost of \$6.5m. EA approval for this project requires an MCEA Schedule C process</li> </ul>	<p>On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 and Highway 15 Intersection Improvements Transportation Environmental Study Report (TESR) Addendum.</p> <p>As you have noted, the TESR Addendum is being undertaken primarily to review the traffic impacts from the increased development density and the possibility of a new municipal roadway on the provincially-owned Highway 7 and Highway 15 facilities, and to determine if any changes to the Recommended Plan are required.</p> <p>MTO's updated traffic analysis considered road alternatives north of Highway 7 presented as part of the Town of Carleton Place's Transportation Master Plan (TMP) to examine the impacts on highway operations. The ultimate configuration of this roadway and whether it is public or private will be left to the</p>	<p>Letter response sent via email by WSP on April 25, 2023</p>

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			<p>and the completion of an Environmental Study Report (ESR).</p> <ul style="list-style-type: none"> <li>• Resident provided the following comments on the new municipal road between Franktown Road and McNeely Avenue: <ul style="list-style-type: none"> <li>• The TESR is an EA document that would normally address the EA approval required so that implementation of the works described in the TESR could proceed. The information presented at the PIC focuses on traffic impacts associated with the various alternatives. However, in the addendum, the assessment of impacts for other aspects of the environment for each of the alternatives remains very high level and falls well short of the assessment that would be expected in an ESR. Resident understands the the TESR is for MTO's project on Highway 7 and Highway 15 where traffic flow is critical and that MTO will not be constructing the access roads (whichever alternative is selected) north of Highway 7 so it is not necessary for the TESR to include detailed assessment of other criteria. The TESR should identify that further environmental assessment work is required before implementation can proceed.</li> <li>• With the preferred alternative 3A, traffic from the northerly orange area is not permitted to connect onto the extension of Findlay Avenue. The Town is planning for a significant development on Franktown Road. The primary access for development will be through a local residential street in a new</li> </ul> </li> </ul>	<p>Town of Carleton Place and developers to determine.</p> <p>If the Town chooses to proceed with a municipal roadway north of Highway 7, the design and construction of that roadway will be undertaken by the Town of Carleton Place and will be subject to the Municipal Class Environmental Assessment process. If a private roadway / private entrances/ or public road are proposed by the developer, all development will be reviewed by the Town in accordance with the Planning Act. While MTO will support either a public road or private entrance, this process is entirely separate from the MTO's Highway 7 and Highway 15 improvements. The selection of a public road or private entrance would be up to the developer and the Town to decide based on what best suits the needs of the development.</p> <p>MTO's updated traffic analysis considered alternatives with and without a connection between future development areas to the north and the new road north of Highway 7 displayed in the Town's updated Transportation Master Plan.</p> <p>MTO is working with the Town of Carleton Place to find reasonable highway solutions that will balance the needs to maintain connectivity with the local road network with the need to maintain acceptable traffic operations on Highway 7. There are four possible access routes for the northern development properties to consider in their development plans that</p>	

ID	Date/Form of Contact	Name/Agency	Summary of Comment Received	How it was Addressed	Response Provided
			<p>subdivision. Except for a right-in only from Franktown Road northbound, all other access to this major development will be from Nelson/Park south on the local street (yet to be constructed) in a new subdivision that had been planned as a dead end. This is the equivalent of taking Crampton Drive, making it a dead end then then constructing this major development at the dead end which is not a good idea. Resident suggested that an Alternative 3C (3B modified so the extension of the public road form Franktown Road does not extend all the way to McNeely Avenue as per 2B) should be considered. Alternative 3C would improve the neighbourhood and not direct large volumes of traffic onto a local subdivision street. Selecting alternative 3A or 3C will not change MTO's project.</p> <ul style="list-style-type: none"> <li>Resident noted that the TESR is for MTO's project on Highway 7 and Highway 15 and it is beyond the scope of the project to resolve all traffic issues in the area. The TESR should show that either Alternative 3A or 3C are acceptable solutions with the decision subject further EA process undertaken prior to any construction of the access roads.</li> <li>From observation, much of the traffic in the study area will want to connect with Ottawa and this means turning left onto Highway 7 at either Franktown Road or McNeely Avenue. McNeely Avenue is now near capacity with the existing double left turn lanes. Franktown Road, even with the</li> </ul>	<p>would balance connectivity of the Carleton Place road network. They include:</p> <ol style="list-style-type: none"> <li>1) A northern connection to Nelson Street which is a residential street</li> <li>2) A west connection to Franktown Road which is an arterial</li> <li>3) An east connection to McNeely Avenue which is an arterial</li> <li>4) A connection to the proposed roadway identified in the Town of Carleton Place's Transportation Master Plan which would result in critical impacts to Highway 7 operations.</li> </ol> <p>As the Findlay Avenue and Canadian Tire/Thruway intersections lie in close proximity to Highway 7, traffic queues at these intersections have the potential to impact operations on Highway 7. MTO has shown that various alternatives for option 4 listed above will not work as this will promote development generated traffic to predominately use McNeely Avenue and result in additional traffic congestion. Without this connection, there will be a wider distribution of development generated traffic that would serve to mitigate the potential for congestion on the McNeely Avenue corridor. The updated traffic analysis has indicated that there will be sufficient capacity at the Franktown Road and McNeely Avenue intersections with Highway 7 to accommodate development traffic distributed between the two corridors.</p>	

ID	Date/Form of Contact	Name/Agency	Summary of Comment Received	How it was Addressed	Response Provided
			<p>existing single left turn, is not at capacity. MTO's project includes double left turn lanes at Franktown Road that will create additional capacity. Extending Findlay Avenue to McNeely Avenue allows Franktown Road traffic to divert to McNeely Avenue. Findlay Avenue should not connect to McNeely Avenue and Ottawa bound traffic should be forced to use the surplus capacity at Franktown Road. This will favour Alternative 3C described above.</p> <ul style="list-style-type: none"> <li>• The entrance from the extended Findlay Avenue into the Tim Hortons property is a high-volume entrance. Resident suspects that stacking at the Findlay/McNeely will interfere with turns into and from this entrance that will cause significant operational problems. Resident does not see where this was investigated. Resident understand that the TESR is for MTO's project on Hwy 7 and Hwy 15 and it is beyond the scope of their project to resolve all traffic issues in the area. The TESR should indicate that further detailed analysis is required before implementation. This should be completed as part of further EA work or as part of a development application.</li> </ul> <p>5. The Town's TMP estimates the construction cost to extend Findlay to McNeely at \$6.5 m and this cost does not include the cost to acquire property for the road. MTO is not funding this cost. The owners need to understand how this cost will be funded and</p>	<p>The northern properties fronting onto McNeely Avenue or Franktown Road would normally require a connection to their respective frontage road and may require improvements along the respective arterial. This is common and developers would advance a business case for themselves to satisfy what traffic improvements are required and how to fund them or select development options that meets their business case and balances the traffic requirements.</p> <p>As the Franktown Road and McNeely Avenue corridors and their intersections with Highway 7 are vital links for Carleton Place and Highway 7 users, MTO would encourage any future development connections or intersections to be located well away from the highway so as not to not impact the traffic flows through these areas.</p> <p>We appreciate your interest in this study. Should you have any further questions, please feel free to contact me.</p>	



ID	Date/Form of Contact	Name/Agency	Summary of Comment Received	How it was Addressed	Response Provided
			<p>what their individual cost will be. Resident understands that the TESR is for MTO's project on Hwy 7 and Hwy 15 and it is beyond the scope of their project to determine cost and funding details. The TESR should indicate that further EA work will include cost estimates for alternatives and outline funding expectations.</p>		
16	December 5, 2022 / Email	Resident	<ul style="list-style-type: none"> <li>Resident noted they have lived near Franktown Road and Highway 7 for over 30 years and has observed significant changes in traffic patterns over that time.</li> <li>Resident recommends Alternative 3B as the best option for the proposed municipal road north of Highway 7. With the recent new housing development near the water tower and the upcoming construction of the large retirement home and additional housing in the immediate vicinity, the resident believes that people living in the area just north of the new municipal road would much prefer access to the commercial areas near Highway 7 via this new road as opposed to driving north and then turning south onto either McNeely or Franktown.</li> <li>In addition to adding extra time to their trips, it would also potentially encourage the production of more GHG emissions and other pollutants from longer trips.</li> <li>Resident believes that it would increase congestion on Franktown and McNeely. The more traffic is spread out via alternate routes, the less congestion and less pollution from shorter trips.</li> </ul>	<p>On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 and Highway 15 Intersection Improvements Transportation Environmental Study Report (TESR) Addendum.</p> <p>MTO's updated traffic analysis considered alternatives with and without a connection between future development areas to the north and the new road north of Highway 7 displayed in the Town's updated Transportation Master Plan.</p> <p>MTO is working with the Town of Carleton Place to find reasonable highway solutions that will balance the needs to maintain connectivity with the local road network with the need to maintain acceptable traffic operations on Highway 7. There are four possible access routes for the northern development properties to consider in their development plans that would balance connectivity of the Carleton Place road network. They include:</p> <ol style="list-style-type: none"> <li>1) A northern connection to Nelson Street which is a residential street</li> </ol>	<p>Letter response sent via email by WSP on April 25, 2023</p>

ID	Date/Form of Contact	Name/Agency	Summary of Comment Received	How it was Addressed	Response Provided
			<ul style="list-style-type: none"> <li>Resident would also like to know what is meant by signalized intersection. Does that mean traffic lights or does that include stop signs?</li> <li>Resident would like to encourage the use of roundabouts wherever possible since they are an effective means to reduce traffic congestion.</li> </ul>	<p>2) A west connection to Franktown Road which is an arterial</p> <p>3) An east connection to McNeely Avenue which is an arterial</p> <p>4) A connection to the proposed roadway identified in the Town of Carleton Place's Transportation Master Plan which would result in critical impacts to Highway 7 operations.</p> <p>As the Findlay Avenue and Canadian Tire/Thruway intersections lie in close proximity to Highway 7, traffic queues at these intersections have the potential to impact operations on Highway 7. MTO has shown that various alternatives for option 4 listed above will not work as this will promote development generated traffic to predominately use McNeely Avenue and result in additional traffic congestion and increased vehicle time spent idling at the intersection. Without this connection, there will be a wider distribution of development generated traffic that would serve to mitigate the potential for congestion on the McNeely Avenue corridor. The updated traffic analysis has indicated that there will be sufficient capacity at the Franktown Road and McNeely Avenue intersections with Highway 7 to accommodate development traffic distributed between the two corridors.</p> <p>Signalized intersection refers to a intersection controlled with traffic lights (signals). MTO does support roundabouts when they meet the appropriate operational, safety and property</p>	

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				<p>requirements; in this case property requirements and future traffic volumes will preclude the installation of roundabouts in this area.</p> <p>We appreciate your interest in this study. Should you have any further questions, please feel free to contact me.</p>	
17	December 13, 2022 / Email	Novatech representative on behalf of Thruway Commercial Plaza	<ul style="list-style-type: none"> <li>Novatech representative provided comments on behalf of their client with regards to the Thruway Commercial Plaza development</li> <li>Representative noted that the proposed alignment of the new municipal road connection north of Highway 7 (Alternative 3A) impacts the approved Site Plan for the Thruway Commercial Plaza development. In particular, it eliminates commercial retail unit (CRU) 5 and impacts CRU 2 and 3.</li> <li>Representative supports idea of municipal road; however, since it provides area-wide benefits and is not required for the subject development, their perspective is that the road must be considered Town infrastructure, and that it should be constructed as a public road from the outset. In addition, landowners should be compensated for the required land acquisition.</li> <li>Client's opinion is that MTO is obligated to compensate all landowners for the loss of left-in access from Highway 7 and damages, and that a private road network would not replace the access from a public road. As a result, MTO must build a public road to alleviate any</li> </ul>	<p>On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 and Highway 15 Intersection Improvements Transportation Environmental Study Report (TESR) Addendum.</p> <p>MTO's updated traffic analysis considered road alternatives north of Highway 7 presented as part of the Town of Carleton Place's Transportation Master Plan (TMP) to examine the impacts on highway operations. The ultimate configuration of this roadway and whether it is public or private will be left to the Town of Carleton Place and developers to determine. The comments specific to the Town's TMP should be reviewed with the Town.</p> <p>If the Town chooses to proceed with a municipal roadway north of Highway 7, the design and construction of that roadway will be undertaken by the Town of Carleton Place and will be subject to the Municipal Class Environmental Assessment process. If a private roadway / private entrances or public road are proposed by the developer, all</p>	Letter response sent via email by WSP on April 25, 2023

ID	Date/Form of Contact	Name/Agency	Summary of Comment Received	How it was Addressed	Response Provided
			<p>must build a public road to alleviate any concerns and damages to the existing development.</p>	<p>private roadway / private entrances or public road are proposed by the developer, all development will reviewed by the Town in accordance with the Planning Act. While MTO will support either a public road or private entrance, this process will be entirely separate from the MTO's Highway 7 and Highway 15 improvements. The selection of a public road or private entrance would be up to the developer and the Town to decide based on what best suits the needs of the development.</p> <p>MTO has updated our traffic impact study to identify that either a public roadway or private entrance would be acceptable in terms of impacts to the provincial highway network. Property owners and developers should build their own business case for what type of roadway would be financially viable for the proposed development and traffic requirements.</p> <p>The improvements to the highway are supportive of ongoing development including your client's recent development submissions. MTO has been consistent and supportive for your client's proposed development. The highway widening, future raised median, high speed freeway to the east and intersection improvements are all to ensure safe highway operations that support future development. Alternative full access is available and in accordance with MTO policies, no compensation will be made for the loss of access on Highway 7.</p>	

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				<p>We appreciate your interest in this study. Should you have any further questions, please feel free to contact me.</p>	
18	September 9, 2022 / Email	Gowling WLG Representative on behalf of Maniplex	<ul style="list-style-type: none"> <li>• Gowling WLG representative provided two reports (concept plans and traffic assessment) on behalf of Maniplex Investments Limited and 1055448 Ontario Inc., which own several properties along Highway 7 and Franktown Road</li> <li>• The Concept Plans illustrate the type of development that can be expected on the Subject Properties, and the Traffic Assessment considers the impact of this future development of the Subject Properties on traffic and preserving adequate access onto Highway 7. The representative requested that the TESR Addendum consider the traffic forecasts contained within the Traffic Assessment which provides insight into future requirements along the Highway 7 and Franktown Road corridors.</li> <li>• The representative emphasized that the Subject Properties have significant development potential and that it is essential that access to Highway 7 be maintained.</li> <li>• The representative indicated that the policies proposing a conceptual future road connecting Franktown Road and McNeely Road and a North-South Connection in the Town of Carleton Place's Transportation Master Plan and Highway District Secondary Plan are outside the Town's authority under the Planning Act, R.S.O. 1990, c. P.13.</li> <li>• Citing case law from the Ontario Land Tribunal, the representative noted that in the context of</li> </ul>	<p>On behalf of the Ministry of Transportation (MTO), thank you for your comments regarding the Highway 7 and Highway 15 Intersection Improvements Transportation Environmental Study Report (TESR) Addendum. Please find below responses to your letters dated September 9 and December 21, 2022 and enclosure prepared by Castleglenn Consultants dated December 20, 2022.</p> <p>The traffic analysis completed as part of the TESR Addendum study considered road alternatives north of Highway 7 presented as part of the Town of Carleton Place's Transportation Master Plan (TMP) in order to examine the impacts on highway operations. The ultimate configuration of this roadway and whether it is public or private is to be determined by the Town of Carleton Place and developers to best suits their needs. MTO will support either option for a public road or private road/entrance.</p> <p>The TMP and Highway District Secondary Plan are Town of Carleton Place Council-adopted policy documents. As such, comments on these plans and future development approvals required under the Planning Act should be discussed with the Town.</p> <p>The traffic forecasts used in the traffic analysis as part of the TESR Addendum were based on</p>	<p>Letter response sent via email by WSP on April 25, 2023</p>

ID	Date/Form of Contact	Name/Agency	Summary of Comment Received	How it was Addressed	Response Provided
			<p>site plan applications, the Town cannot require the creation of a new road, it may only require the widening of a highway. In addition, they stated that, under the Planning Act, a municipality may require the dedication of lands for the purpose of public roads (rather than private). Furthermore, they indicate that a condition requiring a private landowner to maintain a private road for public purposes does not fit within the scope of permissible conditions on a plan of subdivision.</p> <ul style="list-style-type: none"> <li>The representative advised that MTO should proceed with the TESR Addendum on the understanding that the proposed read is legally required to be a public road.</li> </ul>	<p>development and land use assumptions provided by the Town of Carleton Place. MTO is widening the highway through the study area and improving the intersections at Franktown Road and McNeely Avenue to support reasonable growth, ongoing / future development and ensure continued safe and efficient operations of the highway under increased traffic volumes.</p> <p>The investment MTO is making in improving the provincial infrastructure supports future development and redevelopment by Maniplex and other property owners along the corridor. MTO's investment in the planning, detailed design, and construction for the highway will allow for future reasonable growth to support current land use development designations. Any additional improvements or significant intensification needed to support specific developments would be at the developers' cost.</p>	
18a	December 21, 2022 / Email	Gowling WLG Representative on behalf of Maniplex	<ul style="list-style-type: none"> <li>On behalf of Maniplex, Gowling WLG representative followed up to re-iterate and expand on the initial email sent on September 9, 2022. They noted that consideration of the initial submission appears not to have been reflected in the Public Information Centre hosted on November 22, 2022, and that MTO had not engaged in discussions following the initial email.</li> <li>In response to the information presented at the PIC on November 22, 2022, the representative listed additional concerns with the MTO's proposal:             <ol style="list-style-type: none"> <li>The MTO exhibits locate the North-South access road further east into Maniplex's lands, rather than along the eastern-most boundary line. This severely diminishes the development potential of any lands east of the proposed road;</li> </ol> </li> </ul>	<p>The proposed development plans for your client's site should be submitted to the Town as part of the development approvals process for review and comment. As these properties are within MTO controlled areas, MTO will review the municipal planning application, including the Traffic Impact Study, as part of the land use planning process under the Planning Act. MTO encourages the developer to meet with the Town and approval agencies to discuss the concept plans and ensure that elements such as stormwater management facilities, landscaping, protection of</p>	

ID	Date/Form of Contact	Name/Agency	Summary of Comment Received	How it was Addressed	Response Provided
			<p>2) The alignment of the proposed East-West road (connecting to Franktown Road) similarly cuts through Maniplex’s lands, limiting development potential;</p> <p>3) The East-West road proposed to the south of Highway 7 should be a public roadway, as segments of the road do not benefit Maniplex’s lands;</p> <p>4) The proposed intersection at Franktown Road and Findley Avenue should be upgraded further to sufficiently accommodate future development – in particular, through an additional north-bound through lane; and</p> <p>5) The access to Highway 7 from the proposed North-South road should provide right-in, right-out access, rather than the significant limitation of only having right-in access.</p> <ul style="list-style-type: none"> <li>• These concerns are explained in more detail in the attached Response to the MTO’s Study Report Addendum, prepared by Castleglenn Consultants dated December 20, 2022.</li> <li>• The Representative stated that MTO’s roadworks, as currently proposed, will entirely remove or severely hamper access to many of Maniplex’s properties. The TESR Addendum materials appear to rely on the installation of private roads (at the expense of Maniplex) to rectify or mitigate the access issues that will be caused by the MTO’s roadworks, based on the TMP and Secondary Plan.</li> <li>• The representative advised that MTO’s current proposal does not sufficiently mitigate the access issues that will be created with respect to</li> </ul>	<p>watercourses and different setbacks requirements are incorporated in the further iterations of the site plan as these will impact the developable area.</p> <p>We would like to provide further clarifications on the specific points raised by Castleglenn Consultants in the document titled “Notes Responding to MTO’s Highway 7 and Highway 15 Intersection Improvements Transportation Environmental Study Report Addendum.”</p> <p><b>Location of North-South Access Road &amp; Alignment of EW Public Road</b></p> <p>The exhibits presented at the November Public Information Centre are conceptual and do not represent the exact alignment of potential future roadways. The conceptual road alignments were used to model different traffic scenarios and to determine whether future traffic operations would be acceptable to MTO in terms of impacts on the provincial road network. The locations of the intersections with Franktown Road and McNeely Avenue are fixed; however, the exact configuration of future public or private roadways or accesses beyond those intersections will be determined by the Town with the developers.</p> <p><b>East-West Roadway on South Side</b></p> <p>A public or private road would require the approval of the Town of Carleton Place and all adjacent developers / property owners. MTO would support either, provided all parties agree.</p>	

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			<p>Maniplex's lands and it will significantly impact their development potential.</p>	<p><b>Franktown Road / Findlay Intersection</b></p> <p>The highway design was undertaken based on information provided by the Town of Carleton Place and assumed reasonable growth. Any significant intensification of development, additional widening of Franktown Road or further modifications to the Franktown Road / Findlay Avenue intersection require the approval of the Town of Carleton Place and MTO.</p> <p><b>Highway 7/Access to Site</b></p> <p>MTO confirms the access in question from Highway 7 is identified as a right-in / right-out access in both the Highway District Secondary Plan and original TESR for the improvements to Highway 7 and 15. It is intended to be a private access to service the developments north of Highway 7.</p> <p>We appreciate your interest in this study. Should you have any further questions, please feel free to contact me.</p>	



## NEXT STEPS

The next steps in the study process include:

- Refining the changes to the 2020 Recommended Plan; and
- Preparing the Transportation Environmental Study Report (TESR) to document the Class EA process. The TESR will be made available for a 30-day comment period.

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**APPENDIX A**

**Newspaper Notice**

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PUBLIC INFORMATION CENTRE  
SUMMARY REPORT

# Remembrance Day ceremony 'back in full'

Nov. 11 events set to return with parade, flyover

MEGAN GILLIS

The Royal Canadian Legion is planning a "full" Remembrance Day ceremony at the National War Memorial this year.

"With the easing of pandemic restrictions, the Nov. 11 Ceremony in Ottawa will be back in full with a grand Veterans' Parade and a fly-past," the Legion said.

People can also watch the ceremony live on the Legion's Facebook page.

The ceremony starts at about 10:30 a.m. on Nov. 11 and includes two minutes of silence at 11 a.m., the laying of wreaths and a 21-gun salute.

Canadian Armed Forces CF-18 Hornets and a vintage plane will fly over the National War Memorial, the National Military Cemetery of the Canadian Armed Forces and



Veterans salute during Remembrance Day services at the National War Memorial on Nov. 11, 2021. Full Remembrance Day services return this year amid the easing of COVID-19 restrictions. **ERROL MCGIHON**

various Legion locations in Ottawa on Nov. 11, the City of Ottawa said. Visit [www.legion.ca/remem-](http://www.legion.ca/remem-)

[brance/remembrance-day/remembrance-day-ceremonies](#) for Remembrance Day events in other communities.

City hall warned people heading to the Nov. 11 ceremony to expect road closures from 8 a.m. to 1 p.m., including:

- Elgin Street, from Laurier Avenue West to Wellington Street
- Wellington Street, from Rideau Street/Sussex Avenue to Elgin Street
- Metcalfe Street, from Queen Street to Wellington Street
- Queen Street, from Metcalfe Street to Elgin Street
- Intermittent closures in the area bounded by Nicholas Street to the east, Laurier Avenue West to the south, Elgin Street to the west, and Wellington Street/Rideau Street to the north, as Ottawa police escort the parade to and from the National War Memorial
- Ramps from eastbound Laurier Avenue West to Queen Elizabeth Drive, and from northbound Queen Elizabeth Drive to Laurier Avenue West will also be closed between 9:30 a.m. and 10:30 a.m. and between noon and 12:30 p.m.

Veterans who wear their medals or uniforms during National Veterans' Week, from Nov. 5 to Nov. 11, can ride OC Transpo, Para Transpo and Société de transport de l'Outaouais for free with a companion.

## OPS installs collision reporting kiosks at three police stations

The Ottawa Police Service is launching stand-alone collision reporting kiosks at three of its stations that will allow drivers to report certain incidents.

The Highway Traffic Act requires that any collision with injuries and/or damages exceeding \$2,000 must be reported to the police.

Drivers involved in a minor vehicle collision without injuries who do not require a police officer to respond must attend a reporting centre to self-report their collision.

Ottawa police assessed the existing collision reporting system in a customer service review and it was determined to be inefficient and expensive, the service said in a news release.

The review recommended a partnership with Accident Support Services International Ltd. to modernize the system. The partnership is expected to improve efficiencies while reducing demands on patrol officers and balancing associated staffing and budgetary pressures, police said.

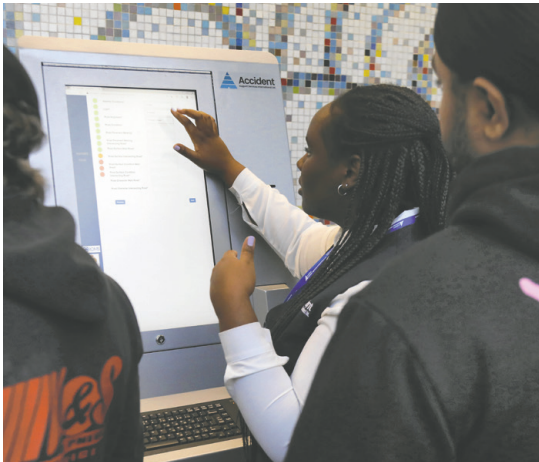
The new stand-alone reporting kiosks, staffed by ASSI personnel, will be in the lobbies of OPS stations at 3343 St. Joseph Blvd., 474 Elgin St. and 211 Huntmar Dr.

Police said the new system "will reduce wait times, be more cost-effective and improve efficiencies."

Steve Sanderson, president of Accident Support Services, noted the service is "funded by the licence insurers that write automobile policies in the province of Ontario."

"Our services are at no cost to the public, the police service or the municipality."

Postmedia News



A collision reporting kiosk was installed at Ottawa Police Service headquarters on Elgin Street. Kiosks are also located at two other stations. **JEAN LEVAC**

## Notice of Public Information Centre

### Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00) Transportation Environmental Study Report Addendum

#### THE STUDY

In 2020, the **Ministry of Transportation (MTO)** completed a Preliminary Design and Class Environmental Assessment (EA) Study for improvements to the intersection of Highway 7/Highway 15 and Highway 7/McNeely Avenue in the Town of Carleton Place (GWP 4084-16-00).

The Town of Carleton Place is developing a Transportation Master Plan and has identified changes to draft development plans and a new municipal road between McNeely Avenue and Findlay Avenue, north of Highway 7. These changes were not considered as part of the traffic analysis during the 2020 Preliminary Design for improvements to the highway.

As a result, the Town requested that MTO undertake an addendum to the 2020 Preliminary Design and EA Study. The purpose of this addendum is to review with the public the traffic impacts from the changes to development and the new municipal roadway, and to identify any required changes to the highway design as a result.

#### BACKGROUND

The 2020 Preliminary Design and EA Study was developed in parallel with the Town of Carleton Place's Highway District Secondary Plan.

North of Highway 7, the Highway District Secondary Plan identified two distinct separate future developments and provided separate access by private entrances from a new intersection to the west (at Franktown Road) and an existing intersection to the east (at McNeely Avenue). The Highway District Secondary Plan recommended protection for a future connection between these two developments at the discretion of the adjacent owners and the Town. The potential connection was intended for the businesses, customers or owners that would link parking lots/developments and provide alternative access when highway traffic increases significantly in the distant future.

The 2020 Preliminary Design and EA Study Recommended Plan includes a new intersection at Franktown Road and Findlay Avenue. The Preliminary Design and EA Study was documented in a Transportation Environmental Study Report (TESR) which received environmental clearance in August 2020. This work will be documented as an Addendum to the 2020 TESR.

#### PUBLIC INFORMATION CENTRE

The purpose of this Public Information Centre (PIC) is to provide an overview of the Preliminary Design Recommended Plan for the impacted areas, and to present any changes to the design or preliminary mitigation measures as a result of the TESR Addendum process. Members of the Project Team will be available at the PIC to discuss the study with you and answer any questions you may have. Following the PIC, digital copies of the PIC display materials will be posted to the project website at [www.hwy7-15ea.ca](http://www.hwy7-15ea.ca). You are encouraged to review the PIC materials and provide any comments or questions to the Project Team, via the project website or at the contact information below by **December 6, 2022**.

**Date:** Tuesday, November 22, 2022

**Location:** Carleton Place Arena – Bob Rintoul Hall  
75 Neelin Street  
Carleton Place, Ontario K7C 4H1

**Time:** 4:00 pm to 7:00 pm

#### PROCESS

The current study is following the Environmental Assessment process for a Group 'B' project in accordance with the *Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000)*, with the opportunity for public input throughout the project. Upon completion, a TESR Addendum will be prepared and filed for a 30-day review period. Newspaper notices will be published at that time and notices circulated to the study contact list to explain the review process and identify locations where the TESR Addendum can be reviewed.

#### COMMENTS

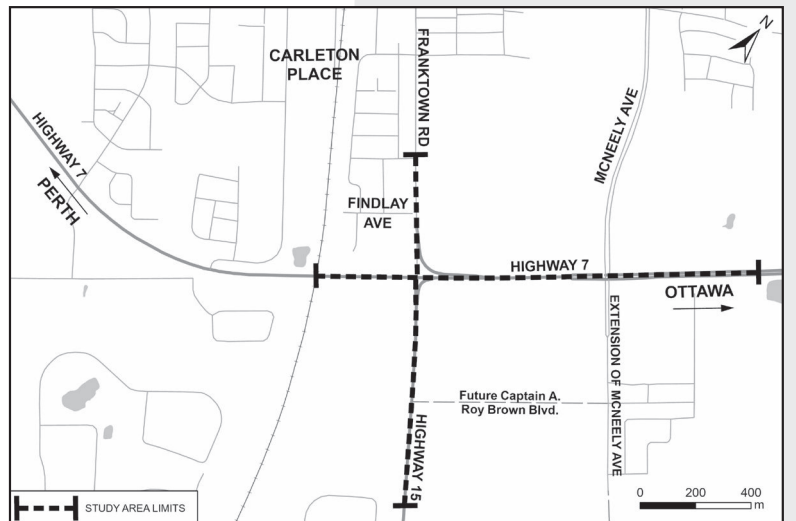
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**Mr. Mark Velicevic, P.Eng.**  
Consultant Project Manager  
WSP Group  
610 Chartwell Road, Suite 300  
Oakville, ON L6J 4A5  
tel: 1-289-835-2629  
e-mail: [hwy7-15ea@wsp.com](mailto:hwy7-15ea@wsp.com)

**Mr. Peter Fraser, P.Eng.**  
MTO Senior Project Engineer  
Ministry of Transportation – Eastern Region  
1355 John Counter Boulevard, Postal Bag 4000  
Kingston, ON K7L 5A3  
tel: 1-613-483-4619  
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PostmediaParcelServices.com



# Notice of Public Information Centre

## Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00) Transportation Environmental Study Report Addendum

### THE STUDY

In 2020, the **Ministry of Transportation (MTO)** completed a Preliminary Design and Class Environmental Assessment (EA) Study for improvements to the intersection of Highway 7/Highway 15 and Highway 7/McNeely Avenue in the Town of Carleton Place (GWP 4084-16-00).

The Town of Carleton Place is developing a Transportation Master Plan and has identified changes to draft development plans and a new municipal road between McNeely Avenue and Findlay Avenue, north of Highway 7. These changes were not considered as part of the traffic analysis during the 2020 Preliminary Design for improvements to the highway.

As a result, the Town requested that MTO undertake an addendum to the 2020 Preliminary Design and EA Study. The purpose of this addendum is to review with the public the traffic impacts from the changes to development and the new municipal roadway, and to identify any required changes to the highway design as a result.

### BACKGROUND

The 2020 Preliminary Design and EA Study was developed in parallel with the Town of Carleton Place's Highway District Secondary Plan.

North of Highway 7, the Highway District Secondary Plan identified two distinct separate future developments and provided separate access by private entrances from a new intersection to the west (at Franktown Road) and an existing intersection to the east (at McNeely Avenue). The Highway District Secondary Plan recommended protection for a future connection between these two developments at the discretion of the adjacent owners and the Town. The potential connection was intended for the businesses, customers or owners that would link parking lots/developments and provide alternative access when highway traffic increases significantly in the distant future.

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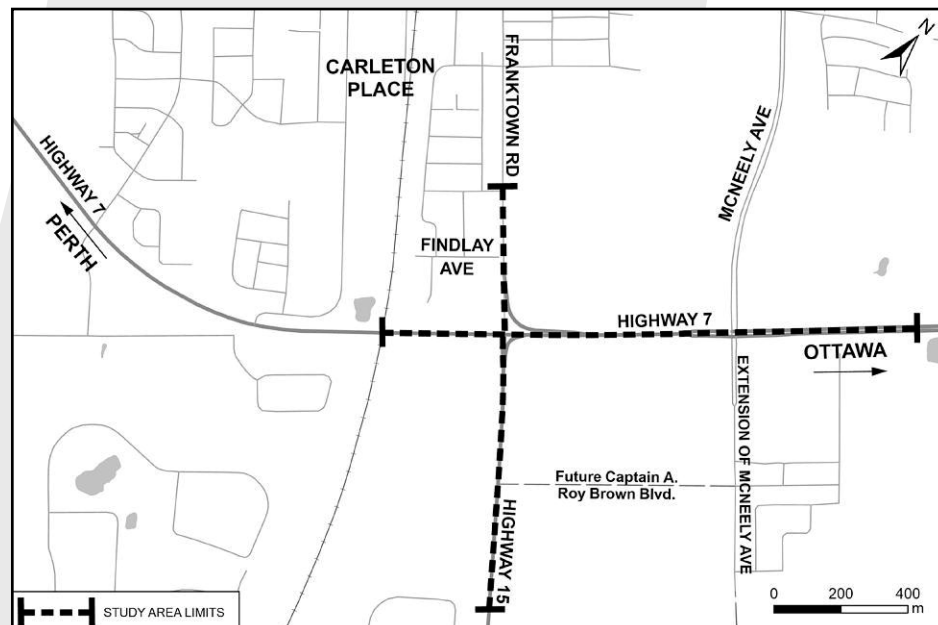
### PUBLIC INFORMATION CENTRE

The purpose of this Public Information Centre (PIC) is to provide an overview of the Preliminary Design Recommended Plan for the impacted areas, and to present any changes to the design or preliminary mitigation measures as a result of the TESR Addendum process. Members of the Project Team will be available at the PIC to discuss the study with you and answer any questions you may have. Following the PIC, digital copies of the PIC display materials will be posted to the project website at [www.hwy7-15ea.ca](http://www.hwy7-15ea.ca). You are encouraged to review the PIC materials and provide any comments or questions to the Project Team, via the project website or at the contact information below by **December 6, 2022**.

**Date:** Tuesday, November 22, 2022

**Location:** Carleton Place Arena – Bob Rintoul Hall  
75 Neelin Street  
Carleton Place, Ontario K7C 4H1

**Time:** 4:00 pm to 7:00 pm



### PROCESS

The current study is following the Environmental Assessment process for a Group 'B' project in accordance with the *Class Environmental Assessment (Class EA) for Provincial Transportation Facilities* (2000), with the opportunity for public input throughout the project. Upon completion, a TESR Addendum will be prepared and filed for a 30-day review period. Newspaper notices will be published at that time and notices circulated to the study contact list to explain the review process and identify locations where the TESR Addendum can be reviewed.

### COMMENTS

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Ontario 

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**APPENDIX B**

**Sample Notification Letters**

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PUBLIC INFORMATION CENTRE  
SUMMARY REPORT

**NOTICE OF PUBLIC INFORMATION CENTRE**  
**Highway 7 and Highway 15 Intersection Improvements**  
**Transportation Environmental Study Report Addendum**  
**(GWP 4084-16-00)**

**THE STUDY**

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The PIC will be held as follows:

<b>Date:</b>	Tuesday, November 22, 2022
<b>Location:</b>	Carleton Place Arena – Bob Rintoul Hall 75 Neelin Street Carleton Place, Ontario K7C 4H1
<b>Time:</b>	4:00 pm to 7:00 pm

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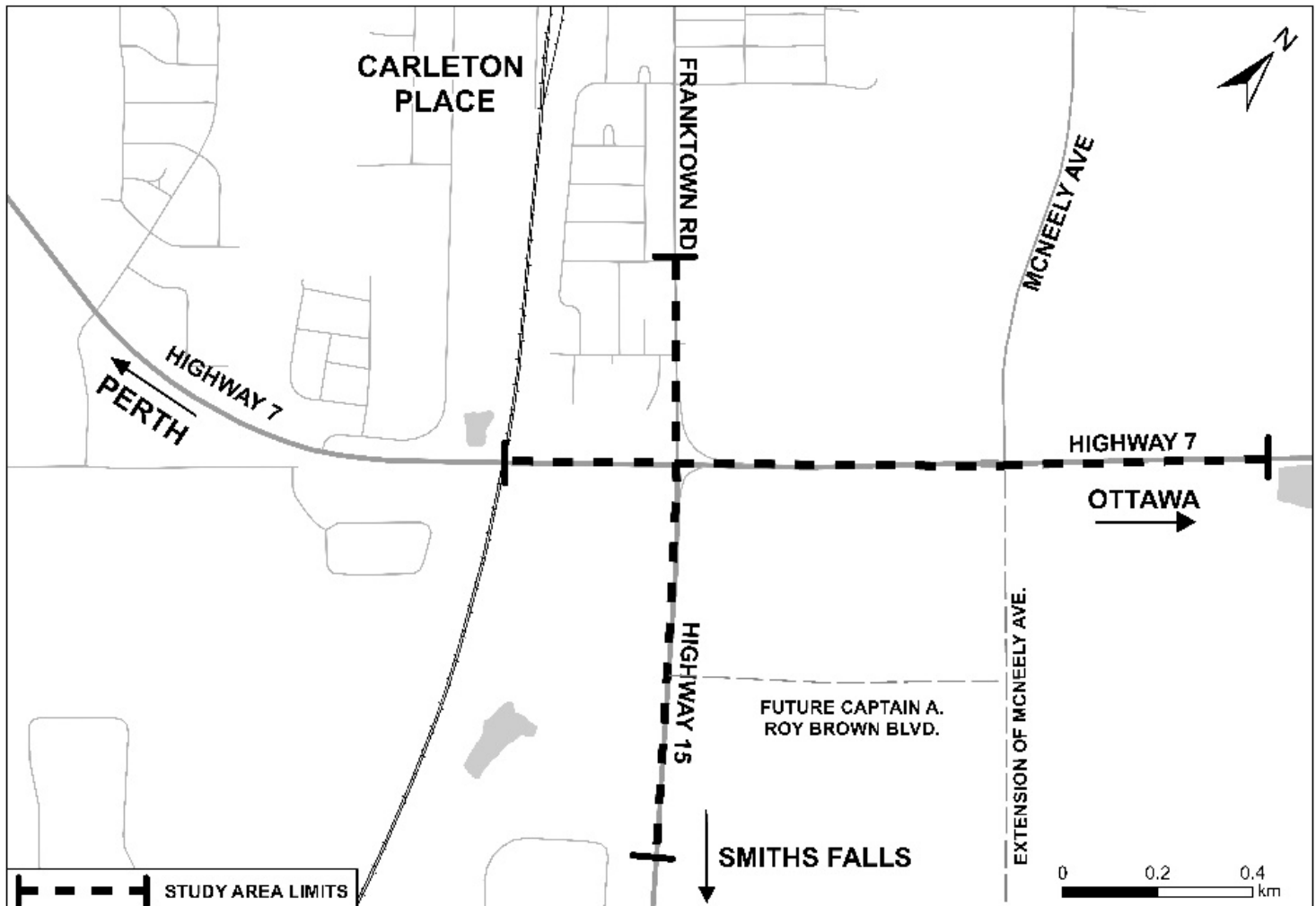
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**STUDY AREA**





Notice of Public Information Centre – External Agencies and Interest Groups

November 1, 2022

«Agency»  
«Address»

Attention: «Title» «First\_Name» «Last\_Name»  
«Job\_Title»

**RE: NOTICE OF PUBLIC INFORMATION CENTRE  
HIGHWAY 7 AND HIGHWAY 15 INTERSECTION IMPROVEMENTS,  
TRANSPORTATION ENVIRONMENTAL STUDY REPORT ADDENDUM  
(GWP 4084-16-00)**

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## **PUBLIC INFORMATION CENTRE**

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## **THE PROCESS**

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## **COMMENTS**

We are interested in hearing any comments that you may have regarding this study. If you wish to obtain additional information, please contact the Consultant Project Manager or MTO Senior Project Engineer listed below, or visit the project website at **www.hwy7-15ea.ca**

**Mr. Mark Velicevic, P.Eng.**  
Consultant Project Manager  
WSP Canada Inc.  
610 Chartwell Road, Suite 300  
Oakville, Ontario  
L6J 4A5  
Phone: 1-289-835-2629  
E-mail: hwy7-15ea@wsp.com

**Mr. Peter Fraser, P.Eng**  
MTO Senior Project Engineer  
Ministry of Transportation – Eastern Region  
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Yours very truly,

Mark Velicevic, P.Eng.  
Consultant Project Manager

cc: Mr. Peter Fraser, P.Eng., Senior Project Engineer – MTO Eastern Region  
Mr. Steve Baczyk, Environmental Planner – MTO Eastern Region  
Ms. Meghan MacMillan, MCIP, RPP, Consultant Environmental Planner –  
WSP

**Ministry of Transportation**

East Operations Branch  
1355 John Counter Boulevard  
Postal Box 4000  
Kingston, Ontario K7L 5A3  
Tel.: 1-613-545-4600

**Ministère des Transports**

Direction des opérations de l'Est  
1355, boulevard John Counter  
Case postale 4000  
Kingston, Ontario K7L 5A3  
Tél.: 1-613-545-4600



November 1, 2022

<<Agency>>

<<Address>>

**RE: NOTICE OF PUBLIC INFORMATION CENTRE  
HIGHWAY 7 AND HIGHWAY 15 INTERSECTION IMPROVEMENTS,  
TRANSPORTATION ENVIRONMENTAL STUDY REPORT ADDENDUM (GWP  
4084-16-00)**

Dear <<Name>>,

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The purpose of this letter is to inform <<Indigenous Partner>> that a Public Information Centre will be held to provide an overview of the Preliminary Design Recommended Plan for the impacted areas, and to present any changes to the design or preliminary mitigation measures as a result of the TESR Addendum process.

**BACKGROUND**

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## **PUBLIC INFORMATION CENTRE**

The Public Information Centre (PIC) will be held on **Tuesday, November 22, 2022** from **4:00 pm to 7:00 pm** at **Carleton Place Arena – Bob Rintoul Hall, 75 Neelin Street in Carleton Place, Ontario.**

Members of the Project Team will be available at the PIC to discuss the project and answer any questions you may have. Following the PIC, digital copies of the PIC display materials will be posted to the project website at [www.hwy7-15ea.ca](http://www.hwy7-15ea.ca). You are encouraged to review the PIC materials and provide any comments or questions to the Project Team, via the project website or at the contact information below by **December 6, 2022**.

Please be advised that the Ontario Government Notice (OGN) advertising the PIC will be published in local newspapers on the dates outlined below. A copy of the notice is also attached for your information.

The Ottawa Citizen

**Thursday, November 3, 2022**

Carleton Place-Almonte Canadian Gazette

**Thursday, November 3, 2022**

## **THE PROCESS**

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Should <<**Indigenous Partner**>> have any comments, questions or concerns on the planned activities, or would like to schedule a virtual meeting, please do not hesitate to contact me.

Sincerely,

**Peter Copping**

Indigenous Liaison Specialist  
East Region Operations  
Ministry of Transportation  
1355 John Counter Blvd, PO Box 4000  
Kingston, ON, K7L 5A3  
Tel: 613-539-3148  
Email: [Peter.A.Copping@Ontario.ca](mailto:Peter.A.Copping@Ontario.ca)

cc: Mr. Peter Fraser, P.Eng., Senior Project Engineer – MTO Eastern Region  
Mr. Mark Velicevic, P.Eng., Consultant Project Manager – WSP  
Mr. Steve Baczyk, Environmental Planner – MTO Eastern Region  
Ms. Meghan MacMillan, MCIP, RPP, Consultant Environmental Planner – WSP



November 1, 2022

<<Address>>

Attention: <<First Name>> <<Last Name>>

**RE: NOTICE OF PUBLIC INFORMATION CENTRE  
HIGHWAY 7 AND 15 INTERSECTION IMPROVEMENTS,  
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Yours very truly,

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**Ministry of Transportation**

Planning and Design Section  
1355 John Counter Boulevard  
Postal Bag 4000  
Kingston, Ontario K7L 5A3  
Tel.: 1-800-267-0295

**Ministère des Transports**

Section de la planification et de la conception  
1355, boulevard John Counter  
CP/Service de sacs 4000  
Kingston, Ontario K7L 5A3  
Tél.: 1-800-267-0295



November 1, 2022

<<Agency>>

<<Address>>

Attention: <<Name>>

**RE: NOTICE OF PUBLIC INFORMATION CENTRE  
HIGHWAY 7 AND HIGHWAY 15 INTERSECTION IMPROVEMENTS  
(GWP 4084-16-00), TRANSPORTATION ENVIRONMENTAL STUDY  
REPORT ADDENDUM**

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The purpose of this letter is to inform you that a Public Information Centre (PIC) will be held to provide an overview of the Preliminary Design Recommended Plan for the impacted areas, and to present any changes to the design or preliminary mitigation measures as a result of the TESR Addendum process.

The PIC will be held on **Tuesday, November 22, 2022** from **4:00 pm to 7:00 pm** at **Carleton Place Arena – Bob Rintoul Hall, 75 Neelin Street in Carleton Place, Ontario.**

Members of the Project Team will be available at the PIC to discuss the project and answer any questions you may have. Following the PIC, digital copies of the PIC display materials will be posted to the project website at **www.hwy7-15ea.ca**. You are encouraged to review the PIC materials and provide any comments or questions to the Project Team, via the project website or at the contact information below by **December 6, 2022.**

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

The Ottawa Citizen **Thursday, November 3, 2022**

Carleton Place-Almonte Canadian Gazette **Thursday, November 3, 2022**

A copy of the notice is attached for your information.

## **THE PROCESS**

The current study is following the Environmental Assessment process for a Group 'B' project in accordance with the *Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000)*, with the opportunity for public input throughout the project.

Upon completion, a TESR Addendum will be prepared and filed for a 30-day review period. Newspaper notices will be published at that time and notices circulated to the study contact list to explain the review process and identify locations where the TESR Addendum can be reviewed.

Should you require further information regarding this study, please feel free to contact the undersigned at the address listed below or visit the project website.

**Mr. Peter Fraser, P.Eng**  
MTO Senior Project Engineer

Ministry of Transportation – Eastern Region  
1355 John Counter Boulevard, Postal Bag  
4000  
Kingston, Ontario  
K7L 5A3  
Phone: 1-613-483-4619  
Email: hwy7-15ea@wsp.com

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record. If you have accessibility requirements in order to participate in this project, please contact the undersigned.

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

Yours very truly,

Peter Fraser, P. Eng.  
MTO Senior Project Engineer

cc: Mr. Mark Velicevic, P.Eng., Consultant Project Manager – WSP  
Mr. Steve Baczyk, Environmental Planner – MTO Eastern Region  
Ms. Meghan MacMillan, MCIP, RPP, Consultant Environmental Planner – WSP

---

# **APPENDIX C**

## **Display Materials**

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PUBLIC INFORMATION CENTRE  
SUMMARY REPORT

# PUBLIC INFORMATION CENTRE

## **Highway 7 and Highway 15 Intersection Improvements Transportation Environmental Study Report Addendum**

GWP 4084-16-00

**November 22, 2022**

# WELCOME TO THE PUBLIC INFORMATION CENTRE

## for the Highway 7 and Highway 15 Intersection Improvements Transportation Environmental Study Report Addendum

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

Background and Study Purpose
Overview of the Environmental Assessment Process
Overview of Town of Carleton Place Highway District Secondary Plan
Overview of Town of Carleton Place Local Draft Transportation Master Plan
Overview of the Updated Traffic Analysis
Overview of Proposed Changes to the 2020 Recommended Plan
Next Steps

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

Please ask questions and share your opinions with us.

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

Please complete a comment sheet at today's PIC, or by visiting [www.hwy7-15ea.ca/contact](http://www.hwy7-15ea.ca/contact)

We encourage you to sign in.

# BACKGROUND AND STUDY PURPOSE

## Background

In 2020, the Ministry of Transportation (MTO) completed a Preliminary Design and Class Environmental Assessment (EA) Study for improvements to the intersection of Highway 7 / Highway 15 and Highway 7 / McNeely Avenue in the Town of Carleton Place (GWP 4084-16-00).

The Town of Carleton Place has developed a Transportation Master Plan and has identified changes to draft development plans and a new municipal road between McNeely Avenue and Findlay Avenue, north of Highway 7. These changes were not considered as part of the traffic analysis completed during the 2020 Preliminary Design for improvements to the highway.

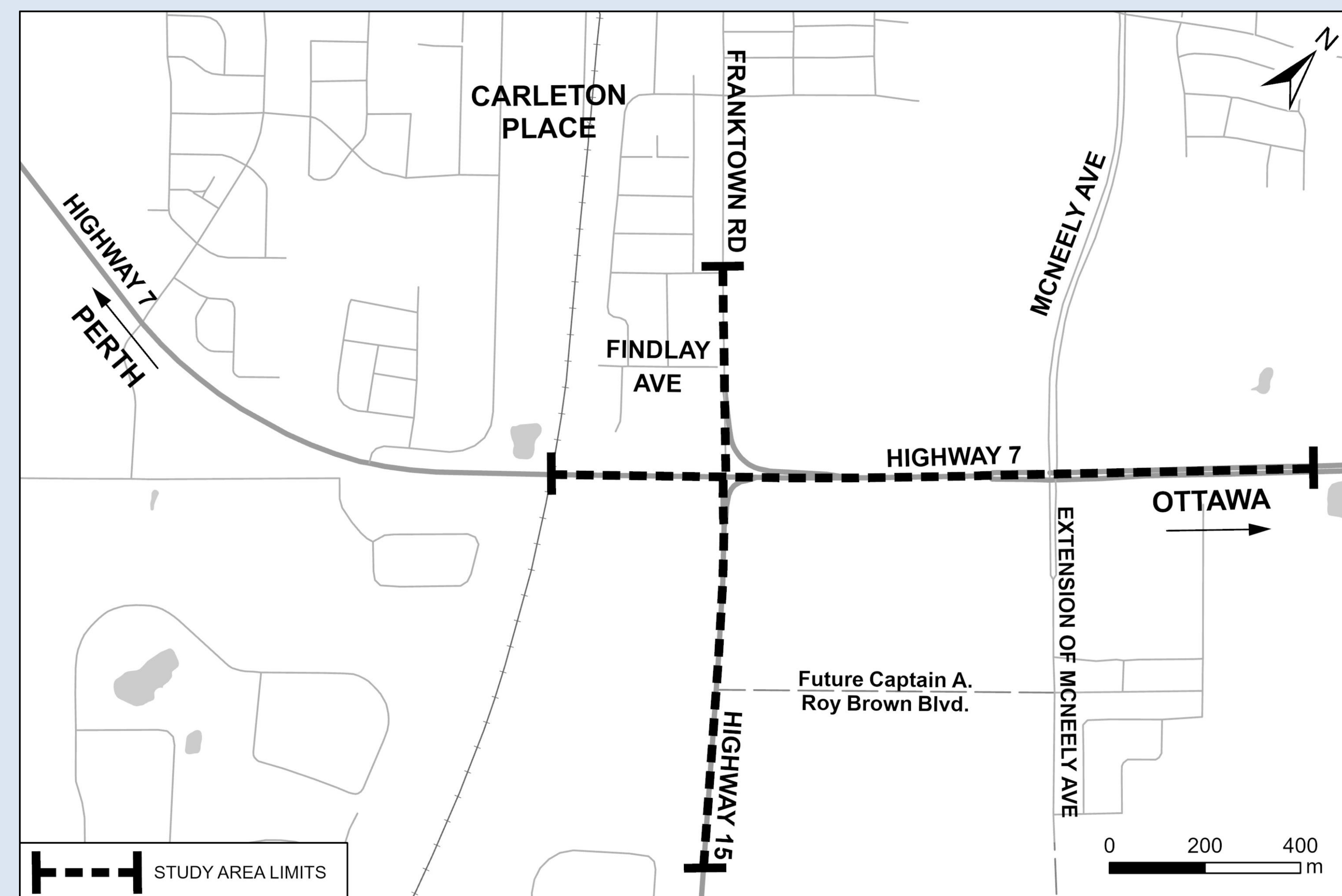
## Current Study

As a result, the Town requested that MTO undertake an addendum to the 2020 Preliminary Design and EA Study. The purpose of this addendum is to review with the public the traffic impacts from the changes to development and the new municipal roadway, and to identify any required changes to the highway design as a result.

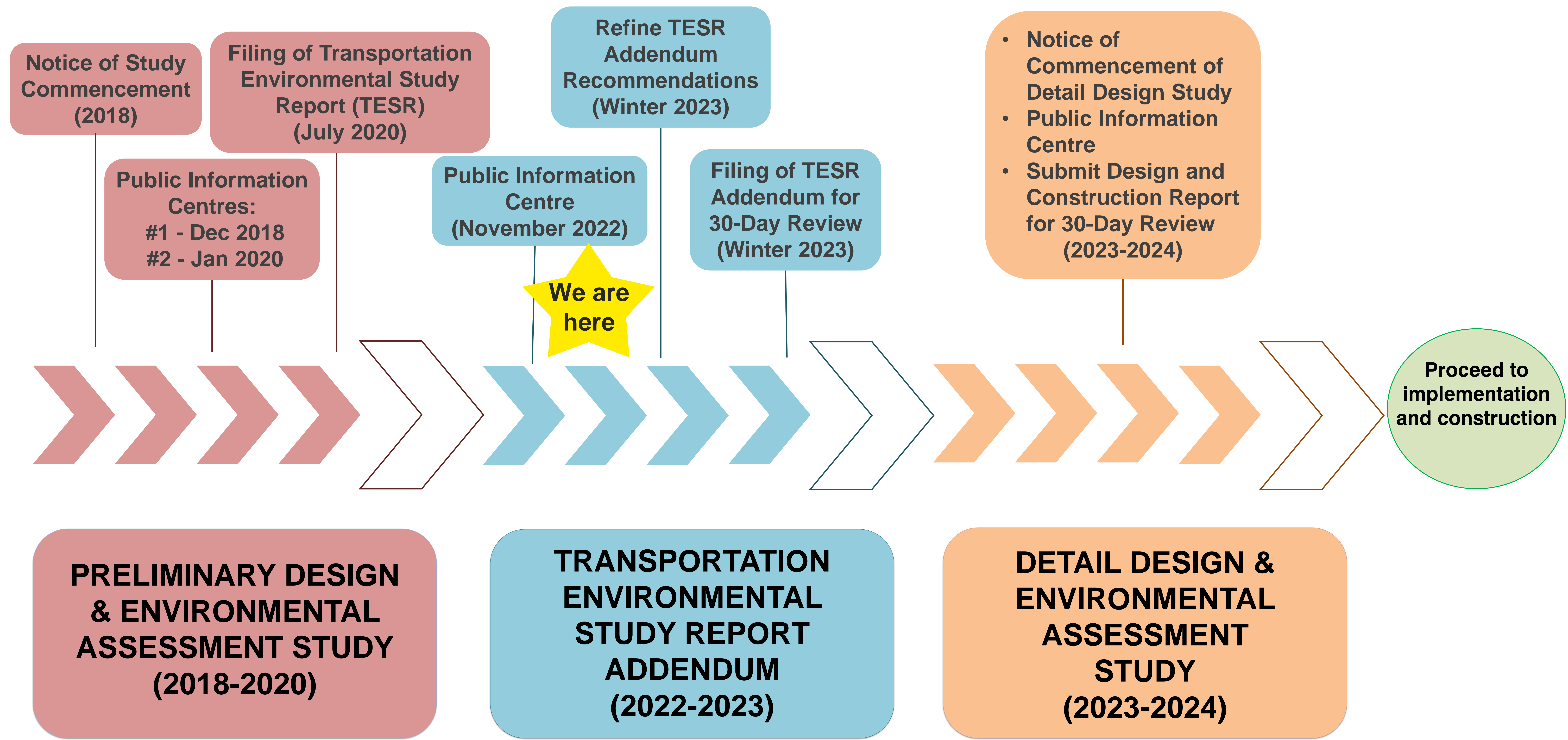
The Preliminary Design and EA Study was documented in a Transportation Environmental Study Report (TESR) which received environmental clearance in August 2020.

The results of the study will be documented in a Transportation Environmental Study Report Addendum.

## Study Area Overview



# ENVIRONMENTAL ASSESSMENT PROCESS



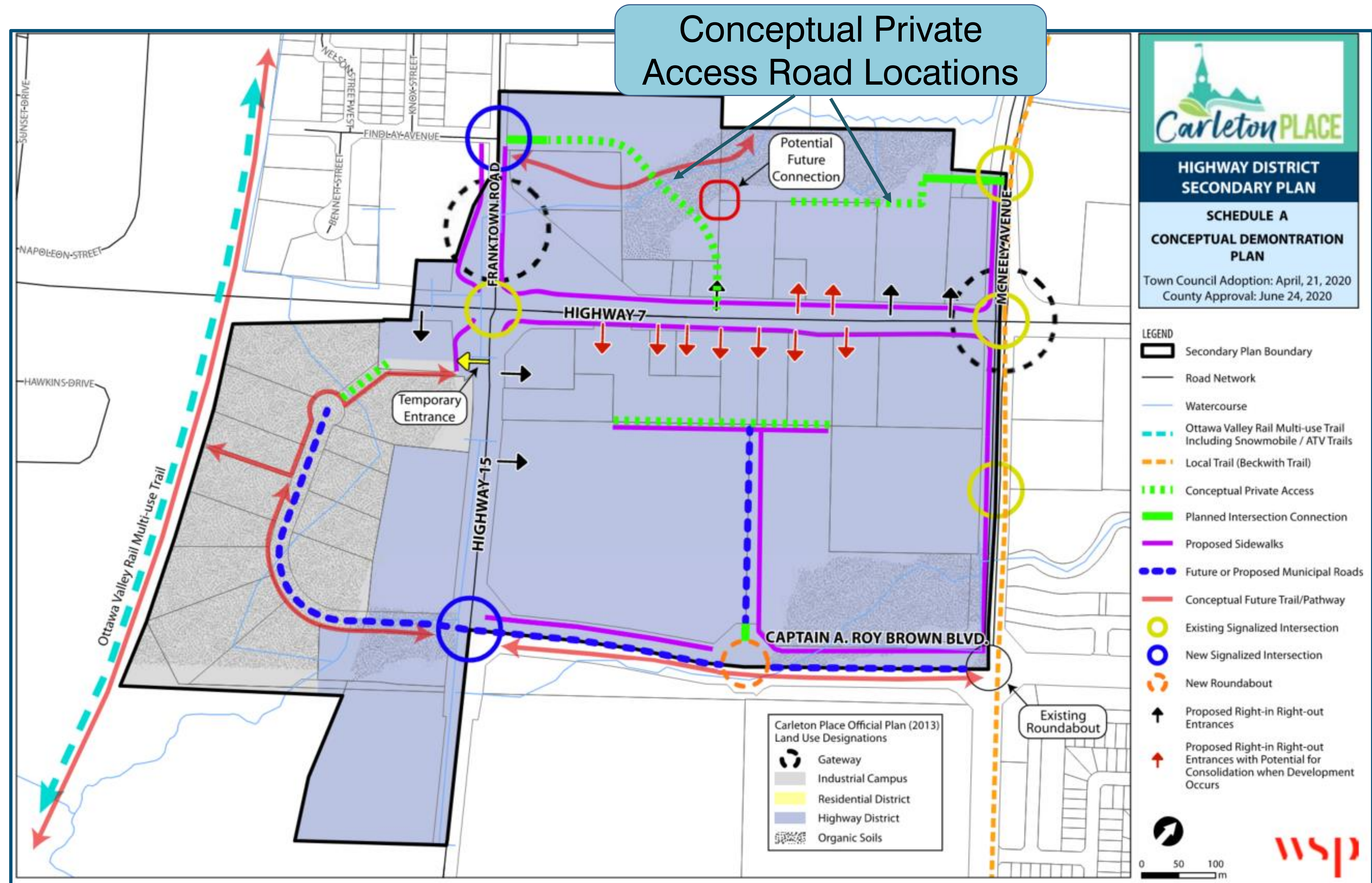


# TOWN OF CARLETON PLACE – HIGHWAY DISTRICT SECONDARY PLAN

In April 2020, the Town of Carleton Place adopted the Highway District Secondary Plan. The Secondary Plan was developed in parallel with MTO’s Highway 7 and 15 Intersection Improvements Preliminary Design and Class EA Study to provide a comprehensive planning framework for the lands surrounding Highway 7 and Highway 15.

North of Highway 7, the Highway District Secondary Plan identified two distinct separate future developments and provided separate access by private entrances, as shown in green on Schedule A of the Plan, with a protection for a future connection between these two developments at the discretion of the adjacent owners and the Town.

The potential connection was intended for the businesses, customers or owners that would link parking lots/developments and provide alternative access when highway traffic increases significantly in the distant future.

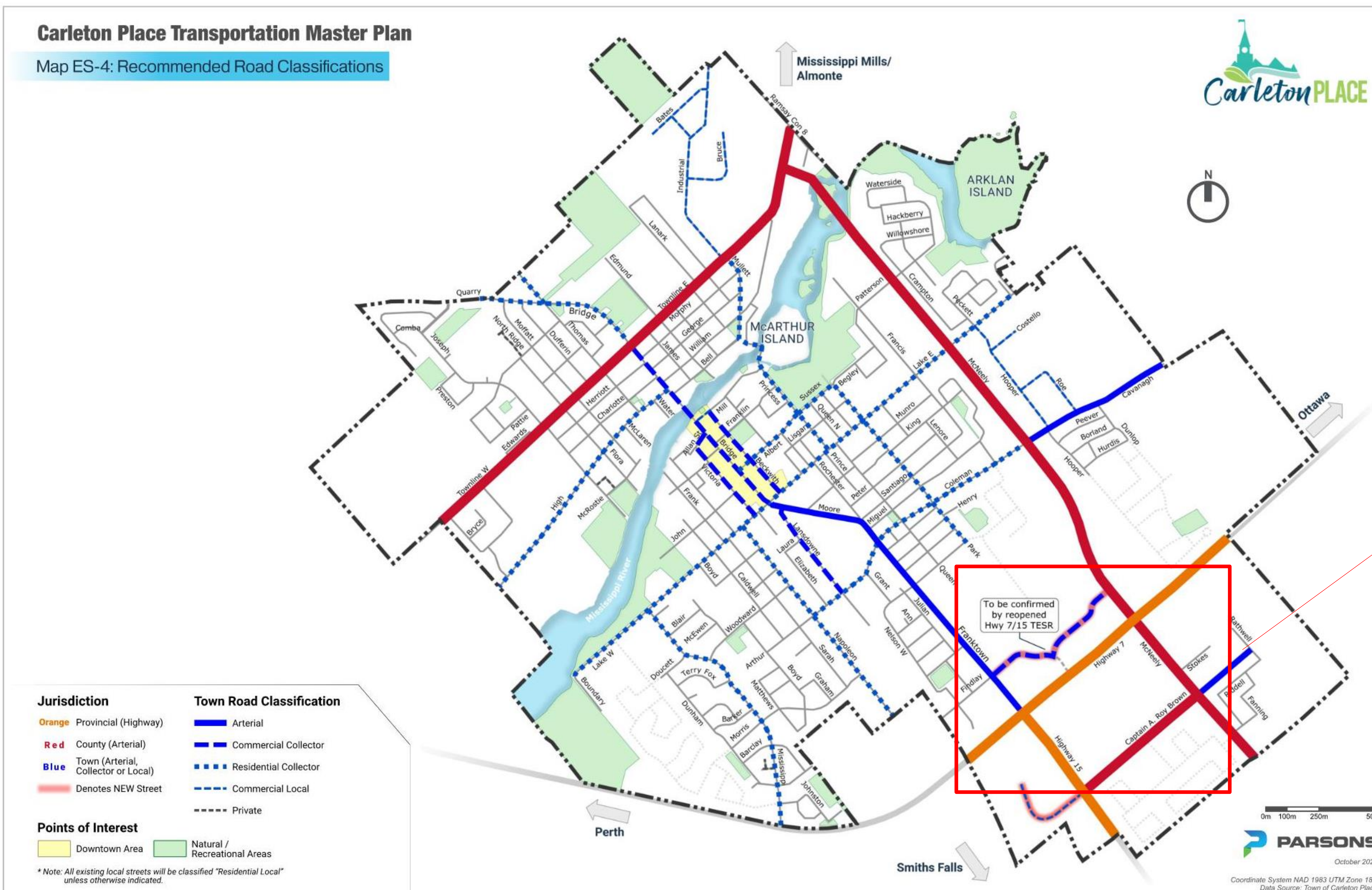


# TOWN OF CARLETON PLACE – TRANSPORTATION MASTER PLAN

In September 2022, the Town of Carleton Place released a Transportation Master Plan (TMP) in order to plan for the transportation needs of the community beyond 2041.

The TMP identifies expansions and upgrades to the road network to keep up with anticipated growth, to provide the key connections to enable access between existing and new neighbourhoods, to accommodate other modes and to foster economic development within the Town.

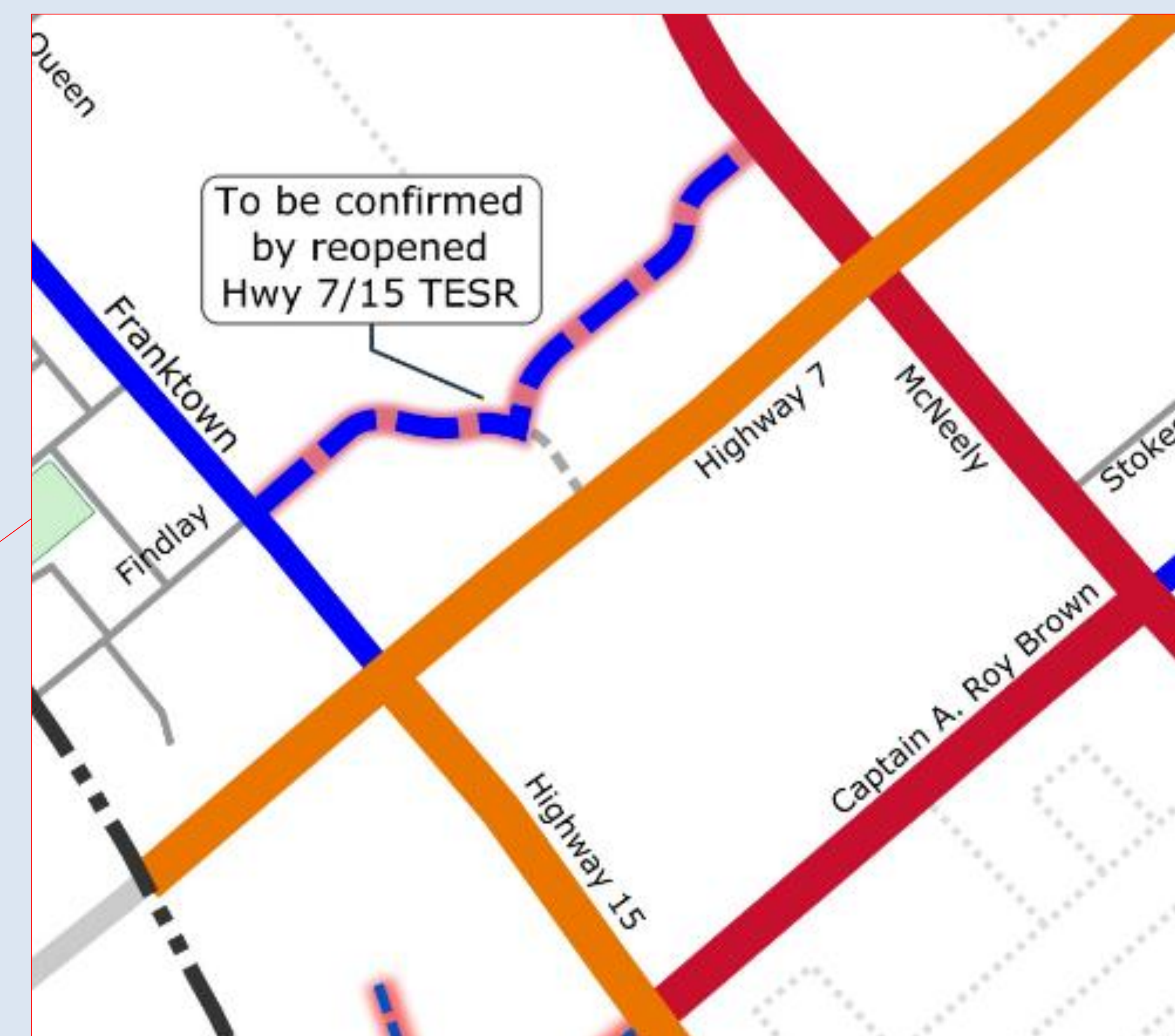
## Map ES-4 – Recommended Road Classifications from Final TMP



## North of Highway 7 Proposed Public Road

During public consultation held as part of the TMP development, Town staff and Council expressed interest in revisiting the private access concept north of Highway 7 as approved in the Secondary Plan.

Through the TMP, the Town is now considering a municipal road to connect Franktown Road to McNeely Avenue.



# TRAFFIC ANALYSIS – FUTURE DEVELOPMENT

MTO updated the traffic analysis previously completed as part of the 2020 Preliminary Design study.

The purpose of the update was to:

- assess anticipated traffic volumes on Highway 7 and Highway 15 if a municipal roadway is constructed north of Highway 7
- consider the potential for redevelopment and additional development in the lands north of Highway 7 between McNeely Avenue and Franktown Road that were not captured during the 2020 Preliminary Design

The analysis was undertaken as part of MTO's due diligence approach to monitor traffic operations and assess the anticipated changes in traffic movements on the 2020 Recommended Plan for the Highway 7 and 15 intersection improvements.

## Future Development Areas and Additional Traffic Improvements



### Traffic Analysis Results

- There is potential for approximately 900 additional housing units and a 300-bed long term care center beyond what was anticipated in the original 2020 traffic analysis. This would result in an additional **450 morning peak hour trips and 560 evening peak hour trips** on the surrounding road network.
- Most of the new development will be accessed from Franktown Road and McNeely Avenue as the new public road will not connect to the development areas to the north.

# TRAFFIC ANALYSIS – ALTERNATIVES ASSESSMENT

The 2022 updated traffic analysis examined seven alternatives for the new public roadway and interaction with traffic on Highway 7:

## Baseline Alternatives:

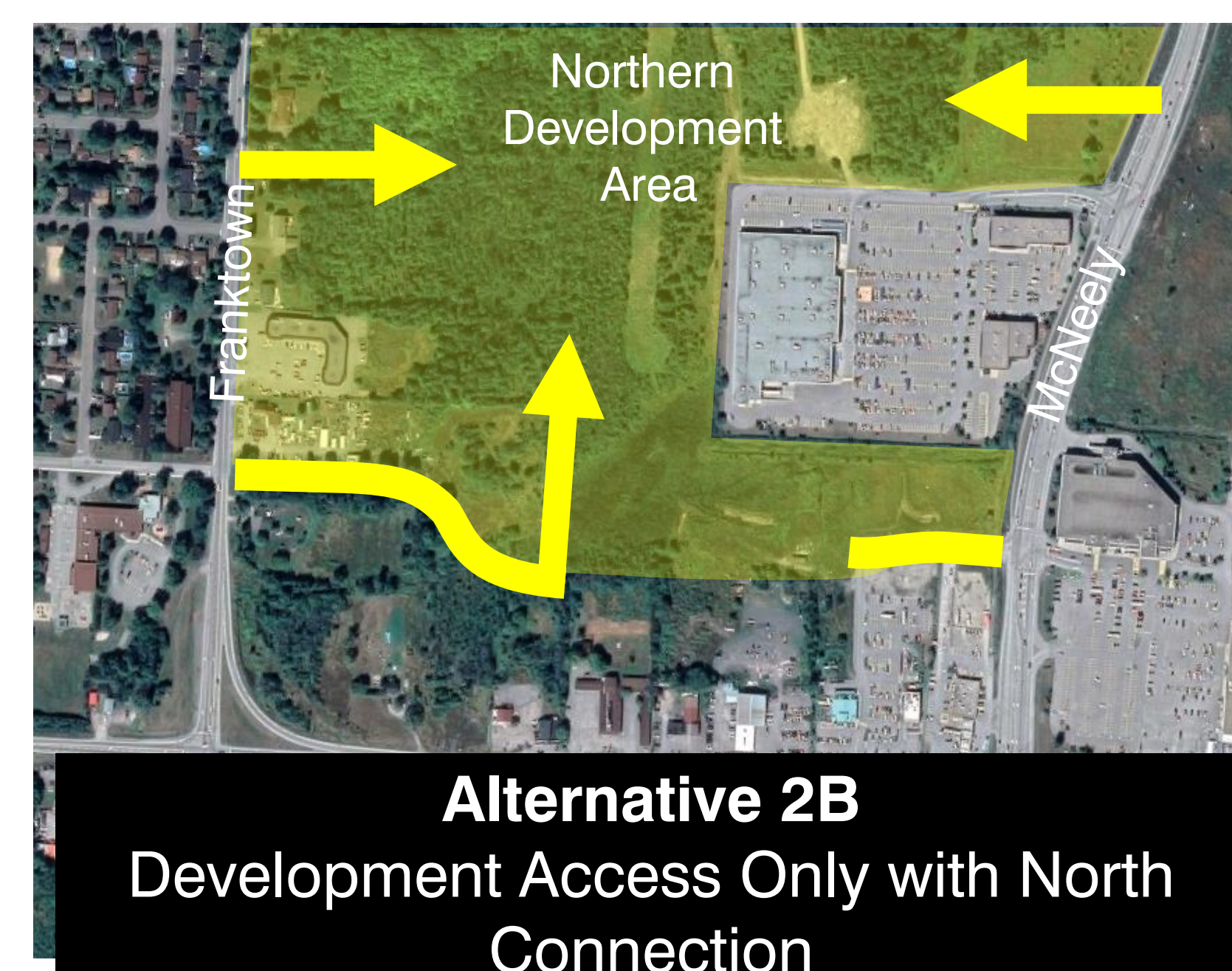
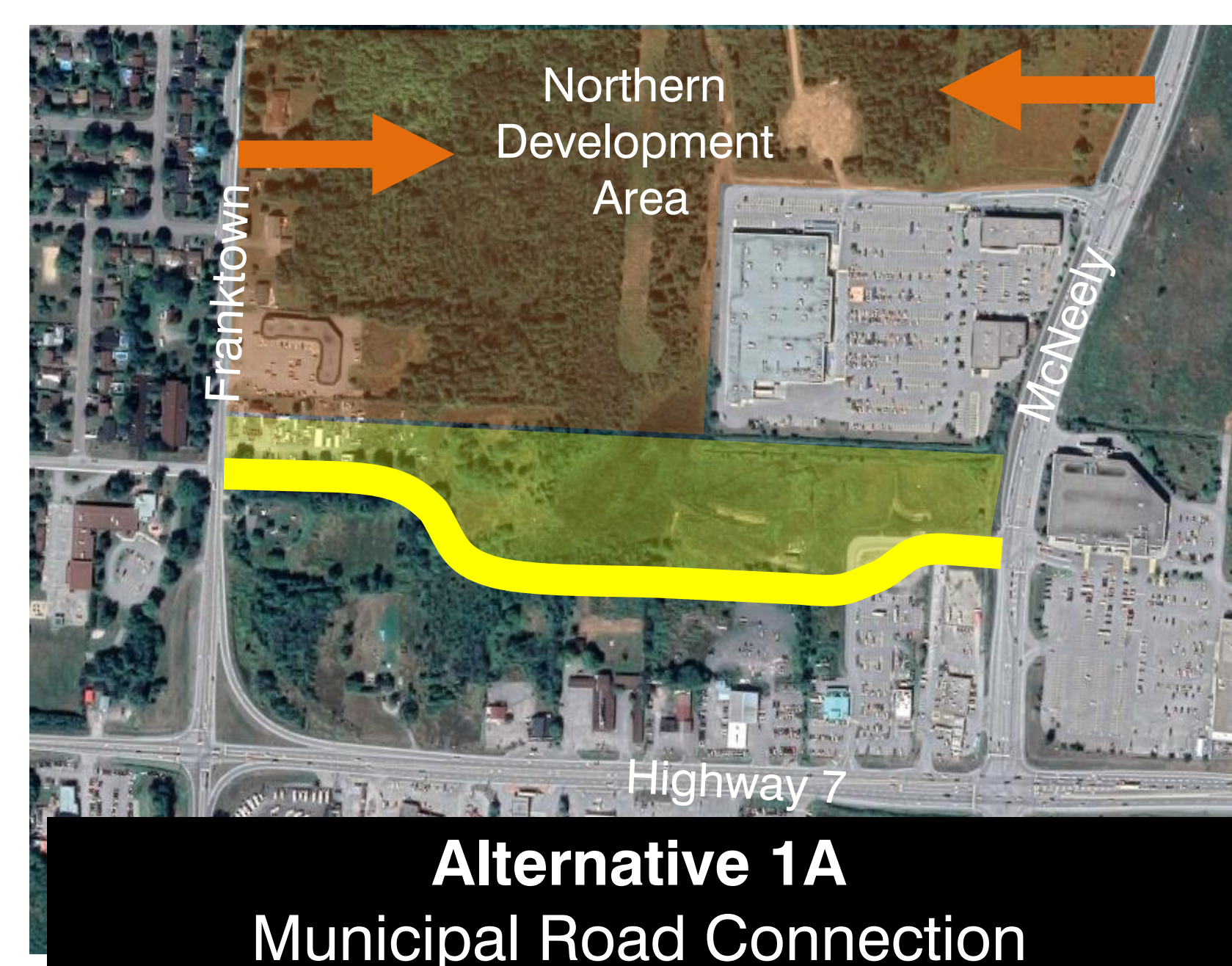
- Without municipal road connection
- With municipal road connection

## Alternatives with Potential Northern Development:

- Alternative 1 – With municipal road connection
- Alternative 2 – Without municipal road connection
- Alternative 3 – With municipal road connection and connection from Highway 7

## Sub-Alternatives:

- A – No connection to northern development area
- B – Connection from municipal road to northern development area



**PREFERRED ALTERNATIVE**

## Alternatives 1A and 1B

- Creates congestion on Highway 7 WB due to additional development traffic turning right onto McNeely Avenue from Highway 7.
- Creates congestion on the NB left turn and conflicting SB through traffic at the McNeely Avenue and new municipal road intersection (mitigated in Alternatives 3A and 3B with alternative access from Highway 7).

## Alternatives 2A and 2B

- Creates additional congestion at Highway 7 and Highway 15 intersection as there is no access to northern development area from McNeely Avenue.
- Creates additional congestion on Highway 7 EB left turn at the Highway 7 and McNeely Avenue intersection as municipal road is not available as a bypass.

## Alternative 3B

- Connection from the municipal road to northern development area is not recommended, in order to reduce traffic demand on municipal road and intersections with McNeely Avenue and Franktown Road.

## Preferred Alternative – 3A

- Municipal road will allow traffic to distribute between Franktown Road and McNeely Avenue and provide a parallel route to Highway 7 to bypass busy intersections.
- Connection from midblock Highway 7 to municipal road will reduce demand on McNeely Avenue.

# PROPOSED CHANGES TO 2020 RECOMMENDED PLAN

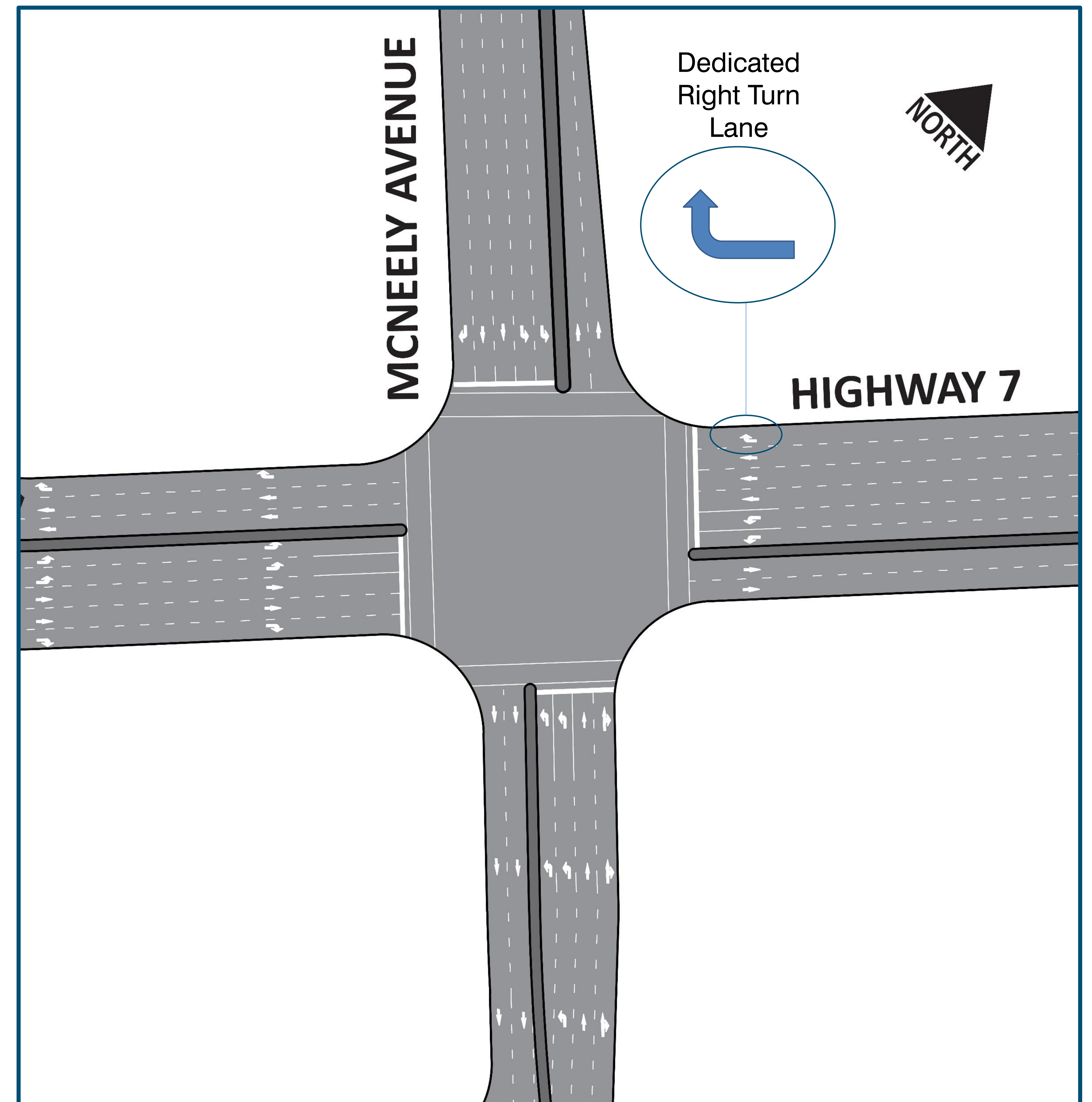
## Section 6.1.4.2 of the 2020 TESR states:

- The Highway 7 westbound direction at the McNeely Avenue intersection is recommended to operate with three through lanes plus a dedicated right turn lane for the long-term condition (i.e., 2040 and beyond). However, to reduce the crossing distance for pedestrians, the **westbound approach is recommended to have two through lanes plus a shared through / right lane** during interim improvements.
- **MTO is recommended to periodically monitor traffic operations at the westbound approach and if required, implement the dedicated right turn lane** to reduce delay and queuing for the westbound approach.

## Proposed Changes

- Due to an increase in traffic from the development north of Highway 7 documented in the traffic analysis, MTO is recommending to **implement the dedicated right-turn lane on Highway 7 in the immediate term** to reduce delay and queuing at the Highway 7 westbound approach at McNeely Avenue.
- **No other changes to the 2020 Recommended Plan are recommended** as a result of the updated traffic analysis.
- **There are no changes to the potential environmental effects, property requirements, proposed mitigation measures or commitments to future work** as identified in the 2020 TESR as a result of the change to the Recommended Plan.

## Recommended Plan



## NEXT STEPS

### Following this PIC, we will:

- Review and respond to comments received
- Prepare the Transportation Environmental Study Report Addendum for a 30-day public review period

Upon completion of this project, MTO and WSP will undertake the Detail Design and Class Environmental Assessment Study for the improvements to the intersection of Highway 7 and Highway 15.

During the Detail Design, there will be additional opportunities for public participation.



**If you would like more information regarding the Transportation Environmental Study Report Addendum, please contact a Project Team member or visit [www.hwy7-15ea.ca/contact](http://www.hwy7-15ea.ca/contact). Contact information for the study is also provided on the comment sheet.**

**Mr. Mark Velicevic, P.Eng.**  
Consultant Project Manager  
WSP Group  
610 Chartwell Road, Suite 300  
Oakville, Ontario  
L6J 4A5

Phone: 1-289-835-2629  
Email: [hwy7-15ea@wsp.com](mailto:hwy7-15ea@wsp.com)

**Mr. Peter Fraser, P.Eng.**  
MTO Senior Project Engineer  
Ministry of Transportation – Eastern Region  
1355 John Counter Boulevard, Postal Bag 4000  
Kingston, Ontario  
K7L 5A3

Phone: 613-483-4619  
Email: [hwy7-15ea@wsp.com](mailto:hwy7-15ea@wsp.com)

---

**APPENDIX D**

**Comments Received**

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PUBLIC INFORMATION CENTRE  
SUMMARY REPORT

**From:** bounce+wordpress=hwy7+2D15ea.ca@b.atomicsites.net on behalf of  
<wordpress@hwy7-15ea.ca>  
**Sent:** November 2, 2022 4:54 PM  
**To:** hwy7-15ea  
**Subject:** Hwy 7-15 EA - Online Comment Form Submission

**Name:**

**Email:**

**Comment/Question:** Please consider completing the traffic circle bypass created by the Roy Brown Blvd. This will reduce traffic conjection at the junction of Hwy 7 &15.

---

Time: November 2, 2022 at 4:54 pm

IP Address:

Contact Form URL: <https://hwy7-15ea.ca/contact/>

Sent by an unverified visitor to your site.



# COMMENT SHEET

## HIGHWAY 7 AND HIGHWAY 15 INTERSECTION IMPROVEMENTS TRANSPORTATION ENVIRONMENTAL STUDY REPORT ADDENDUM (GWP 4084-16-00)

www.hwy7-15ea.ca

### PUBLIC INFORMATION CENTRE

NOVEMBER 22, 2022  
Carleton Place Arena – Bob Rintoul Hall  
75 Neelin Street  
Carleton Place, Ontario K7C 4H1

**PLEASE NOTE: Drop your completed comment sheet in the box provided or send it by December 6, 2022, to:**

Ms. Meghan MacMillan  
Consultant Environmental Planner  
2611 Queensview Drive, Suite 300  
Ottawa, ON K2B 8K2  
E-mail: hwy7-15ea@wsp.com

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

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

E-mail       Regular Mail

### COMMENTS:

- 1- Complete Roy Brown Bypass before work on Hwy 7 starts.
- 2- Make Roy Brown & Hwy 15 a round about.

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

### PLEASE PRINT:

NAME: \_\_\_\_\_  
ADDRESS: \_\_\_\_\_  
EMAIL: \_\_\_\_\_

**From:** Aboukarr, Sereen  
**Sent:** November 3, 2022 3:28 PM  
**To:** hwy7-15ea  
**Cc:** Garland, Jade  
**Subject:** FW: Notice of Public Information Centre – Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00) Transportation Environmental Study Report Addendum  
**Attachments:** [GWP 4084-16-00\\_TESR Addendum\\_ExA Letters-HydroOne\\_Cordick.pdf](#)



**Sereen Aboukarr**

Planner  
Urban and Community Planning  
*She/Her*

T+ 1 613-690-7446

---

**From:**  
**Sent:** November 3, 2022 3:12 PM  
**To:** Aboukarr, Sereen <[Sereen.Aboukarr@wsp.com](mailto:Sereen.Aboukarr@wsp.com)>  
**Cc:**  
**Subject:** FW: Notice of Public Information Centre – Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00) Transportation Environmental Study Report Addendum

Hello Sereen,

I am a designer with Hydro One.

I am currently tasked with working on bringing a 44Kv power line to a new high-load customer located at 347 Franktown Rd. Preliminary planning at this stage.

This will involve extending the 44Kv that ends at the corner of Franktown and HWY 7, pole located on the South West Corner, and extending this line North up Franktown Rd.

This is of course going to be in direct conflict with the intersection improvement here, as I understand Hydro is already being asked to relocate this plant, although particulars of the relocation are still pending.

My question is, I am trying to get an idea of how much conflict there will be along the North West and south west corner of this intersection, and if there is there anything you can provide me with – perhaps a drawing, or a preliminary plan with regards to the new intersection locations.

I know the MTO will likely not permit additional land-use permits for us in this area at this time, but with a large-load customer looking for a design-contract, we will have to explore all our options and discuss further with them when the time comes.

Anything you could provide me with at this time , however preliminary, would be ideal.

Thank you,



C.E.T., rcji

**Hydro One Networks Inc**

Area Distribution Engineering Technician

Perth Operations Centre

C: (226) 787-4265

---

**From:**

**Sent:** Thursday, November 03, 2022 2:18 PM

**To:**

**Subject:** FW: Notice of Public Information Centre – Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00) Transportation Environmental Study Report Addendum

---

**From:** Aboukarr, Sreen <[Sreen.Aboukarr@wsp.com](mailto:Sreen.Aboukarr@wsp.com)>

**Sent:** Wednesday, November 02, 2022 4:45 PM

**To:**

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

**Subject:** Notice of Public Information Centre – Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00) Transportation Environmental Study Report Addendum

You don't often get email from [sreen.aboukarr@wsp.com](mailto:sreen.aboukarr@wsp.com). [Learn why this is important](#)

**\*\*\* Exercise caution. This is an EXTERNAL email. DO NOT open attachments or click links from unknown senders or unexpected email. \*\*\***

Good afternoon,

The purpose of this message is to inform you that a Public Information Centre (PIC) will be held for the Ministry of Transportation's Highway 7 and Highway 15 Intersection Improvements Transportation Environmental Study Report Addendum.

The PIC will be held on Tuesday, November 22, 2022 from 4:00 pm to 7:00 pm at the Carleton Place Arena – Bob Rintoul Hall located at 75 Neelin Street, Carleton Place, Ontario.

## TELECOM RECORD

GWP:	4048-16-00	CALL FROM:
DATE:	November 3, 2022	REPRESENTING: Vacant Property at Hwy 7/15 Intersection
TIME:	2:00 pm	CALL TO: Jade Garland
		REPRESENTING: WSP
<b>REGARDING:</b>		
Highway 7 at Highway 15 Intersection Improvements – Transportation Environmental Study Report Addendum		
<b>DISCUSSION:</b>		
<p>called Ms. Garland to confirm her attendance to the landowner meeting to be held in advance of the Public Information Centre on November 22, 2022 at 2:30 pm.</p> <p>also explained to Ms. Garland that she emailed Peter Fraser (MTO Senior Project Engineer) on October 21, 2022 to discuss the number of entrances to Highway 15 allowed on her property, noting there is an existing entrance that is not currently being used. She also explained that she would like to determine the cost sharing requirements previously discussed with Paul Knowles (Town of Carleton Place Engineer – retired) for the proposed public access road identified in the Highway District Secondary Plan within her property.</p> <p>also indicated the Town of Carleton Place has approached her regarding property takings required as part of the construction of the proposed Captain A. Roy Brown Blvd. at the southern boundary of her property.</p> <p>would like to ensure all matters with MTO regarding access to Highway 15 and Town of Carleton Place regarding cost sharing and property takings are finalized prior to her family putting the property up for sale.</p> <p>Ms. Garland advised that representatives from MTO as well as the Town of Carleton Place will be present at the landowner presentation and Public Information Centre to discuss her concerns.</p>		
<b>ACTION:</b> N/A. will attend the landowner presentation on November 22, 2022 to further discuss her concerns with MTO and the Town of Carleton Place.		
<b>CC:</b>		
Mark Velicevic, WSP Project Manager Peter Fraser, MTO Senior Project Engineer Steve Baczyk, MTO Senior Environmental Planner Stephen Kapusta, MTO Corridor Management Meghan MacMillan, WSP Environmental Planner		

**From:** bounce+wordpress=hwy7+2D15ea.ca@b.atomicsites.net on behalf of  
<wordpress@hwy7-15ea.ca>  
**Sent:** November 4, 2022 1:07 PM  
**To:** hwy7-15ea  
**Subject:** Hwy 7-15 EA - Online Comment Form Submission

**Name:**

**Email:**

**Comment/Question:** I received notice of the information meeting of November 01, 2022 in my November 03, 2022 issue of the Canadian-Gazette. How can I now inform myself of the intentions of the Ministry for this project? I would like to view them and offer my comments and suggestions.

---

Time: November 4, 2022 at 1:07 pm

IP Address:

Contact Form URL: <https://hwy7-15ea.ca/contact/>

Sent by an unverified visitor to your site.

**From:** bounce+wordpress=hwy7+2D15ea.ca@b.atomicsites.net on behalf of  
<wordpress@hwy7-15ea.ca>  
**Sent:** November 15, 2022 6:52 PM  
**To:** hwy7-15ea  
**Subject:** Hwy 7-15 EA - Online Comment Form Submission

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Name:**

**Email:**

**Comment/Question:** I had presumed that the connection across Hwy 7 at the current position of Hwy 15 and Franktown Rd would be closed and and Hwy 15 moved over via Roy Brown Blvd to McNeely. That would eliminate one signalled intersection and allow for freer flow of traffic through the area. A turn-around could be provided through the old railway overpass to allow traffic to access both sides of Hwy 7.

I also felt that a grade separation at McNeely and Hwy 7 would be wise, but it seems that is not in the plans. But it should at least be provided for in the long-term planning.

The extension of Findlay to McNeely is a wise move and will allow easier access to both sides of Hwy 7.

---

Time: November 15, 2022 at 6:52 pm

IP Address:

Contact Form URL: <https://hwy7-15ea.ca/contact/>

Sent by an unverified visitor to your site.

**From:**  
**Sent:** November 6, 2022 2:01 PM  
**To:** hwy7-15ea  
**Subject:** Highway 7/15 Information Centre

Hi to all,

I'd like to thank all of you for the opportunity to attend the upcoming Information Centre relating to the proposed changes to the Highway 7/15 intersection. However, I'd like to question your time and date of the event. As it is commuters who are likely those who most frequently use the intersection, and most of them travel to and from Ottawa on a daily basis, having it start at 4pm is hardly convenient. For most of us commuters, we would miss at least an hour, or more, of the event so if there were to be any sort of question and answer session, a valuable opportunity would be lost. I'm sure that there will be several people with the same concern so I'm hoping that it might be rescheduled so as to benefit more of the people who will be affected by the changes. Thank you for your time.

Carleton Place.

**From:**  
**Sent:** November 7, 2022 1:28 PM  
**To:** Garland, Jade  
**Cc:** hwy7-15ea;  
**Subject:** Re: Notice of Public Information Centre – Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00) Transportation Environmental Study Report Addendum

Hi Jade,

This store has been reassigned to who is copied on this email.  
Moving forward, please address him.

Thanks,

Business Analyst - Pizza Pizza Limited  
500 Kipling Avenue, Toronto, Ontario, M8Z 5E5

**PIZZA PIZZA PIZZA 73**



Purchase a Heart Pizza today and support the Slices for Smiles Foundation!

On Wed, Nov 2, 2022 at 4:38 PM Garland, Jade <[jade.garland@wsp.com](mailto:jade.garland@wsp.com)> wrote:

Good afternoon,

The purpose of this message is to inform you that a Public Information Centre (PIC) will be held for the Ministry of Transportation's Highway 7 and Highway 15 Intersection Improvements Transportation Environmental Study Report Addendum.

The PIC will be held on Tuesday, November 22, 2022 from 4:00 pm to 7:00 pm at the Carleton Place Arena – Bob Rintoul Hall located at 75 Neelin Street, Carleton Place, Ontario. You are also invited to attend a presentation for property-owners and business-owners from 2:30 pm to 3:30 pm. Please confirm your attendance to the advanced presentation via email at [hwy7-15ea@wsp.com](mailto:hwy7-15ea@wsp.com) by November 15, 2022.



**From:** Garland, Jade  
**Sent:** December 7, 2022 11:19 AM  
**To:** Warrian, Benjamin  
**Subject:** FW: Notice of Public Information Centre - Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00) Transportation Environmental Study Report Addendum

---

**From:**  
**Sent:** Wednesday, November 16, 2022 4:39 PM  
**To:** Garland, Jade <[jade.garland@wsp.com](mailto:jade.garland@wsp.com)>  
**Subject:** RE: Notice of Public Information Centre - Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00) Transportation Environmental Study Report Addendum

Hi Jade,

I will attend the 2:30 business owners meeting. It is tire change over time so I am not sure if will make it however, he will try.

Would you please remove any reference to “ ” on any of your documentation for our property. The sole owner is

Thanks

---

Hank's Tirecraft, Accounting

Smiths Falls Shop - 613.283.0173  
Carleton Place Shop - 613.257.1162

---

**From:** Garland, Jade <[jade.garland@wsp.com](mailto:jade.garland@wsp.com)>  
**Sent:** November 2, 2022 4:41 PM  
**To:** [hanksaccounting@bellnet.ca](mailto:hanksaccounting@bellnet.ca)  
**Cc:** hwy7-15ea <[hwy7-15ea@wsp.com](mailto:hwy7-15ea@wsp.com)>  
**Subject:** Notice of Public Information Centre – Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00) Transportation Environmental Study Report Addendum

Good afternoon,

The purpose of this message is to inform you that a Public Information Centre (PIC) will be held for the Ministry of Transportation's Highway 7 and Highway 15 Intersection Improvements Transportation Environmental Study Report Addendum.

# COMMENT SHEET

HIGHWAY 7 AND HIGHWAY 15 INTERSECTION IMPROVEMENTS  
TRANSPORTATION ENVIRONMENTAL STUDY REPORT ADDENDUM (GWP 4084-16-00)

www.hwy7-15ea.ca

PUBLIC INFORMATION CENTRE

NOVEMBER 22, 2022  
Carleton Place Arena – Bob Rintoul Hall  
75 Neelin Street  
Carleton Place, Ontario K7C 4H1

PLEASE NOTE: Drop your completed comment sheet in the box provided or send it by December 6, 2022, to:

Ms. Meghan MacMillan  
Consultant Environmental Planner  
2611 Queensview Drive, Suite 300  
Ottawa, ON K2B 8K2  
E-mail: hwy7-15ea@wsp.com

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

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

E-mail       Regular Mail

COMMENTS:

Good update  
Any way to speed up 24/25?  
Are slides on internet?  
Hwy 7 + townline West need traffic  
an emergency study to install lights  
ASAP before someone dies  
330 to 500 almost impossible to  
turn left into CP.

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

PLEASE PRINT:

NAME: \_\_\_\_\_  
ADDRESS: \_\_\_\_\_  
EMAIL: \_\_\_\_\_

# COMMENT SHEET

HIGHWAY 7 AND HIGHWAY 15 INTERSECTION IMPROVEMENTS  
TRANSPORTATION ENVIRONMENTAL STUDY REPORT ADDENDUM (GWP 4084-16-00)

www.hwy7-15ea.ca

PUBLIC INFORMATION CENTRE

NOVEMBER 22, 2022  
Carleton Place Arena – Bob Rintoul Hall  
75 Neelin Street  
Carleton Place, Ontario K7C 4H1

PLEASE NOTE: Drop your completed comment sheet in the box provided or send it by December 6, 2022, to:

Ms. Meghan MacMillan  
Consultant Environmental Planner  
2611 Queensview Drive, Suite 300  
Ottawa, ON K2B 8K2  
E-mail: hwy7-15ea@wsp.com

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

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

E-mail       Regular Mail

**COMMENTS:**

ON FRANKTOWN ROAD BETWEEN FINOLAY & ALEXANDER  
THE URBAN FOREST / RIVER CORRIDOR COMMITTEE IS NOT  
IN FAVOUR OF TREES BEING REMOVED ON THE WEST SIDE  
OF THE STREET.  
THESE TREES ARE THE ENTRANCE TO THE TOWN  
& THE TREES SHOULD BE PROTECTED TO MAINTAIN  
THE CHARACTER OF THE TOWN

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

**PLEASE PRINT:**

NAME: CARLETON PLACE URBAN FOREST COMMITTEE  
ADDRESS: \_\_\_\_\_  
EMAIL: \_\_\_\_\_

# COMMENT SHEET

HIGHWAY 7 AND HIGHWAY 15 INTERSECTION IMPROVEMENTS  
TRANSPORTATION ENVIRONMENTAL STUDY REPORT ADDENDUM (GWP 4084-16-00)

www.hwy7-15ea.ca

PUBLIC INFORMATION CENTRE

NOVEMBER 22, 2022  
Carleton Place Arena – Bob Rintoul Hall  
75 Neelin Street  
Carleton Place, Ontario K7C 4H1

**PLEASE NOTE: Drop your completed comment sheet in the box provided or send it by December 6, 2022, to:**

**Ms. Meghan MacMillan**  
Consultant Environmental Planner  
2611 Queensview Drive, Suite 300  
Ottawa, ON K2B 8K2  
E-mail: hwy7-15ea@wsp.com

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

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

E-mail  Regular Mail

**COMMENTS:**

Crossing highway 7 from the Neely  
(pedestrian) - light is not long enough  
for walkers and I walk fast (200m, 200m).  
Please lengthen the "walk" light.

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

**PLEASE PRINT:**

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

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

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

---

**From:** Garland, Jade  
**Sent:** Wednesday, November 23, 2022 10:30 AM  
**To:**  
**Subject:** RE: Notice of Public Information Centre - Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00) Transportation Environmental Study Report Addendum

Hi

The PIC displays are now live at the following link: <https://hwy7-15ea.ca/reports-presentations/>

Thanks,

Jade



**Jade Garland**  
Senior Planner  
Urban and Community Planning  
T+ 1 613-690-1169

---

**From:**  
**Sent:** Wednesday, November 23, 2022 8:52 AM  
**To:** Garland, Jade <[jade.garland@wsp.com](mailto:jade.garland@wsp.com)>  
**Subject:** RE: Notice of Public Information Centre - Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00) Transportation Environmental Study Report Addendum

Jade

I am looking at the web site and it says the reports will be post as they become available.

Could you please advise when the material from yesterday's PIC will be posted?

---

**From:** Garland, Jade <[jade.garland@wsp.com](mailto:jade.garland@wsp.com)>

**Sent:** November 2, 2022 4:43 PM

**To:**

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

**Subject:** Notice of Public Information Centre – Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00) Transportation Environmental Study Report Addendum

Good afternoon,

The purpose of this message is to inform you that a Public Information Centre (PIC) will be held for the Ministry of Transportation's Highway 7 and Highway 15 Intersection Improvements Transportation Environmental Study Report Addendum.

The PIC will be held on Tuesday, November 22, 2022 from 4:00 pm to 7:00 pm at the Carleton Place Arena – Bob Rintoul Hall located at 75 Neelin Street, Carleton Place, Ontario. You are also invited to attend a presentation for property-owners and business-owners from 2:30 pm to 3:30 pm. Please confirm your attendance to the advanced presentation via email at [hwy7-15ea@wsp.com](mailto:hwy7-15ea@wsp.com) by November 15, 2022.

Please find attached a letter from the Consultant Project Manager which provides a general overview of the project, details of the study process including the upcoming PIC and advanced presentation as well as how to submit any questions or comments that you may have.

Thank you,



**Jade Garland**

Senior Planner  
Urban and Community Planning

T+ 1 613-690-1169

WSP Canada Inc.  
2611 Queensview Drive, Suite 300  
Ottawa, Ontario

---

**From:** Fraser, Peter (MTO) <[Peter.Fraser@ontario.ca](mailto:Peter.Fraser@ontario.ca)>  
**Sent:** Thursday, December 01, 2022 4:50 PM  
**To:**  
**Cc:** Garland, Jade <[jade.garland@wsp.com](mailto:jade.garland@wsp.com)>; MacMillan, Meghan <[Meghan.MacMillan@wsp.com](mailto:Meghan.MacMillan@wsp.com)>; Velicevic, Mark <[Mark.Velicevic@wsp.com](mailto:Mark.Velicevic@wsp.com)>  
**Subject:** Re: 1942037 Ontario Inc. - 7389 Highway 15, Carleton Place

Hi

I did receive your first email. I had forwarded it to our consultant as we normally deal with all off the submissions at on time and review them as a group.

I have provided the links to the project website including:

1. the main page, <https://hwy7-15ea.ca/>
2. the presentation boards for what was presented on Nov 22/ 2022 , [https://hwy7-15ea.ca/wp-content/uploads/2022/11/FINAL\\_GWP-4084-16-00\\_Hwy-7-15\\_TESR-Addendum\\_PIC-Boards\\_Nov-2022-1.pdf](https://hwy7-15ea.ca/wp-content/uploads/2022/11/FINAL_GWP-4084-16-00_Hwy-7-15_TESR-Addendum_PIC-Boards_Nov-2022-1.pdf)
3. a digital copy of the preliminary design drawings, [https://hwy7-15ea.ca/wp-content/uploads/2020/07/Appendix-L\\_Preliminary-Design-Plates.pdf](https://hwy7-15ea.ca/wp-content/uploads/2020/07/Appendix-L_Preliminary-Design-Plates.pdf)
4. a digital copy of 2020 Transportation Environmental Study Report, <https://hwy7-15ea.ca/project-background/reports/>

Please don't hesitate to call if you have any questions,  
Peter Fraser,  
613-483-4619

---

**From:**  
**Sent:** December 1, 2022 11:10 AM  
**To:** Fraser, Peter (MTO) <[Peter.Fraser@ontario.ca](mailto:Peter.Fraser@ontario.ca)>  
**Subject:** RE: 1942037 Ontario Inc. - 7389 Highway 15, Carleton Place

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Peter – confirming you received my email below.

Partner



**SKS LAW LLP/SRL**

725 Churchill Avenue North, Ottawa, ON K1Z 5G7  
Tel/Tél: 613.422.1900 x200 | Fax/Telé: 613.422.1904  
[steven.sheppard@skslaw.ca](mailto:steven.sheppard@skslaw.ca) | [www.skslaw.ca](http://www.skslaw.ca)

---

**From:**

**Sent:** Friday, November 25, 2022 10:04 AM

**To:** [peter.fraser@ontario.ca](mailto:peter.fraser@ontario.ca)

**Subject:** 1942037 Ontario Inc. - 7389 Highway 15, Carleton Place

Peter:

We are the solicitor for the owner of the above property being 1942037 Ontario Inc. Our client has consulted us on the MTO project for Highway 15 in Carleton Place.

I am writing to request electronic/PDF copies of the plans that were provided in hard copy to my client earlier this week at the public information session.

Regards,

Partner



**SKS LAW LLP/SRL**

725 Churchill Avenue North  
Ottawa, ON K1Z 5G7  
Tel/Tél: 613.422.1900 x200  
Fax/Telé: 613.422.1904



---

**From:**

**Sent:** Monday, November 28, 2022 11:45 AM

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

**Cc:** Fraser, Peter (MTO) <[Peter.Fraser@ontario.ca](mailto:Peter.Fraser@ontario.ca)>; Sareen, Pratibha (MCCSS) <[Pratibha.Sareen@ontario.ca](mailto:Pratibha.Sareen@ontario.ca)>

**Subject:** FW: File 0008849: Notice of PIC – Hwy 7 and Hwy 15 (GWP 4084-16-00) TESR Addendum

Please find attached our initial advice on the above referenced TESR Addendum.

Please note that the responsibility for administration of the *Ontario Heritage Act* and matters related to cultural heritage recently transferred from the Ministry of Tourism, Culture and Sport (MTCS) to the Ministry of Citizenship and Multiculturalism (MCM). Individual staff roles and contact information remain unchanged. Please continue to send any notices, report and/or documentation to both Karla Barboza and myself.

Please do not hesitate to contact me with any questions or concerns.

Regards,

**Joseph Harvey | Heritage Planner**  
Inclusion and Heritage Division | Heritage Branch | Heritage Planning Unit  
Ministry of Citizenship and Multiculturalism  
613.242.3743  
[Joseph.Harvey@ontario.ca](mailto:Joseph.Harvey@ontario.ca)

---

**From:** Aboukarr, Sereen <[Sereen.Aboukarr@wsp.com](mailto:Sereen.Aboukarr@wsp.com)>

**Sent:** November-02-22 4:53 PM

**To:** Barboza, Karla (MCM) <[Karla.Barboza@ontario.ca](mailto:Karla.Barboza@ontario.ca)>

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

**Subject:** Notice of Public Information Centre – Highway 7 and Highway 15 Intersection Improvements (GWP 4084-16-00) Transportation Environmental Study Report Addendum

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Good afternoon,

Ministry of Citizenship and  
Multiculturalism

Heritage Branch  
400 University Ave.  
5th Floor  
Toronto, ON M7A 2R9  
Tel.: 613.242.3743

Ministère des Affaires civiques  
et du Multiculturalisme

Direction du patrimoine  
400, av. University  
5th étage  
Toronto, ON M7A 2R9  
Tél.: 613.242.3743



November 28, 2022

Email Only

Mark Velicevic, P.Eng.  
Consultant Project Manager  
WSP Canada Inc.  
610 Chartwell Road, Suite 300  
Oakville, ON L6J  
[hw7-15ea@wsp.com](mailto:hw7-15ea@wsp.com)

**MCM File** : **0008849**  
**MTO File** : **G.W.P. 4084-16-00**  
**Proponent** : **Ministry of Transportation**  
**Subject** : **Transportation Environmental Study Report Addendum –  
Highway 7 and Highway 15 Intersection Improvements**  
**Location** : **Town of Carleton Place**

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Dear Mark Velicevic:

Thank you for providing us with the Notice of Commencement for the above referenced project.

Please note that the responsibility for administration of the *Ontario Heritage Act* and matters related to cultural heritage recently transferred from the Ministry of Tourism, Culture and Sport (MTCS) to the Ministry of Citizenship and Multiculturalism (MCM). Individual staff roles and contact information remain unchanged. Please continue to send any notices, report and/or documentation to both Karla Barboza and myself.

MCM's interest in this Environmental Assessment (EA) project relates to its mandate of conserving Ontario's cultural heritage.

### **Project Summary**

In 2020, the Ministry of Transportation (MTO) completed a Preliminary Design and Class Environmental Assessment (EA) Study for improvements to the intersection of Highway 7 / Highway 15 and Highway 7 / McNeely Avenue in the Town of Carleton Place (GWP 4084-16-00). The Town of Carleton Place is developing a Transportation Master Plan and has identified changes to draft development plans. These changes were not considered as part of the traffic analysis during the 2020 Preliminary Design for improvements to the highway. As a result, the Town requested that MTO undertake an addendum to the 2020 Preliminary Design and EA Study. The purpose of this addendum is to review with the public the traffic impacts from the changes to development and the new municipal roadway, and to identify any required changes to the highway design as a result.

This study is following the Environmental Assessment process for a Group 'B' project in accordance with the Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000), with the opportunity for public input throughout the project.

MCM is interested in remaining on the circulation list and being informed of the project as it proceeds through the EA process and has the following comments and observations:

### **Provincial Heritage Properties**

Please note that the [Standards and Guidelines for Conservation of Provincial Heritage Properties](#) (S&G), prepared pursuant to Section 25.2 of the *Ontario Heritage Act (OHA)*, came into effect on July 1, 2010. All Ontario government ministries and public bodies that are prescribed under Ontario Regulation 157/10 must comply with the S&Gs. They apply to property that is owned or controlled by the Crown in right of Ontario or by a prescribed public body.

### **Built Heritage Resources and Cultural Heritage Landscape**

A Cultural Heritage Assessment Report and Cultural Heritage Evaluation (dated, February 2020 and prepared by WSP) was completed in support of the original TESR. The Report recommends an (HIA) be undertaken for the Maple Grove School property at 10560 Highway 7 as soon as possible during detail design. The HIA should be sent to MCM and the Town of Carlton Place for review and comment and made available to local organizations or individuals who have expressed interest in review.

If the addendum includes additional impacts to built heritage resources and/or cultural heritage landscapes within the project area, a Cultural Heritage Evaluation Report (CHER) should be undertaken by a qualified person to determine the cultural heritage value or interest of any impacted properties. If a property is determined to be of cultural heritage value or interest and alterations or development is proposed, MCM recommends that a Heritage Impact Assessment (HIA), prepared by a qualified consultant, be completed to assess potential project impacts as soon as possible during detail design.

### **Archaeological Resources**

Archaeological Assessment - A Stage 1-2 archaeological assessment (AA) and report (under Project Information Form (PIF) P476-0026-2019) has been submitted and is awaiting review.

1. Please note archaeological concerns have not been addressed until reports have been entered into the Ontario Public Register of Archaeological Reports where those reports recommend that: the archaeological assessment of the project area is complete and
2. all archaeological sites identified by the assessment are either of no further cultural heritage value or interest (as per Section 48(3) of the Ontario Heritage Act) or that mitigation of impacts has been accomplished through excavation or an avoidance and protection strategy.

Approval authorities and proponents typically wait to receive the ministry's review letter for an archaeological assessment report before issuing a decision on the application as it can be used, for example, to document that due diligence has been undertaken.

A licensed archaeologist should undertake any further recommended archaeological assessments (e.g., Stage 3 and 4) as early as possible during detailed design and prior to any ground disturbing activities.

## EA Documentation

Technical cultural heritage studies (e.g., archaeological assessment reports, cultural heritage evaluation reports, heritage impact assessment reports) and their recommendations are part of the EA and should be included in the Environmental Screening Document. Determinations that no cultural heritage resources are impacted, and no technical studies are warranted should also be documented, summarized, and incorporated in the final EA report. In this regard we recommend including the completed screening checklists as part of the EA report.

Thank you for circulating MCM on this project. Please do not hesitate to contact the undersigned if you have any questions.

Best regards,

Joseph Harvey  
Heritage Planner  
Heritage Planning Unit  
[joseph.harvey@ontario.ca](mailto:joseph.harvey@ontario.ca)

copy: Peter Fraser, Senior Project Engineer, MTO  
Sereen Aboukarr, Planner, WSP

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. The Ministry of Citizenship and Multiculturalism (MCM) makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MCM be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out an archaeological assessment, in compliance with Section 48(1) of the *Ontario Heritage Act*.

The *Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33* requires that any person discovering human remains must cease all activities immediately and notify the police or coroner. If the coroner does not suspect foul play in the disposition of the remains, in accordance with *Ontario Regulation 30/11* the coroner shall notify the Registrar, Ontario Ministry of Public and Business Service Delivery, which administers provisions of that Act related to burial sites. In situations where human remains are associated with archaeological resources, the MCM should also be notified (at [archaeology@ontario.ca](mailto:archaeology@ontario.ca)) to ensure that the archaeological site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*.

---

**From:**  
**Sent:** Wednesday, November 30, 2022 10:28 AM  
**To:** hwy7-15ea <[hwy7-15ea@wsp.com](mailto:hwy7-15ea@wsp.com)>  
**Subject:** Additional questions: roundabouts

Hello,

I attended the recent PIC in the Carleton Place arena and spoke to Peter about a few questions, mostly pertaining to pedestrianization/driveways along Hwy7. I also expressed a preference for alternative 3B, but didn't make a very strong case for it. I'd like to expand on that preference and ask a few more questions here.

Peter indicated that the reason for choosing alternative 3A over 3B is that any alternative that provides northward access from the new municipal road has the potential to overwhelm the capacity of the northbound left-turn signal at the McNeely/new municipal road intersection (the one near the Independent). This is because drivers returning from Ottawa will preferentially take this route to access new developments in that area, since it is the shortest. Peter also indicated that many iterations of intersection design were simulated in software and that no suitable solution was found. And that therefore northward access from the new municipal road is not recommended.

In other words, we are forced to accept a solution that intentionally increases vehicle-kilometers travelled (vkm) and offloads traffic elsewhere into the municipality because of the limitations of this particular intersection.

My question is: did the study investigate replacing this intersection with a roundabout? Was it considered and rejected? Is it infeasible (eg. space constraints)? My understanding is that roundabouts provide substantial capacity benefits over traditional signalized intersections. And the Town's Transportation Master Plan recommends considering roundabouts as part of major reconstructions.

I'd like to know more about why a roundabout at this location is not considered/recommended.

Thank you,

---

**From:**

**Sent:** Wednesday, November 30, 2022 9:45 PM

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

**Subject:** FW: Access Roads North Hwy 7

---

Peter

I was pleased to review the presentation material from your November 22, 2022 PIC. I understand that the amendment to the TESR is required so the TESR and the Town's recent Transportation Master Plan (TMP) align. The TMP followed the MCEA Master Plan process Approach #1 where the Master Plan only includes a broad level of assessment. More detailed investigation is required to fulfill the MCEA obligations before a new road can be considered approved.

When the TESR was completed in 2020, the recommended solution for access north of Hwy 7 was for private access roads. These private access roads would have been driveways constructed by private owners on their property and therefore no further EA approval (other than the TESR) would have been required.

However, the recommended alternative 3A involves constructing a new municipal road with an estimated cost of \$6.5m. EA approval for this project requires an MCEA Schedule C process and the completion of an Environmental Study Report (ESR).

Thank you for presenting various options for access to properties north of Hwy 7 between McNeely and Franktown Rd

and providing the opportunity to comment on these alternatives. My comments include;

1. The TESR is an EA document that would normally address the EA approval required so that implementation of the works described in the TESR could proceed. The information presented at the PIC focuses on traffic impacts associated with the various alternatives. However, I note that, in the addendum, the assessment of impacts for other aspects of the environment for each of the alternatives remains very high level and falls well short of the assessment that would be expected in an ESR. I understand that the TESR is for MTO's project on Hwy 7 and Hwy 15 where traffic flow is critical and that MTO will not be constructing the access roads (whichever alternative is selected) north of Hwy 7 so it is not necessary for the TESR to include detailed assessment of other criteria – instead, the TESR should just identify that further environmental assessment work is required before implementation can proceed.
2. With the preferred alternative 3A, traffic from the northerly orange area is not permitted to connect onto the extension of Findlay Ave. The Town is planning for a significant development on Franktown Rd. These plans include;

At 347 Franktown Rd

One 4-storey retirement home building  
(152 beds)

One 4-storey seniors' apartment building  
(60 units)

3 blocks of 6-unit street fronting town  
homes (18 units)

One 2-storey commercial medical complex (12,174 m<sup>2</sup> GFA)

At 355 Franktown Rd

96 condos

6 townhouses

At Franktown Rd

I will be planning for similar densities

The primary access for all of this development will be through a local residential street in a new subdivision (see attached sketch). Except for a right-in only from Franktown Rd northbound, all other access to this major development will be from Nelson/Park south on the local street (yet to be constructed) in a new subdivision that had been planned as a dead end. This is the equivalent of taking Crampton Dr, making it a dead end then then constructing this major development at the dead end. This cannot be a good idea. I suggest that an alternative 3C (3B modified so the extension of the public road from Franktown Rd does not extend all the way to McNeely as per 2B) should be considered. Alternative 3C would improve the neighbourhood and not direct large volumes of traffic onto a local subdivision street. Selecting alternative 3A or 3C will not change MTO's project. Again, I understand that the TESR is for MTO's project on Hwy 7 and Hwy 15 and it is beyond the scope of their project to resolve all traffic issues in the area. The TESR should show that either alternative 3A or 3C are acceptable solutions with the decision subject further EA process undertaken prior to any construction of the access roads.

3. From observation, much of the traffic in the study area will want to connect with Ottawa and this means turning left onto Hwy 7 at either Findlay or McNeely. McNeely is now near capacity with the existing double left turn lanes. Findlay, even with



the existing single left turn, is not at capacity. MTO's project includes double left turn lanes at Findlay that will create additional capacity. Extending Findlay to McNeely allows Franktown Rd traffic to divert to McNeely. Findlay should not connect to McNeely and Ottawa bound traffic should be forced to use the surplus capacity at Franktown Rd. This will favour alternative 3C described above.

4. The entrance from the extended Findlay Ave into the Tim Hortons property is a high-volume entrance. I suspect that stacking at the Findlay/McNeely will interfere with turns into and from this entrance that will cause significant operational problems. I do not see where this was investigated. Again, I understand that the TESR is for MTO's project on Hwy 7 and Hwy 15 and it is beyond the scope of their project to resolve all traffic issues in the area. The TESR should indicate that further detailed analysis is required before implementation. This should be completed as part of further EA work or as part of a development application.
5. The Town's TMP estimates the construction cost to extend Findlay to McNeely at \$6.5m and I understand this cost does not include the cost to acquire property for the road. MTO is not funding this cost. The owners need to understand how this cost will be funded and what their individual cost will be. Again, I understand that the TESR is for MTO's project on Hwy 7 and Hwy 15 and it is beyond the scope of their project to determine cost and funding details. The TESR should indicate that further EA work will include cost estimates for alternatives and outline funding expectations.

Thank you



---

**From:** [bounce+wordpress=hwy7+2D15ea.ca@b.atomicsites.net](mailto:bounce+wordpress=hwy7+2D15ea.ca@b.atomicsites.net)  
<[bounce+wordpress=hwy7+2D15ea.ca@b.atomicsites.net](mailto:bounce+wordpress=hwy7+2D15ea.ca@b.atomicsites.net)> **On Behalf Of**  
**Sent:** Monday, December 05, 2022 8:55 AM  
**To:** hwy7-15ea <[hwy7-15ea@wsp.com](mailto:hwy7-15ea@wsp.com)>  
**Subject:** Hwy 7-15 EA - Online Comment Form Submission

Name:

Email:

Comment/Question:

As someone who has lived near Franktown Road and Highway 7 for over 30 years and who has observed significant changes in traffic patterns over that time, I would recommend Alternative 3B as the best option for the proposed municipal road north of Highway 7. With the recent new housing development near the water tower and the upcoming construction of the large retirement home and additional housing in the immediate vicinity, I believe that people living in the area just north of the new municipal road would much prefer access to the commercial areas near Highway 7 via this new road as opposed to driving north and then turning south onto either McNeely or Franktown. In addition to adding extra time to their trips, it would also potentially encourage the production of more GHG emissions and other pollutants from longer trips. Furthermore, I believe that it would increase congestion on Franktown and McNeely. The more traffic is spread out via alternate routes, the less congestion and less pollution from shorter trips.

I would also like to know what is meant by signalized intersection. Does that mean traffic lights or does that include stop signs? I would like to encourage the use of roundabouts wherever possible since they are an effective means to reduce traffic congestion.

Thanks for considering my recommendations.

---

Time: December 5, 2022 at 8:54 am

IP Address:

Contact Form URL: <https://hwy7-15ea.ca/contact/>

Sent by an unverified visitor to your site.

**From:**  
**Sent:** December 13, 2022 9:25 PM  
**To:** Fraser, Peter (MTO)  
**Cc:** hwy7-15ea;  
**Subject:** Thruway - Hwy7-15 EA Addendum comments  
**Attachments:** [Hwy7-15 EA Addendum\\_PIC comments.pdf](#)

Good evening Peter,  
Pls see the attached comments regarding the Hwy7/Hwy 15 EA Addendum on behalf of

Thank you,

P.Eng., Senior Project Manager | Transportation

**NOVATECH** Engineers, Planners & Landscape Architects

240 Michael Cowpland Drive, Suite 200, Ottawa, ON, K2M 1P6 | Tel: 613.254.9643 x 254 | Fax: 613.254.5867

The information contained in this email message is confidential and is for exclusive use of the addressee.

December 9, 2022

Ministry of Transportation – Eastern Region  
1355 John Counter Boulevard, Postal Bag 4000  
Kingston, ON K7L 5A3

**Attention: Mr. Peter Fraser, P.Eng.  
MTO Senior Project Engineer**

**Reference: Highway 7 & Highway 15 Intersection Improvements Transportation  
Environmental Study Report (TESR) Addendum  
Comments on behalf of**

---

We have reviewed the materials presented at MTO's Public Information Center (PIC) on November 22, 2022 for the above noted project and provide the following comments on behalf of in relation to the Thruway Commercial Plaza development.

#### Site Plan impacts

The proposed alignment of the new municipal road connection north of Highway 7, shown as Alternative 3A on the display boards, impacts the approved Site Plan for the Thruway Commercial Plaza development. It eliminates commercial retail unit (CRU) 5 and impacts CRU 2 and 3.

Map ES-4 of the Town's Final Transportation Master Plan (TMP) indicates that the new road north of Highway 7 is expected to be a "commercial collector" road. Map ES-5 suggests a minimum Right of Way (ROW) of 20m for collector streets. To mitigate impacts to CRU 2 and 3, an alternative 14m cross section has been reviewed by the Town for the section of road through the Thruway Commercial Plaza.

ROW requirements for the new municipal road were not addressed in the PIC display materials.

#### Municipal Road Connection

We agree that a municipal road makes sense, both from a capital cost perspective and a maintenance/operation perspective given the number of landowners along the corridor. However, a public road corridor isn't required for, or related to, the Thruway Commercial Plaza site plan. We agree that it benefits the Town, the Town's desired zoning, and the many other landowners along the Highway 7 corridor. Since it provides area-wide benefits and is not required for the subject development, it is considered Town infrastructure from our perspective.

Section 5.4.3.3 of the Town's Final TMP notes that the municipal connection can be constructed incrementally as a private road in conjunction with development, designed to municipal standards, and assumed by the municipality in the fullness of time. In our opinion it should be constructed as a public road from the outset. Since it is a Town project with area-wide benefits, landowners should be compensated for the required land acquisition.

Compensation for Loss of Left-In

Since our client is losing a left in access from a public road, Highway 7, it is his opinion that MTO is obligated to compensate for the loss of access and damages. MTO has an obligation to build the public road to compensate all landowners for the loss of their left in movements from Highway 7. In our client's opinion, access from a private road network would not replace access from a public road in this case. Building a public road would alleviate any concerns and damages to the existing development.

Thank you for the opportunity to provide the above comments. Please call if you wish to discuss.

Sincerely,

**NOVATECH**

\_\_\_\_\_  
P.Eng.  
Senior Project Manager | Transportation

**From:** hwy7-15ea  
**Sent:** February 14, 2023 11:26 AM  
**To:** hwy7-15ea  
**Subject:** FW: Transportation Environmental Study Report ("TESR")  
Addendum - Highway 7 and 15 Intersection Improvements  
**Attachments:** [Letter to FRASER \[TESR Comments Submission\] 9-SEP-2022\(53148763.1\).pdf](#); [Highway 7 - Maniplex - Draft Report + Annexes - Sept 7 2022.pdf](#); [Carleton Place- Franktown Road-Hwy7 2022-08-24-P1 \(2\).pdf](#); [Carleton Place- Franktown Road-Hwy7 2022-08-24-P2 \(2\).pdf](#); [Carleton Place- Franktown Road-Hwy7 2022-08-24-P3 \(2\).pdf](#); [Carleton Place- Franktown Road-Hwy7 2022-08-24-P4 \(2\).pdf](#)

**From:**  
**Sent:** September 9, 2022 4:00 PM  
**To:** Fraser, Peter (MTO) <[Peter.Fraser@ontario.ca](mailto:Peter.Fraser@ontario.ca)>  
**Cc:**

**Subject:** Transportation Environmental Study Report ("TESR") Addendum - Highway 7 and 15 Intersection Improvements

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Dear Peter Fraser:

Please see the attached letter from Roberto Aburto dated September 9, 2022, along with the enclosures noted therein, with regard to the above noted matter.

Best regards,

*Legal Administrative Assistant*



Gowling WLG (Canada) LLP  
Suite 2600, 160 Elgin Street

Ottawa ON K1P 1C3  
Canada



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September 9, 2022

**VIA EMAIL (Peter.Fraser@ontario.ca)**

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Senior Project Engineer  
Ministry of Transportation  
1355 John Counter Boulevard  
Kingston, ON K7K 0E5

**Roberto Aburto**  
Direct +1 613 786 8679  
Direct Fax +1 613 788 3528  
roberto.aburto@gowlingwlg.com  
File no. 02440871

Dear Mr. Fraser:

**Re: Transportation Environmental Study Report (“TESR”) Addendum – Highway 7 and 15  
Intersection Improvements**

---

We have been retained by Maniplus Investments Limited and 1055448 Ontario Inc. (collectively, “**Maniplus**”) in respect of the above-noted matter. Please accept this letter and enclosures as Maniplus’s written submission with respect to the TESR Addendum, which was reopened by the Ministry of Transportation (“**MTO**”) on request of the Town of Carleton Place (“**Town**”).

Maniplus owns various underdeveloped or vacant parcels of land that abut Highway 7 and will be impacted by the MTO’s future roadworks related to the current TESR Addendum. In particular, Maniplus owns the properties known municipally as:

- 13-359 Franktown Road;
- 14-385 Franktown Road;
- 15-10506 Highway 7;
- 17-10488 Highway 7;
- 18-10488 Highway 7;
- 21-10446 Highway 7; and
- 59-10511 Highway 7 (collectively, the “**Subject Properties**”)

You will find enclosed the following reports, which form part of Maniplus’s submission:

- Concept Plans prepared by Fotenn dated August 27, 2022; and
- A Traffic Assessment prepared by Castleglenn Consultants dated September 2, 2022.

The Concept Plans illustrate the type of development that can be expected on the Subject Properties, and the Traffic Assessment considers the impact of this future development of the Subject Properties on traffic and preserving adequate access onto Highway 7.

As illustrated by the Concept Plans, the Subject Properties have significant development potential and it is essential that they maintain access to Highway 7. The impact of removing access from Highway 7,

in the absence of providing alternative access to the Subject Properties, which result in a substantial injurious affection claim pursuant to the *Expropriations Act* by Maniplex.

### **Legal Considerations Regarding the Town's Planning Policies**

The Town's Transportation Master Plan ("**TMP**") and Highway District Secondary Plan ("**Secondary Plan**") provide for a conceptual future road connecting Franktown Road and McNeely Road (parallel to and North of Highway 7), in addition to a North-South Connection from this proposed road to Highway 7 ("**Proposed Road**").

The TMP identifies the Proposed Road as a conceptual private access. The TMP states that the East-West component of the road may be publicly assumed "in the fullness of time" but, it asserts it should be privately constructed first. The North-South component of the road is planned to maintain a private road designation.

The Secondary Plan similarly identifies the Proposed Road as a conceptual private access, and purports to require private roads and access easements to adjacent properties as the condition of any development approval.

These policies are *ultra vires* the Town's authority under the *Planning Act*, R.S.O. 1990, c. P.13 ("**Planning Act**"). In the context of site plan applications, the Town cannot require the creation of a new road, it may only require the widening of a highway. In *Melrose Investments Inc. v. Oakville (Town)*, the Tribunal confirmed that it would be inappropriate to interpret section 41(8) of the *Planning Act* as permitting a municipality to take land from an applicant to create a new portion of road without providing fair compensation.<sup>1</sup> It is well understood that site planning is not a means of gaining unrestricted public thoroughfare across a site, and instead the appropriate mechanism for this would be a conveyance or easement under the authority of the *Expropriations Act*.<sup>2</sup>

With respect to plans of subdivision, section 51(25)(b) provides that a municipality may require the dedication of lands for the purpose of *public* roads (rather than private). Although list of conditions at section 51(25) of the *Planning Act* is not exhaustive, any other condition on a plan of subdivision must be directly linked to the specific development being contemplated, and it must also be relevant, necessary and equitable. A condition requiring a private landowner to maintain a private road for public purposes does not fit within the scope of permissible conditions on a plan of subdivision. Municipalities must always act fairly and reasonably in the administration of legislation under which it has authority. The former Ontario Municipal Board, now Tribunal, has previously found that requiring a developer to construct and pay for works that related to existing problems on a road system that were the City's responsibility is neither fair, nor reasonable.<sup>3</sup>

We advise that the MTO should proceed with the TESR Addendum on the understanding that the Proposed Road, although identified as a conceptual private access, is in fact legally required to be a public road. We would also request that the TESR Addendum consider the traffic forecasts contained

---

<sup>1</sup> *Melrose Investments Inc. v. Oakville (Town)*, 2021 CarswellOnt 15911 (OLT) at para 47.

<sup>2</sup> 588277 *Ontario Ltd. v. Guelph (City)*, 2001 CarswellOnt 5699 (OMB) at para 19; *Melrose Investments Inc. v. Oakville (Town)*, 2021 CarswellOnt 15911 (OLT) at para 50; *High Meadow Ltd. v. Cambridge (City)*, 1999 CarswellOnt 5277 (OMB) at para 8.

<sup>3</sup> *Marjerrison v. Ottawa (City)*, 2016 CarswellOnt 21544 (OMB) at paras 35, 49, 55.

within the attached Traffic Assessment which provides significant insight into future requirements along the Highway 7 and Franktown Road corridors.

Sincerely,



**From:** hwy7-15ea  
**Sent:** January 3, 2023 8:51 AM  
**To:** hwy7-15ea  
**Subject:** FW: Transportation Environmental Study Report ("TESR")  
Addendum - Highway 7 and 15 Intersection Improvements  
**Attachments:** [Letter to P FRASER \[TESR Supplementary Submission\] 21-DEC-2022\(54752223.1\).pdf](#); [Issues Related to MTO Review - Dec 20 2022.pdf](#)

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**From:** Russo, Amanda <[Amanda.Russo@gowlingwlg.com](mailto:Amanda.Russo@gowlingwlg.com)>  
**Sent:** December 21, 2022 3:30 PM  
**To:** Fraser, Peter (MTO) <[Peter.Fraser@ontario.ca](mailto:Peter.Fraser@ontario.ca)>  
**Cc:**

**Subject:** Transportation Environmental Study Report ("TESR") Addendum - Highway 7 and 15 Intersection Improvements

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Dear Peter Fraser:

Please see the attached letter from \_\_\_\_\_ dated December 21, 2022, along with the enclosures noted therein, with regard to the above noted matter.

Best regards,

*Legal Administrative Assistant*



Gowling WLG (Canada) LLP  
Suite 2600, 160 Elgin Street

Ottawa ON K1P 1C3  
Canada



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December 21, 2022

**VIA EMAIL (Peter.Fraser@ontario.ca)**

Direct +1 613 786 8679  
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File no. 02440871

Peter Fraser  
Senior Project Engineer  
Ministry of Transportation  
1355 John Counter Boulevard  
Kingston, ON K7K 0E5

Dear Mr. Fraser:

**Re: Transportation Environmental Study Report (“TESR”) Addendum - Highway 7 and 15  
Intersection Improvements**

---

We are counsel for ManiPLEX Investments Limited and 1055448 Ontario Inc. (collectively, “**ManiPLEX**”) in respect of the above-noted matter. We made a written submission on behalf of ManiPLEX on September 9, 2022 (the “**Initial Submission**”). However, following the Public Information Centre (“**PIC**”) hosted by the Ministry of Transportation (“**MTO**”) on November 22, 2022, we write to re-iterate and expand on the Initial Submission. Based on the information presented at the PIC, there is no evidence that ManiPLEX’s Initial Submission was considered. We also note that the MTO declined to engage in any discussion regarding ManiPLEX’s Initial Submission in your email dated September 12, 2022.

Please accept this letter and enclosures as ManiPLEX’s supplementary written submission to the TESR Addendum, which was reopened by the MTO on request of the Town of Carleton Place (“**Town**”). We continue to rely on the Initial Submission, in addition to this letter and its enclosures.

For ease of reference, we reiterate that ManiPLEX owns various underdeveloped or vacant parcels of land that abut Highway 7 and will be impacted by the MTO’s future roadworks related to the current TESR Addendum. In particular, ManiPLEX owns the properties known municipally as:

- 13-359 Franktown Road;
- 14-385 Franktown Road;
- 15-10506 Highway 7;
- 17-10488 Highway 7;
- 18-10488 Highway 7;
- 21-10446 Highway 7; and
- 59-10511 Highway 7 (collectively, the “**Subject Properties**”).

You will find enclosed the following report, which forms part of Maniplex's supplementary submission:

- Response to the MTO's Study Report Addendum, prepared by Castleglenn Consultants dated December 20, 2022.

### **Concerns with the MTO's Proposal**

In response to the information presented at the PIC on November 22, 2022, we have additional concerns with the MTO's proposal:

1. The MTO exhibits locate the North-South access road further east into Maniplex's lands, rather than along the eastern-most boundary line. This severely diminishes the development potential of any lands east of the proposed road;
2. The alignment of the proposed East-West road (connecting to Franktown Road) similarly cuts through Maniplex's lands, limiting development potential;
3. The East-West road proposed to the south of Highway 7 should be a public roadway, as segments of the road do not benefit Maniplex's lands;
4. The proposed intersection at Franktown Road and Findley Avenue should be upgraded further to sufficiently accommodate future development – in particular, through an additional north-bound through lane; and
5. The access to Highway 7 from the proposed North-South road should provide right-in, right-out access, rather than the significant limitation of only having right-in access.

These concerns are explained in more detail in the attached Response to the MTO's Study Report Addendum, prepared by Castleglenn Consultants dated December 20, 2022.

### **Legal Considerations Regarding the Town's Planning Policies**

We continue to rely on the Initial Submission with respect to concerns that the MTO is relying on the Town's *ultra vires* planning policies in its decision-making on this project, particularly with respect to a conceptual private access north of Highway 7 through Maniplex's lands. As an addition to our Initial Submission, we also raise the same concerns regarding the legality of the Town's policies regarding the provision of a conceptual private access through Maniplex's lands to the south of Highway 7, as shown in Schedule A to the Town's Highway District Secondary Plan ("**Secondary Plan**") and referred to the Transportation Master Plan ("**TMP**").

The MTO's roadworks, as currently proposed, will entirely remove or severely hamper access to many of Maniplex's properties. The TESR Addendum materials appear to rely on the installation of private roads (at the expense of Maniplex) to rectify or mitigate the access issues that will be caused by the MTO's roadworks, based on the TMP and Secondary Plan.

As noted in the Initial Submission, the TMP and Secondary Plan are *ultra vires* the Town's authority to the extent that they require the creation of a new road at the expense of a private landowner, to be maintained for public benefit. The Town is equally *ultra vires* with respect to the creation of a private

road to the south of Highway 7. We continue to advise the MTO that the North-South road identified as a conceptual private access in the TMP and Secondary Plan is legally required to be a public road, as is the East-West road (located between Highway 7 and Captain A. Roy Brown Boulevard) which is also identified in the TMP and Secondary Plan.

Please be advised that the MTO's current proposal does not sufficiently mitigate the access issues that will be created with respect to Maniplex's lands and it will significantly impact their development potential.

Let us know if you have any questions or if a discussion would be helpful.

Sincerely,





Notes Responding to MTO's Highway 7 and Highway 15 Intersection Improvements  
Transportation Environmental Study Report Addendum (November 22, 2022)

1. **Location of North-South Access Road:** The MTO exhibits locates the NS access road well within the east boundary of Maniplot's lands. The South Access Road should rather be placed on the east edge of Maniplot's property limit and serve the properties/developments on the east side of the proposed roadway. It makes little sense not to combine the existing hotel access and the proposed access that would serve Maniplot's Lands into a single access. The road should be a public access serving both developments. As well, the development potential of lands east of the proposed NS roadway would be greatly diminished. The NS Access Road should be a public roadway with access on both sides of the corridor.
2. **Alignment of EW Public Road:** The alignment as shown in MTO's Alignment 3A illustrated in the Public Information Centre material held November 22<sup>nd</sup> 2022 is inconsistent with Fotenn's plans of development that were submitted for consideration to both MTO and the municipality. The site plan preferred by Maniplot illustrates a roadway which maximized the development of Maniplot's Lands. The yellow cross hair symbol indicates where MTO would place the intersection. The alignment of the EW roadway is unacceptable from Maniplot's standpoint and diminishes the development potential of the Maniplot's Lands.

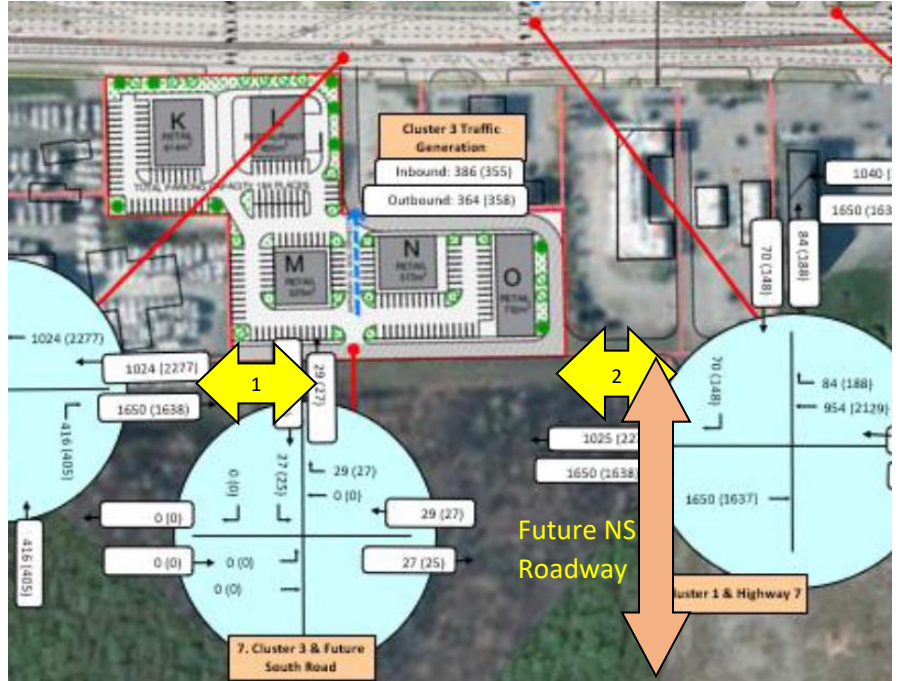
Preferred Alignment of the EW Public Roadway



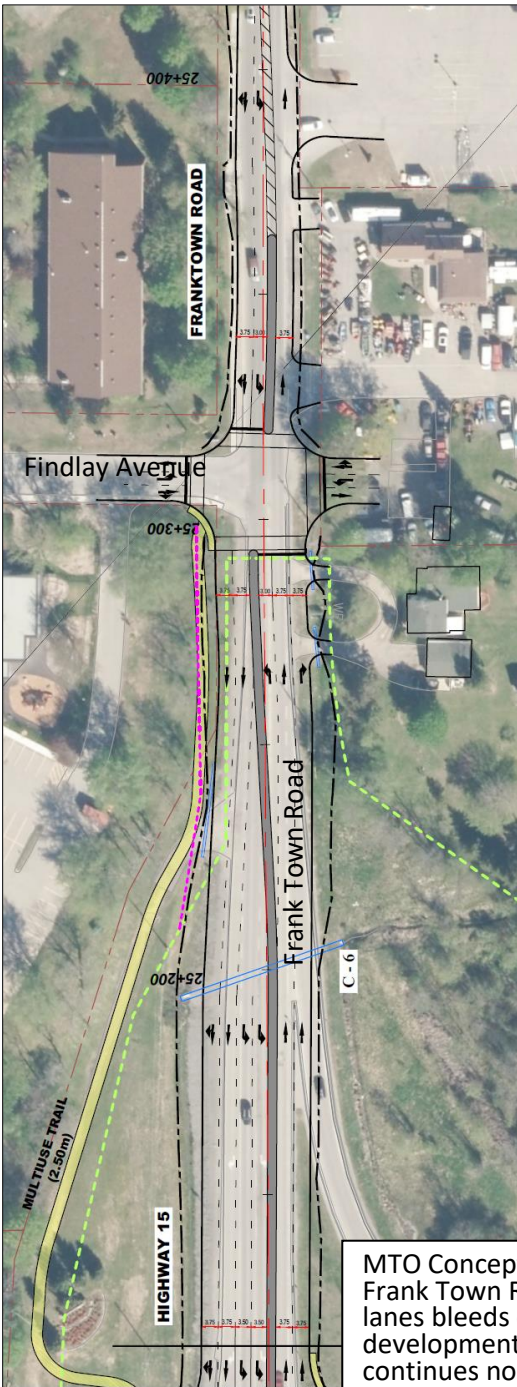
Note the preferred alignment of the EW roadway is to the north of that illustrated in MTO's concept would extend the two Frank Town Road NB Thru lanes to a point north of Findlay Avenue and begin the taper to a single lane north of the intersection. The NB-RT lane into Maniplot's development would be in addition to the thru lane.

MTO Illustrated alignment (in yellow) of the EW Public Roadway appears to hug the EW property line to the north of the Highway 7 frontage properties, but this unfortunately results in the entire roadway curvature cutting right through Maniplot's development limiting his development potential.

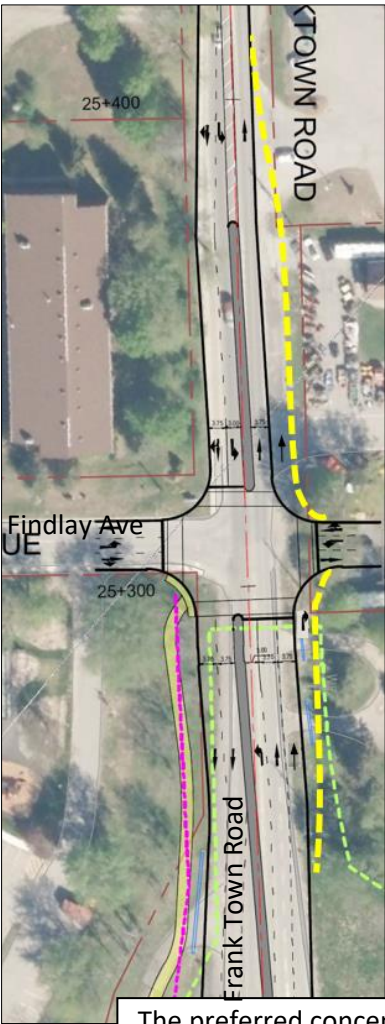
3. **East-West Roadway on South Side:** The image below shows a proposed EW private roadway. As this roadway serves multiple developments/businesses, it really should be a public roadway. The yellow arrows indicate segments of the roadway that do not benefit Maniplex's development. Segment No. 1 simply connects to the Big Country Trailer Dealership and has no access to the Maniplex lands. Segment No.2 is located in the back of a retail complex and serves as a connecting route to the future planned public NS road which connects to Captain Roy Brown Blvd. The suggested position should be that the EW road behind the development would best be a public roadway as it serves multiple existing land owners land parcels. Failing this, a back-up position is that Maniplex should only be responsible for the segment between Segments 1 and 2 between the two accesses.



4. **Frank Town Road / Findlay Intersection:** The images below illustrate the MTO proposed Findlay Avenue/Frank Town Road intersection configuration on the left and the modification necessary to accommodate Maniplex's development on the right. We concur with MTO that the intersection should be upgraded to provide a SB left turn lane and a NB right turn lane onto the proposed new public roadway. However, our analysis concludes that failure levels of service result without having the two NB approach lanes carry through to the north side of the intersection as illustrated on the exhibit on the right side. The MTO design chose to terminate the outer northbound through lane (which extended 430m to the south at the Highway 7 intersection) by simply converting it to a right turn only lane in advance of the intersection. This would require motorists to shift lanes to proceed north. The traffic analysis concluded that Franktown Road should be widened to extend the planned 2<sup>nd</sup> NB through lane through the intersection where it would then merge with the downstream portion of the intersection, as shown in the image on the right. Property does not seem to be an issue as the required lands appear to be within the roadway right-of-way.



MTO Concept indicates two NB lanes on Frank Town Road. The outer of the two lanes bleeds off onto Maniplex's development and only a single lane continues northward.



The preferred concept would extend the two Frank Town Road NB Thru lanes to a point north of Findlay Avenue and begin the taper to a single lane north of the intersection. The NB-RT lane into Maniplex's development would be in addition to the thru lane.

5. **Highway 7/ Access to Site:** The image below extracted from the MTO presentation material illustrates a proposed NS private roadway would connect to the Highway 7 corridor as “right-in only” access. The existing corridor provides for multiple all-directional accesses onto the Highway 7, all of which are being removed. This single “private access” was to replace all the existing accesses which the plan calls for removal. Now instead of having several Highway 7 all-directional accesses, all left turns in and out are prohibited and the only access provided to Maniplotx’s lands from Highway 7 would be a right-in configuration. The preferred arrangement to Maniplotx’s lands is to permit a right-in-right-out configured access as illustrated below. Operational analysis was conducted including a merge analysis showing that very few vehicles make the right-out and merge across lanes to head to Highway 15 south and there is adequate separation between the access and the Hwy 7/15 intersection to safely navigate the maneuver.



# APPENDIX

## **B** TRAFFIC STUDY



MTO  
REPORT NUMBER: GWP 4084-16-00

# HIGHWAY 7-15 TRAFFIC STUDY UPDATE TESR ADDENDUM

DECEMBER 21, 2022





# HIGHWAY 7-15 TRAFFIC STUDY UPDATE

## TESR ADDENDUM

MTO

PROJECT NO.: 19M-01231-17  
CLIENT REF: GWP 4084-16-00  
DATE: DECEMBER 21, 2022

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# REVISION HISTORY

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May 20, 2022	Initial Draft (Memo)			
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REVISION 1				
June 9, 2022	Final Version			
Prepared by	Reviewed by			
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REVISION 2				
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Prepared by	Reviewed by	Reviewed by		
Jordan Papazoglou, P.Eng	Adam Howell, P.Eng.	Katherine Lawton- Cacioppo, P.Eng.		
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Prepared by	Reviewed by	Reviewed by		
Jordan Papazoglou, P.Eng	Adam Howell, P.Eng.	Mark Velicevic, P.Eng.		



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**APPENDICES**

**A** 2040 PROJECTED TRAFFIC VOLUMES

# 1 OVERVIEW

---

## 1.1 INTRODUCTION

The Ontario Ministry of Transportation (MTO) released a Transportation Environmental Study Report (TESR) for Improvements at the intersections of Highway 7 with Highway 15 / Franktown Road and McNeely Avenue in the Town of Carleton Place, Ontario in July 2020; the TERSR and recommendations were supported by a June 2020 Traffic Analysis Report completed by WSP. The TERSR and Traffic Report analyzed two horizon periods (2025 and 2040), with potential road improvements along Highway 7 and accounted for various background developments in the area.

The Thruway Access Road currently intersects with McNeely Avenue approximately 150m north of the intersection with Highway 7 and provides access to the north end of the Thruway commercial development on the northwest corner of the Highway 7 / McNeely Avenue intersection. The Town of Carleton Place has recently identified the Thruway Access Road as a future municipal (public) road connection that will be extended to the west to provide vehicle access through to Franktown Road and may serve future development on the vacant lands to the north of Highway 7. As this link lies in close proximity to the Highway 7 corridor and is not aligned with the recommendations of the TERSR, the Town of Carleton Place has requested that MTO reopen the TERSR to reflect the updated municipal road configuration.

This Traffic Analysis Report is intended as an update to the previous 2020 traffic analysis supporting the TERSR, to assess the potential impacts of the new municipal road connection and potential for additional development to the north on traffic operations on the Highway 7 corridor. This analysis will focus on forecasting to the 2040 year that was established as the TERSR planning horizon.

---

## 1.2 STUDY AREA

The study area for Highway 7 improvements in the 2020 Traffic Analysis Report included 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, Highway 7 easterly approximately 690 m to McNeely Avenue and the future Captain A. Roy Brown Boulevard corridor to the south of Highway 7.

Specifically, this memo will provide an analysis of traffic operations in the vicinity of the Highway 7 corridor that will be impacted by the potential for additional traffic generated by the proposed municipal road connection and future development to the north. This modelling exercise will focus on four intersection locations:

- Highway 7 / McNeely Avenue
- Highway 7 / Highway 15
- Franktown Road/Findlay Avenue / Municipal Access Road
- McNeely Avenue / Municipal Access Road (Canadian Tire)

The study intersection locations are illustrated in Figure 1.

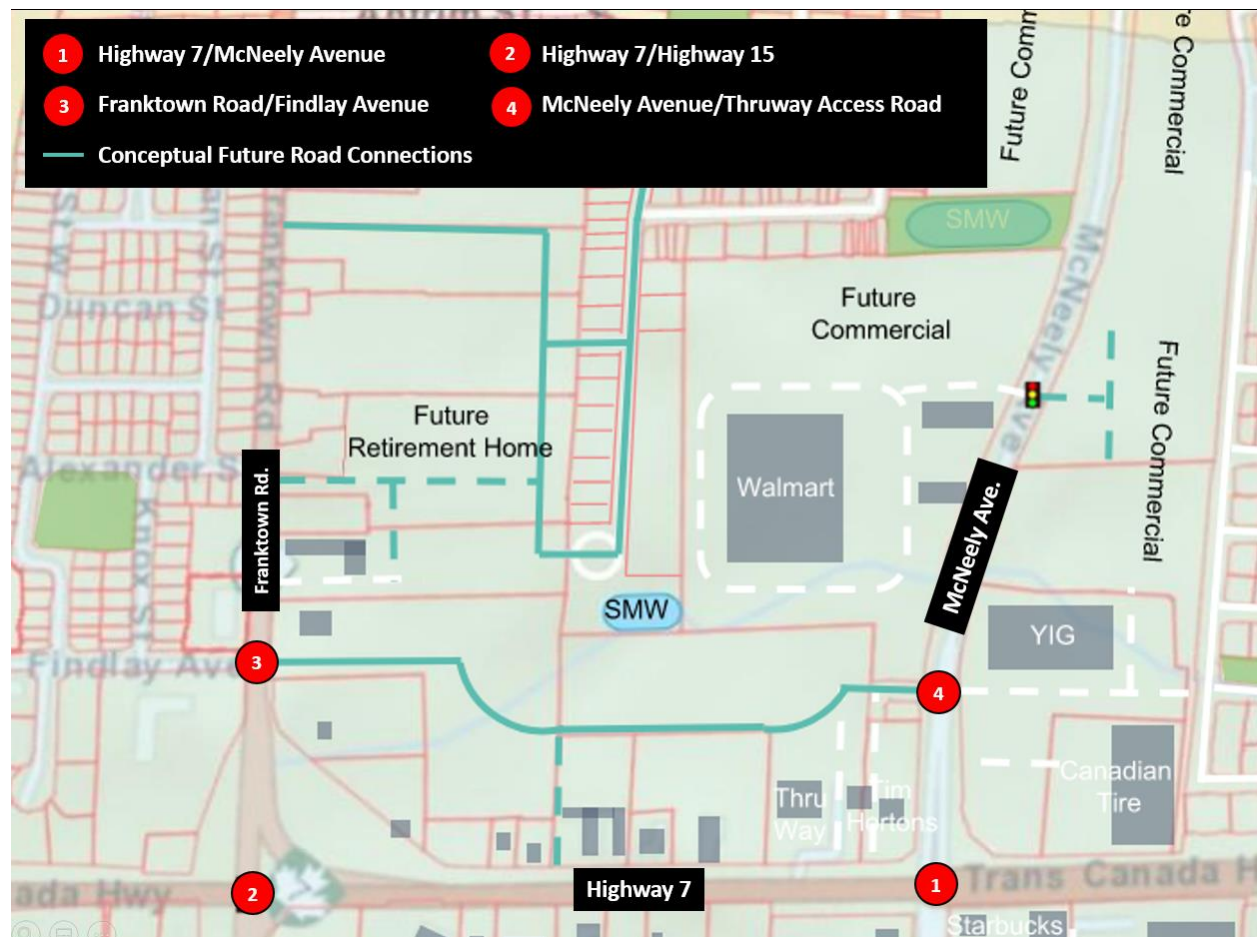


Figure 1: Study Intersections

# 2 FUTURE CONDITIONS

## 2.1 FUTURE MUNICIPAL ACCESS ROAD

A concept for the configuration of the extended Municipal Access Road and surrounding land use context was provided by the Town of Carleton Place and is illustrated in Figure 2.



**Figure 2: Concept for Municipal Access Road Extension and Surrounding Development (Town of Carleton Place)**

This concept illustrates the proposed road link extending parallel to Highway 7 from Franktown Road at Findlay Avenue to McNeely Avenue. The concept also illustrates a potential right in connection between Highway 7 and this new link midblock between the intersections with Franktown Road and McNeely Avenue. The concept notes the potential for development to the north with conceptual internal circulation roads illustrated. Early iterations of the Town's Transportation Master Plan included a road connection between the new east-west connector road and the developments to the north, but this connection has been removed in the current Draft Transportation Master Plan concept.

## 2.2 FUTURE DEVELOPMENT AREAS

The 2020 Traffic Analysis supporting the TESR included the proposed developments to the south of the Highway 7 corridor surrounding the new Captain A. Roy Brown Boulevard as well as development generated traffic from current development applications in the area.

The Town of Carleton Place provided updated information that identified eight development blocks north of Highway 7 between Franktown Road and McNeely Avenue. Of these, the traffic projections in the original TESR traffic included anticipated development in Block 1 and the approved plan of subdivision that will extend into Block 7. The 1.5% annual growth rate used accounted for some additional development in the surrounding areas but the specific densities provided for Blocks 2-5, 6 and 8 were not specifically accounted for in the TESR traffic projections. It is expected that much of the development in these blocks will consist of a mix of residential units from single-family detached homes to multi-family low and mid-rise buildings. Initial draft versions of the Town of Carleton Place Transportation Master Plan showed an access from Blocks 2-8 southerly to the proposed Municipal Access Road north of Highway 7. The concept in the Draft Transportation Master Plan released for public review has removed this connection and these blocks will include accesses to Franktown Road or McNeely Avenue.

Figure 3 illustrates the layout and distribution of the eight development blocks identified by the Town of Carleton Place.



Figure 3: Proposed Northern Development Blocks

The list below provides the existing and/or anticipated land uses for each of the eight development blocks based on information provided by the Town of Carleton Place:

- Development Block 1: Includes the partially developed commercial space that is accessible via Highway 7. Vehicles are also able to access the eastern commercial space (Thruway Plaza) via the existing intersection of McNeely Avenue and the Thruway Access Road. There is additional development potential in the northeast and west areas.
- Development Block 2: Developed commercial space that is accessible via Franktown Road. There is potential for redevelopment, but no current development applications.
- Development Block 3: Future residential development, 256 units based on anticipated density.
- Development Block 4: Future residential development with 102 units (TIA currently being prepared by CGH Consultants).
- Development Block 5: Future residential development, 204 units based on anticipated density.
- Development Block 6: Future residential development, 343 units based on anticipated density.
- Development Block 7: Developing residential development with 280 units. These volumes were previously accounted for in the 2020 Report as a background development (McIntosh Perry TIS, 2012).
- Development Block 8: 300 bed long term care facility proposed.

### 2.2.1 TRIP GENERATION

Since many of the development blocks do not yet have proposed configurations or development applications, assumptions are necessary regarding the residential land uses, network layout and likely access points to estimate the additional potential for development trip generation and distribution. The TESR Traffic Analysis included traffic projections to 2040 based on an annual growth rate of 1.5% per year to account for overall growth of the Town; it is anticipated that this background growth projection is sufficient to account for some of the smaller development areas in the identified blocks and surrounding area, but the larger areas will result in higher trip generation and will have to be accounted for independently. Projected trip generation for the identified development blocks is based on the following:

- All development to the anticipated densities will be in place by the 2040 planning horizon.
- Any additional development outside of the 8 identified blocks (e.g., future commercial along McNeely Avenue) is anticipated to be accounted for in the projected background traffic growth.
- Any future development from Blocks 1 and 2 will be accounted for in future background traffic growth.
- The traffic study for Block 7 was referenced in the 2020 Traffic Analysis and therefore the trip generation for this block is already accounted for in the 2040 traffic projections.
- All residential units were assumed to be multi-family low-rise housing (ITE Trip Generation 10<sup>th</sup> Edition, Land Use Code: 220). While the residential units throughout the development blocks are likely to be a combination of several housing types including single-family detached homes, low-rise units were chosen since their trip rates provide a reasonable average of likely residential land uses from single family detached to mid rise. Trips generated are shown in **Table 1**.
- The ITE land use code for assisted living (254) was assumed for Block 8.
- The access points for each development block varied and will be defined fully in the following sections.

**Table 1: Development Block Trip Generation**

Block	Access (when no Connector)	Units	ITE LUC	Vehicle Trips Generated		AM Directional Splits		PM Directional Splits	
				AM	PM	In	Out	In	Out
1	Included in Background Traffic Growth								
2	Included in Background Traffic Growth								



Block	Access (when no Connector)	Units	ITE LUC	Vehicle Trips Generated		AM Directional Splits		PM Directional Splits	
				AM	PM	In	Out	In	Out
3	Thruway Access Road	256	220	117	136	27	90	86	50
4	Franktown	102	220	49	60	11	38	38	22
5	Franktown	204	220	94	111	22	72	70	41
6	McNeely	343	220	154	177	35	119	112	65
7	Accounted for in 2020 Traffic Analysis projections								
8	Franktown	300	254	36	78	23	13	30	48

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## 2.3 PROPOSED NETWORK LAYOUT

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### 2.3.1 HIGHWAY 7 INTERSECTION LANE CONFIGURATIONS

The Highway 7 intersection configurations recommended in the TESR were based around a widening of Highway 7 to include a third westbound lane, configured as a right turn lane between McNeely Avenue and Franktown Road, and additional turn lanes at the intersections with Franktown Road and McNeely Avenue. The proposed 2040 lane configuration from the TESR is illustrated in Figure 4. This figure excludes the segment north along Franktown Road, the proposed TESR lane configuration for this segment including the intersection with Findlay Avenue is illustrated in Figure 5.

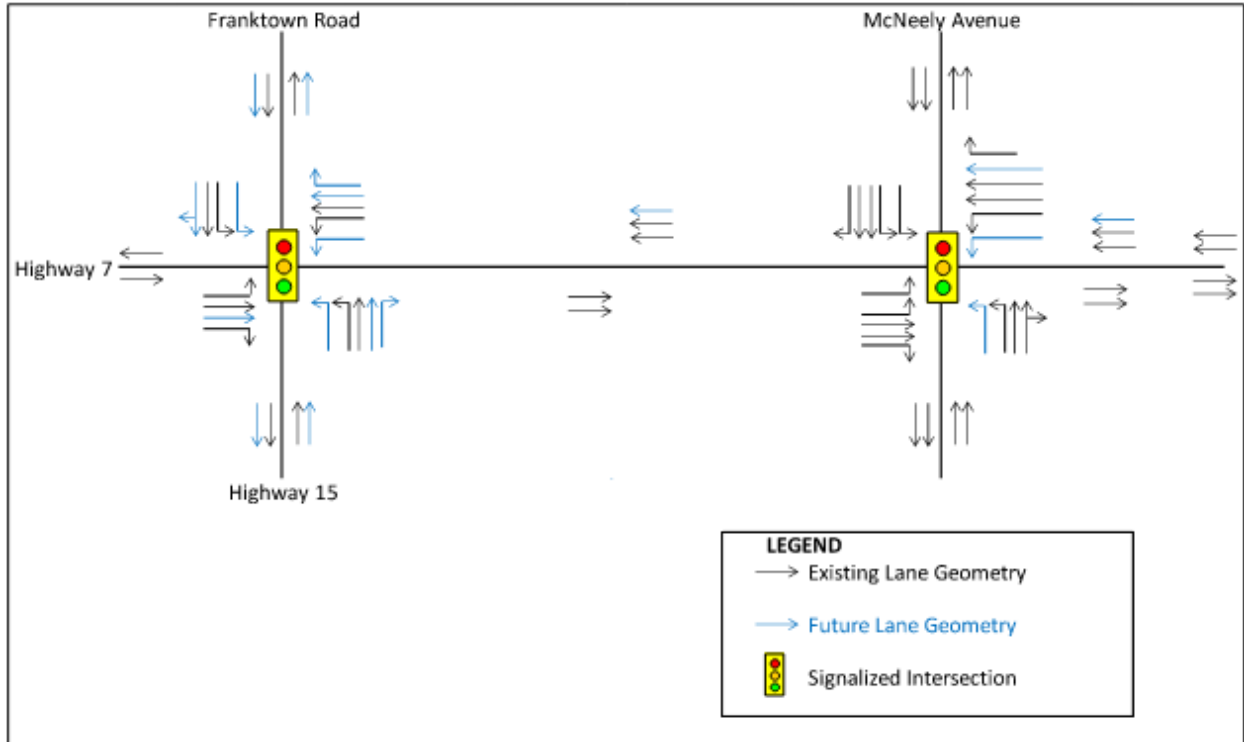


Figure 4: TESR 2040 Preferred Lane Configuration (TESR Traffic Analysis Figure 23)

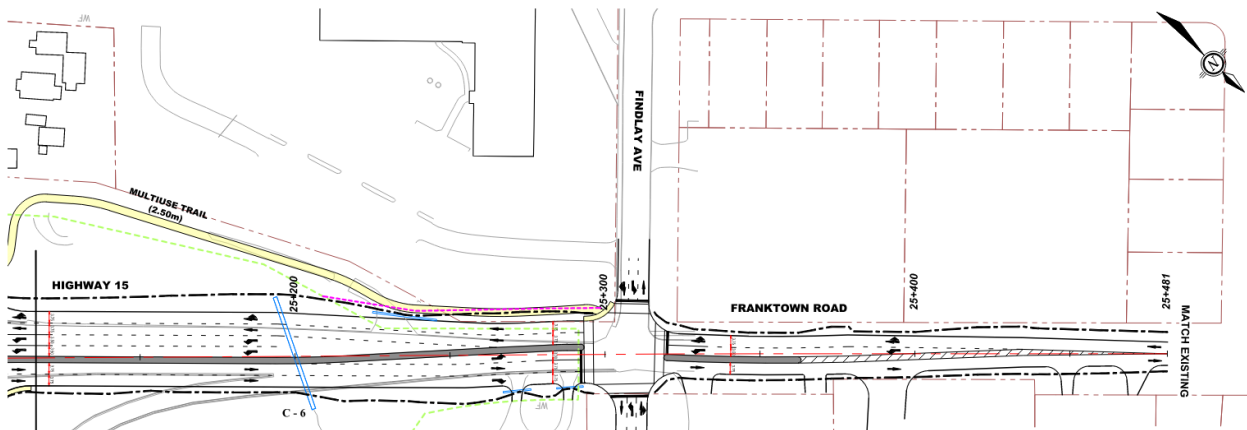


Figure 5: TESR Design of Franktown Road North of Highway 7

The TESR preferred lane configuration and supporting traffic analysis have been used as the basis for this assessment of the Municipal Access Road and future development to the north. This updated analysis is based on the recommended TESR lane configuration modelled as follows:

- The right turn from Highway 7 WB to McNeely Avenue NB is identified in the 2025 recommended TESR lane configuration and supporting drawings as a shared through/right turn, combined with the third WB through lane. This 2040 analysis is based on the WB approach being widened by 2040 to include the dedicated WB right turn lane in the 2040 preferred lane configuration in addition to the three WB through lanes.
- This modelling includes the TESR configuration of Franktown Road widened to two lanes in each direction northerly from Highway 7 to a new signalized intersection with Findlay Avenue. North of Findlay Avenue, the modelling of Franktown Road maintains the existing configuration of a single lane in each direction.

- Left turns at the Franktown Road and McNeely Avenue intersections with opposing left turns operating simultaneously.
- The EB left turn at the Franktown Road / Highway 7 intersection includes the existing permissive operation (i.e. no left turn arrow). This analysis includes a review of a modification to a protected left turn (left turn arrow) in the event that this signal operation is desired.
- Signal timing modifications, including provision of right turn overlap phases (i.e., right turns continuing during the following non-conflicting left turn phases).

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### 2.3.2 ROAD NETWORK OPTIONS

Four layout options have been reviewed as part of this analysis; these include a base scenario with only the original 2040 TESR forecast volumes and three development options that include the provision of all or part of the Municipal Access Road between Franktown Road and McNeely Avenue. Based on updated information provided by the Town of Carleton Place, this new connection would provide access to the developments in Blocks 1 and 3 only.

First drafts of the Town of Carleton Place Transportation Plan included concepts with a connection between the Municipal Access Road northerly to the new development area. As such, sub-options for each layout have been assessed both with and without an additional road connection between the Municipal Access Road and Development Blocks 4-8, in order to assess the potential for additional traffic on the Municipal Access Road and boundary intersections if this connection were provided.

All layouts and the base scenario are illustrated in Figure 6. The ‘A’ sub-options, which do not include the connection to Blocks 4-8, will be the result of the volumes from those development blocks accessing the surrounding road network via Franktown Road or McNeely Avenue. The ‘B’ sub-options, which include this connection, will allow trip generation from these Blocks to access the study area network via the Municipal Access Road.



Figure 6: Road Network Options for Traffic Analysis

### 2.3.3 BASE SCENARIOS

The 2040 scenarios in the 2020 TESR Traffic Analysis included an assumption of additional development in Blocks 1 and 7 north of Highway 7; the eastern portion of this development will be accessed using the existing Thruway Access Road and the western portion will be accessed from a new private road link from Franktown Road opposite Findlay Avenue. This configuration is reflected in the “Base – No Municipal Access Road” scenario. A second “Base – With Municipal Access Road” has also been assessed with the full Municipal Road connection in place from Franktown Road to Findlay Avenue. Both Base Scenarios include the Blocks 1, 7 and 2040 background traffic growth assumptions but exclude the additional development in Blocks 2-6 and 8. Volumes in the “With Municipal Access Road” scenario are based on a redistribution of the baseline 2040 volumes using a dynamic traffic assignment in order to reflect the addition of cut-through traffic on the new Municipal Access Road. The comparison of the base scenarios with and without the Municipal Access Road in place indicate volume increases using this connection of between 50 and 100 vehicles per hour with the connector road in place; it is likely that these volumes represent the additional traffic that may use the Municipal Access Road as a bypass route around Highway 7.

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### *2.3.4 OPTION 1 – FULL THROUGH ROAD*

Layout 1A contains the same layout as the Base – With Municipal Access Road scenario but includes the volumes from the additional development in Block 3. The development generated volumes from Blocks 4-8 do not have access to the Municipal Access Road in Layout 1A and are distributed to Franktown Road (Blocks 4, 5 and 8), and McNeely Avenue (Block 6). Layout 1B includes the additional connection to the north so that the development in Blocks 4-8 can use the new connector road to access Highway 7 via Franktown Road or McNeely Avenue.

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### *2.3.5 OPTION 2 – NO MUNICIPAL ACCESS ROAD CONNECTION, NORTHERN DEVELOPMENT*

Layout 2A includes the same layout as the Base – Without Municipal Access Road scenario but includes the volumes from the additional development in Block 3. As the Municipal Access Road is not continuous between Franktown Road and McNeely Avenue, this option is based on the additional Block 3 development being accessed from the Franktown Road side only with no connection to McNeely Avenue. The development generated volumes from Blocks 4-8 do not have access to the Municipal Access Road in Layout 2A and are distributed to Franktown Road (Blocks 4, 5 and 8), and McNeely Avenue (Block 6). Layout 2B includes the additional connection northerly to Blocks 4-8, all of which will connect southerly to Franktown Road only.

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### *2.3.6 OPTION 3 – FULL THROUGH ROAD AND RIGHT IN/OUT*

Layout 3A includes the full Municipal Access Road from Franktown/Findlay to McNeely and an additional right-in movement from Highway 7 (one-way NB, SB right out not permitted), with 3B adding the road connection to Blocks 4-8 to the north. This configuration maintains the accesses from the previous scenarios while adding the third access point at Highway 7.

# 3 TRAFFIC ANALYSIS

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## 3.1 SITE TRAFFIC DISTRIBUTION

Traffic assignment for all proposed network layout concepts were assigned in the traffic modelling through the addition of the northern development as a new O-D node. The O-D matrices from the 2020 TESR Traffic Analysis models were utilized as the baseline and the trips generated from the planned developments were overlaid into two new matrices: one for the 'A' sub-options and one for the 'B' sub-options.

The trips from the potential future developments were distributed based on the existing distribution proportions within the previous model O-D matrices of trips within the study area. Based on the background traffic distribution, approximately 65% of the development generated traffic will connect to and from the south of the anticipated developments and interact with Highway 7; the remaining 35% of development generated traffic will be to and from roads to the north. The roads connecting to the accesses for each of the potential development blocks are noted in **Table 1**; this was modified for the 'B' sub-options to reflect the distribution for these new trips using the Municipal Access Road. In the 'B' sub-options, a conservative traffic distribution was implemented with all traffic between Blocks 4-8 and the Highway 7 corridor being routed via the Municipal Access Road to determine the highest potential impacts at the intersections at each end of this road.

Following the development of the two new O-D matrices, Dynamic assignment in the VISSIM microsimulation was used to assign the O-D traffic volumes to the model network. The resulting turning movement volumes for each scenario are included as **Appendix A**.

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## 3.2 TRAFFIC ANALYSIS METHODOLOGY

The analysis of the anticipated development volumes was built from the VISSIM Microsimulation Models prepared previously by WSP, details regarding the setup and calibration of this model can be found in the 2020 TESR Traffic Analysis report. This modelling exercise maintains the same morning and afternoon peak hour intersection analysis as was used previously. The previous macroscopic models in Synchro were also updated for this assignment to assess the volume to capacity ratios for the projected turning movement volumes that were generated from the VISSIM dynamic assignment. The VISSIM and Synchro models used in this analysis maintain the same overall road network configurations (i.e., posted speed limit, traffic controls, turning lanes and storage lengths) and driver behaviour parameters from the 2020 Traffic Analysis report.

The VISSIM model outputs were used to derive 95<sup>th</sup> percentile queue length, average vehicular delays and resulting LOS, while Synchro was used to determine the movement volume-to-capacity (V/C) ratio.

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### 3.2.1 LEVEL OF SERVICE CRITERIA

The Highway Capacity Manual (HCM) level of service (LOS) criteria for signalized and unsignalized intersections, presented in **Table 2**, were considered for the traffic operational analysis. LOS 'A' to 'D' represent acceptable operating conditions, while LOS 'E' reflects congested conditions and LOS 'F' reflects failure.

**Table 2: Intersection Level of Service Criteria**

Level of Service	Intersection Delay Criteria (seconds per vehicle)		Traffic Operation
	Signalized	Unsignalized	
A	≤ 10	≤ 10	Acceptable operation
B	> 10 and ≤ 20	> 10 and ≤ 15	
C	> 20 and ≤ 35	> 15 and ≤ 25	
D	> 35 and ≤ 55	> 25 and ≤ 35	
E	> 55 and ≤ 80	> 35 and ≤ 50	Marginally Acceptable – occasional queuing
F	> 80	> 50	Unacceptable – persistent queuing

In addition to the HCM LOS criteria, individual intersection movements will also be evaluated based on the MTO Critical V/C ratio target of 0.85 as identified in the MTO Guidelines for Traffic Impact Studies. These guidelines indicate that movements with a V/C ratio that exceeds this threshold should be evaluated for operational improvements.

### 3.3 FUTURE TRAFFIC CONDITIONS

#### 3.3.1 HIGHWAY 7 / FRANKTOWN ROAD / HIGHWAY 15

##### V/C RATIO

Volume to Capacity (V/C) ratios are used in the evaluation of traffic operations as a measurement of the general level of operations of a particular movement at an intersection. The V/C ratio is calculated as a ratio of the total projected volume making the movement to the capacity of the movement, with the latter being a function of the intersection lane configuration and the amount of green time allocated to the movement by the traffic signal operation. Per MTO traffic impact study guidelines, a V/C ratio of 0.85 represents the target when mitigation measures for congestion on the movement would start to be considered.

The V/C ratios for the Highway 7 / Franktown Road intersection are summarized in Table 3.

**Table 3: Summary of V/C Ratios - Highway 7 / Franktown Road**

Hwy 7 / Franktown	EB Approach			WB Approach			NB Approach			SB Approach		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>TESR – AM Peak</b>	<b>0.97</b>	<b>0.93</b>	0.52	0.82	0.31	0.40	0.71	0.44	<b>0.91</b>	0.82	0.46	-
<b>Base No Thru -AM Peak</b>	0.40	0.82	0.28	0.66	0.20	0.23	0.47	0.68	0.81	0.69	0.70	-
<b>Base - AM Peak</b>	0.42	0.82	0.27	0.65	0.20	0.24	0.47	0.68	0.80	0.68	0.71	-
<b>Option 1A - AM Peak</b>	0.60	0.79	0.28	0.69	0.22	0.25	0.47	0.69	0.78	0.63	0.74	-
<b>Option 1B - AM Peak</b>	0.51	0.82	0.27	0.67	0.21	0.25	0.50	0.65	0.78	0.62	0.76	-
<b>Option 2A - AM Peak</b>	0.43	<b>0.86</b>	0.28	0.70	0.22	0.27	0.52	0.64	0.73	<b>0.87</b>	0.74	-
<b>Option 2B - AM Peak</b>	0.45	0.83	0.25	0.62	0.19	0.26	0.52	0.66	0.81	<b>0.91</b>	0.75	-
<b>Option 3A - AM Peak</b>	0.55	0.81	0.27	0.69	0.21	0.21	0.48	0.70	0.75	0.64	0.74	-
<b>Option 3B - AM Peak</b>	0.52	0.82	0.27	0.68	0.22	0.19	0.46	0.69	0.77	0.61	0.76	-

Hwy 7 / Franktown	EB Approach			WB Approach			NB Approach			SB Approach		
V/C Ratio	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>TESR - PM Peak</b>	0.82	0.69	0.55	<b>0.90</b>	0.72	0.84	<b>0.98</b>	0.71	0.70	<b>0.85</b>	<b>0.92</b>	-
<b>Base No Thru - PM Peak</b>	0.67	0.80	0.34	0.83	0.58	0.62	<b>0.90</b>	0.70	0.44	0.83	<b>0.90</b>	-
<b>Base - PM Peak</b>	0.74	0.77	0.33	0.76	0.59	0.62	<b>0.88</b>	0.71	0.60	0.79	<b>0.89</b>	-
<b>Option 1A - PM Peak</b>	0.81	0.81	0.33	<b>0.86</b>	0.58	0.54	<b>0.93</b>	0.77	0.46	0.66	<b>0.94</b>	-
<b>Option 1B - PM Peak</b>	<b>0.92</b>	0.75	0.33	0.83	0.57	0.54	<b>0.93</b>	0.77	0.47	0.66	<b>0.94</b>	-
<b>Option 2A - PM Peak</b>	0.76	0.78	0.41	<b>0.86</b>	0.57	0.68	<b>1.05</b>	0.81	0.38	<b>0.96</b>	<b>0.94</b>	-
<b>Option 2B - PM Peak</b>	0.82	0.77	0.42	<b>0.86</b>	0.56	0.79	<b>1.01</b>	0.77	0.43	<b>1.01</b>	<b>0.95</b>	-
<b>Option 3A - PM Peak</b>	<b>0.96</b>	0.74	0.33	0.84	0.57	0.48	<b>0.94</b>	0.78	0.58	0.72	<b>1.00</b>	-
<b>Option 3B - PM Peak</b>	<b>0.98</b>	0.74	0.33	0.83	0.56	0.50	<b>0.94</b>	0.79	0.56	0.67	<b>0.99</b>	-

Notes:

**Bold** numbers indicate V/C ratios exceeding the 0.85 target as defined in the MTO Traffic Impact Assessment Guidelines.

SB includes a shared through-right movement – SBT represents the combined through/right movement, the traffic analysis does not report an individual right turn V/C ratio.

The V/C Ratio results for the Highway 7 / Franktown Road intersection indicate the following movements will exceed the MTO V/C target of 0.85 under 2040 projected volumes:

- The EB left turn during the PM peak hour under Options 1B, 3A and 3B. PM peak hour congestion on this movement would be driven by traffic seeking to use the Municipal Access Road as an alternative to making the left turn from Highway 7 to McNeely Avenue.
- The EB through movement during the AM peak hour under Option 2A, although it is noted that this movement operates near the target across all options.
- The WB left turn during the PM peak hour under Options 1A, 2A and 2B, although it is noted that this movement operates near the target across all options. In Options 2A and 2B, this may be driven by the lack of the Municipal Access Road as a connection from McNeely Avenue to Franktown Road, and more vehicles being required to use this movement to access Highway 15 SB.
- The NB left turn under all PM peak hour scenarios; this was identified as a congested movement in the TESR analysis and will remain so under all scenarios. This will be driven more by the traffic growth to 2040 than by the variation between the development options assessed. It is noted that the level of operations on this movement is slightly worse in Options 2A and 2B as a result of more traffic using this intersection overall.
- The SB left turn movement during the PM peak hour under Options 2A and 2B, which will be driven by this movement representing the only connection from the northern development blocks to Highway 7 EB in these options.
- The SB through movement during the PM peak hour in all configurations. This movement was identified in congested by 2040 in the original TESR analysis and remains so across all scenarios in the updated analysis.

## DELAY

While the V/C ratio can be considered as an indicator of congestion, the delay experienced by a driver approaching an intersection is an important consideration and can be a better indicator of acceptable versus unacceptable operations from a driver’s perspective. Delay is reported in the traffic analysis as the average delay in seconds that a vehicle will experience approaching each movement at the intersection, as a result of both waiting for a green indication and wait time in a queue. Delays are tied to the level of service (LOS) measurements described in Section 3.2.1 of this report; the LOS have also been noted in the analysis results.



The movement delays for the Highway 7 / Franktown Road intersection are summarized in Table 4. The traffic signal at the intersection is modelled with a 130 second cycle for 2040 operations; delays longer than this cycle length suggest that on average, approaching vehicles will be waiting through more than one green indication.

**Table 4: Summary of Delays / LOS - Highway 7 / Franktown Road**

Hwy 7 / Franktown Delays (s) and LOS	EB Approach			WB Approach			NB Approach			SB Approach		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<i>TESR – AM Peak</i>	<b>92</b>	<b>39</b>	10	<b>59</b>	19	6	<b>58</b>	<b>39</b>	19	<b>57</b>	<b>38</b>	27
Base No Thru -AM Peak	<b>37</b>	<b>37</b>	9	<b>46</b>	16	6	<b>53</b>	<b>42</b>	17	<b>50</b>	<b>38</b>	<b>38</b>
Base - AM Peak	34	<b>36</b>	9	<b>46</b>	16	8	<b>52</b>	<b>40</b>	17	<b>49</b>	<b>37</b>	<b>38</b>
Option 1A - AM Peak	<b>41</b>	<b>37</b>	9	<b>47</b>	17	7	<b>51</b>	<b>39</b>	17	<b>49</b>	<b>38</b>	<b>39</b>
Option 1B - AM Peak	<b>37</b>	<b>38</b>	9	<b>42</b>	17	9	<b>52</b>	<b>40</b>	19	<b>52</b>	<b>40</b>	<b>40</b>
Option 2A - AM Peak	<b>38</b>	<b>38</b>	9	<b>46</b>	16	10	<b>51</b>	<b>41</b>	19	<b>55</b>	<b>39</b>	<b>39</b>
Option 2B - AM Peak	<b>36</b>	<b>37</b>	8	<b>43</b>	17	11	<b>50</b>	<b>43</b>	21	<b>55</b>	<b>38</b>	<b>37</b>
Option 3A - AM Peak	<b>37</b>	35	9	<b>42</b>	17	10	<b>50</b>	<b>38</b>	18	<b>49</b>	<b>37</b>	<b>40</b>
Option 3B - AM Peak	<b>37</b>	<b>36</b>	9	<b>43</b>	16	9	<b>51</b>	<b>38</b>	17	<b>51</b>	<b>39</b>	<b>38</b>
<i>TESR - PM Peak</i>	<b>70</b>	<b>43</b>	12	<b>44</b>	21	12	<b>66</b>	<b>42</b>	15	<b>61</b>	<b>45</b>	<b>38</b>
Base No Thru - PM Peak	<b>70</b>	<b>44</b>	10	<b>63</b>	21	14	<b>68</b>	<b>45</b>	14	<b>62</b>	<b>45</b>	35
Base - PM Peak	<b>63</b>	<b>40</b>	9	<b>59</b>	21	15	<b>66</b>	<b>45</b>	15	<b>60</b>	<b>45</b>	<b>36</b>
Option 1A - PM Peak	<b>80</b>	<b>44</b>	11	<b>64</b>	18	17	<b>67</b>	<b>44</b>	13	<b>60</b>	<b>47</b>	<b>50</b>
Option 1B - PM Peak	<b>136</b>	<b>43</b>	11	<b>62</b>	18	8	<b>64</b>	<b>44</b>	14	<b>59</b>	<b>48</b>	<b>52</b>
Option 2A - PM Peak	<b>84</b>	<b>45</b>	13	<b>61</b>	16	21	<b>79</b>	<b>46</b>	12	<b>65</b>	<b>46</b>	<b>48</b>
Option 2B - PM Peak	<b>110</b>	<b>46</b>	12	<b>66</b>	16	10	<b>81</b>	<b>46</b>	13	<b>70</b>	<b>47</b>	<b>50</b>
Option 3A - PM Peak	<b>91</b>	<b>42</b>	10	<b>58</b>	17	13	<b>66</b>	<b>45</b>	14	<b>60</b>	<b>48</b>	<b>51</b>
Option 3B - PM Peak	<b>98</b>	<b>42</b>	10	<b>55</b>	20	17	<b>65</b>	<b>45</b>	14	<b>60</b>	<b>48</b>	<b>52</b>

Notes:  
 Plain Text indicates LOS A-C (acceptable operations)  
**Bold Text** indicates LOS D (approaching congestion)  
**Red Bold Text** indicates LOS E-F (congestion)

The delay results for the Highway 7 / Franktown Road intersection indicate the following:

- During the AM peak hour there are no movements in the updated analysis that correspond with an unacceptable LOS of E or F.
- All four AM peak hour left turn movements all have delays corresponding to LOS D in all scenarios assessed, which indicates the upper limits of acceptable operations. For the WB, NB and SB left turns, this is a result of the short amount of green time relative to the length of the full traffic signal cycle, and the greater average time that will be spent waiting for the next green. For the EB left turn, this is a function of needing to wait for gaps in the opposing traffic stream to proceed.
- The AM peak hour EB, NB and SB through movements also have delays corresponding to LOS D, as a result of the additional development generated volumes on these movements.
- There is no significant variation in delay across all scenarios assessed during the AM peak hour, suggesting that AM operations will be relatively consistent regardless of development scenario.
- During the PM peak hour, all four left turns operate at a LOS E, with the EB left turn reaching LOS F in Options 1 and 3. This follows the observations from the AM peak hour but indicates that the permissive operation of the EB left turn will result in wait times that will be undesirable for many drivers. As the Option 2

configurations do not include the potential for cut through to McNeely using the Municipal Access Road, volumes and the corresponding delays on this movement will be lower in the Option 2A configuration but will remain high in the 2B configuration as a result of the additional development generated traffic.

- All other PM peak hour delays will operate similar to the AM peak hour results, with low variation across all scenarios assessed.
- In all cases except Option 1B, delays are shorter than the 130 second traffic signal cycle, indicating that on average, vehicles at all movements will be able to proceed through the intersection on the next available green light and will not be delayed through multiple cycles.

## QUEUES

Queues in the traffic analysis are measured in meters, extending back from the stop bar of the movement assessed. The ability of the traffic signal to clear a queue that has developed is reflected in the movement delay, but queues are quantified to confirm if the storage lanes at the intersection are sufficiently long to accommodate the length of the queue without it extending to a point where adjacent movements will be impacted.

Queue results for the Highway 7 / Franktown Road intersection are summarized in Table 5.

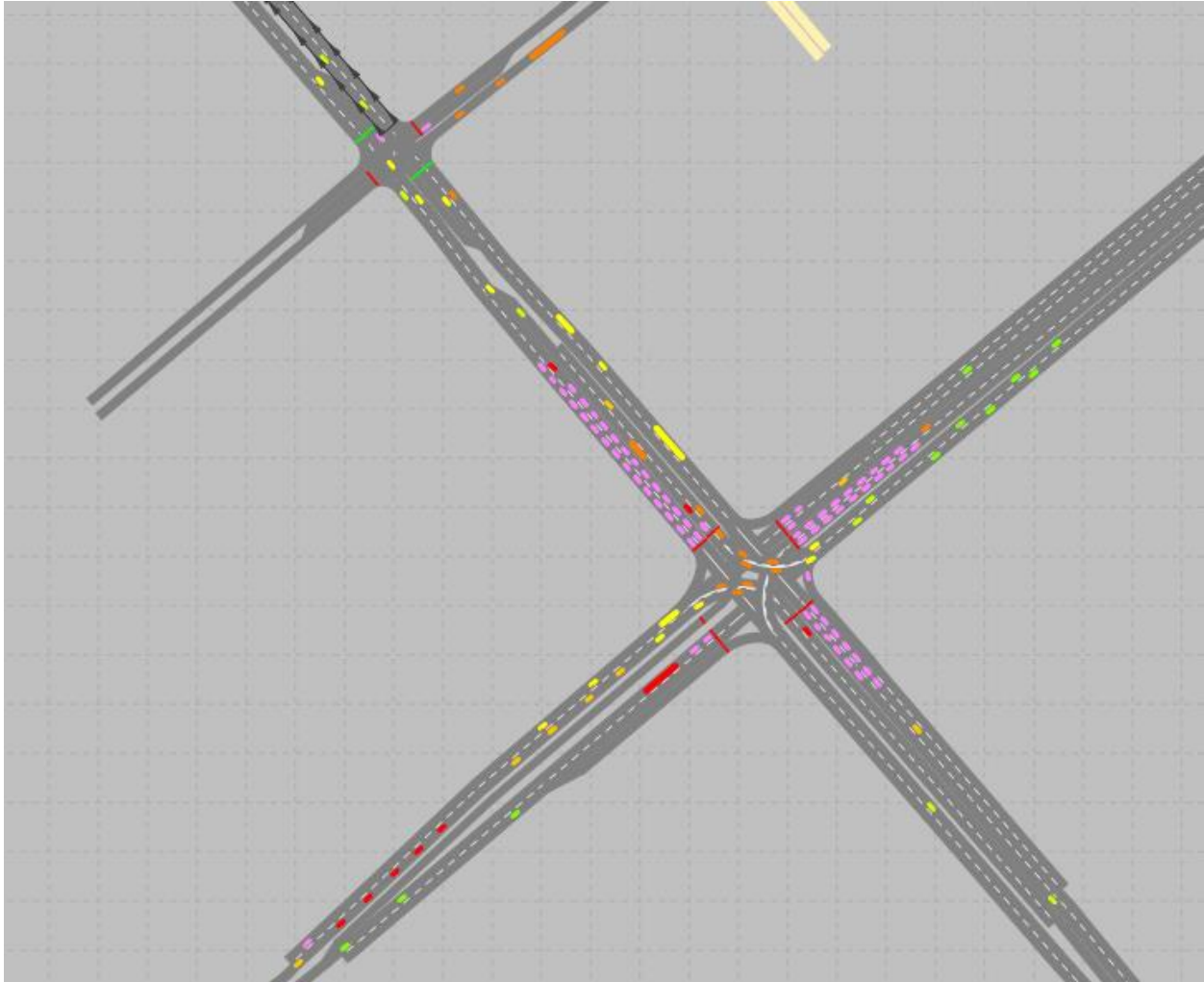
**Table 5: Summary of Queues - Highway 7 / Franktown Road**

Hwy 7 / Franktown	EB Approach			WB Approach			NB Approach			SB Approach		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>TESR – AM Peak</b>	53	92	21	77	56	47	32	88	98	44	57	8
<b>Base No Thru -AM Peak</b>	19	70	14	45	22	14	23	50	6	30	38	5
<b>Base - AM Peak</b>	18	63	13	50	32	16	21	48	6	29	36	6
<b>Option 1A - AM Peak</b>	27	58	12	51	23	12	20	48	51	23	43	5
<b>Option 1B - AM Peak</b>	26	57	9	45	30	15	30	57	56	26	50	7
<b>Option 2A - AM Peak</b>	21	62	14	48	19	15	22	45	44	37	44	7
<b>Option 2B - AM Peak</b>	20	68	9	42	27	16	30	54	54	42	49	7
<b>Option 3A - AM Peak</b>	22	65	9	42	19	19	23	50	46	24	43	6
<b>Option 3B - AM Peak</b>	21	64	11	44	29	15	22	48	47	25	43	5
<b>TESR - PM Peak</b>	52	74	24	86	92	73	54	78	75	55	85	16
<b>Base No Thru - PM Peak</b>	25	66	9	93	76	16	44	58	6	38	70	72
<b>Base - PM Peak</b>	25	62	11	64	63	13	40	68	8	36	64	66
<b>Option 1A - PM Peak</b>	28	53	12	87	47	63	40	58	31	27	67	5
<b>Option 1B - PM Peak</b>	68	60	10	89	56	34	39	62	42	25	88	6
<b>Option 2A - PM Peak</b>	38	63	23	87	63	82	54	79	40	43	81	6
<b>Option 2B - PM Peak</b>	49	54	14	102	54	40	61	65	34	57	74	6
<b>Option 3A - PM Peak</b>	36	54	10	78	55	46	46	66	46	28	73	6
<b>Option 3B - PM Peak</b>	38	62	26	78	64	70	43	69	61	30	82	8

The queue results for the Highway 7 / Franktown Road intersection indicate the following:

- Available storage lengths for the individual turning movements in the proposed Highway 7 lane configuration are as follows:
  - EB left turn, 180m, right turn 60m.
  - WB left turn 230m, right turn 150m (back to first upstream driveway).
  - NB left turn 145m, right turn 115m.

- SB left turn, 85m, right turn 115m.
- All queues in the updated model scenarios are expected to fit within the available storage lanes without impacting the operations of adjacent movements. The through movement queues are also not anticipated to extend to a point where they will block access to the adjacent through lanes.



**Figure 7: Option 2A PM Peak Hour Queueing at Highway 7 / Franktown**

## MITIGATION MEASURES

Based on the movements experiencing congestion identified in the model, additional evaluation has been undertaken to determine if mitigation of any of the congested movements is possible through signal timing modifications at the intersection. The following modifications have been applied at this intersection for this analysis:

- Provision of a protected EB left turn phase (green arrow) operating concurrently with the WB left turn.
- Optimization of the signal phase lengths to reflect the projected 2040 traffic volumes, using Synchro's optimization tool.

This assessment of mitigation measures has been undertaken using Synchro and is based on V/C ratio.

The analysis of these mitigation measures under the Option 1-3 volumes is summarized in Table 6.

**Table 6: Summary of V/C Ratios (Mitigation Measures) - Highway 7 / Franktown Road**

Hwy 7 / Franktown	EB Approach			WB Approach			NB Approach			SB Approach		
V/C Ratio	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>Option 1A - AM Peak</b>	0.66	0.76	0.28	0.68	0.33	0.31	0.55	0.72	0.79	0.64	0.73	-
<b>Option 1B - AM Peak</b>	0.63	0.78	0.27	0.65	0.29	0.30	0.61	0.71	0.80	0.63	0.76	-
<b>Option 2A - AM Peak</b>	0.59	0.79	0.26	0.76	0.31	0.32	0.58	0.71	0.76	0.74	0.70	-
<b>Option 2B - AM Peak</b>	0.62	0.79	0.24	0.63	0.28	0.31	0.59	0.72	0.82	0.78	0.71	-
<b>Option 3A - AM Peak</b>	0.66	0.79	0.26	0.74	0.30	0.26	0.64	0.74	0.79	0.70	0.72	-
<b>Option 3B - AM Peak</b>	0.63	0.77	0.26	0.67	0.31	0.23	0.59	0.73	0.79	0.65	0.75	-
<b>Option 1A - PM Peak</b>	0.75	0.82	0.32	<b>0.90</b>	0.77	0.65	<b>0.88</b>	0.74	0.46	0.64	<b>0.92</b>	-
<b>Option 1B - PM Peak</b>	0.74	0.81	0.31	<b>0.90</b>	0.84	0.68	0.79	0.71	0.47	0.60	<b>0.90</b>	-
<b>Option 2A - PM Peak</b>	0.71	0.77	0.38	<b>0.93</b>	0.77	0.78	<b>0.92</b>	0.84	0.40	0.74	<b>0.91</b>	-
<b>Option 2B - PM Peak</b>	0.77	0.78	0.38	<b>0.94</b>	0.77	<b>0.89</b>	<b>0.88</b>	<b>0.86</b>	0.46	0.69	<b>0.91</b>	-
<b>Option 3A - PM Peak</b>	0.74	0.82	0.32	<b>0.91</b>	<b>0.86</b>	0.62	0.83	0.70	0.57	0.68	<b>0.91</b>	-
<b>Option 3B - PM Peak</b>	0.76	0.82	0.33	<b>0.89</b>	0.84	0.64	0.83	0.71	0.54	0.64	<b>0.91</b>	-

Notes:

**Bold** numbers indicate V/C ratios exceeding the 0.85 target as defined in the MTO Traffic Impact Assessment Guidelines.

SB includes a shared through-right movement – SBT represents the combined through/right movement, the traffic analysis does not report an individual right turn V/C ratio.

The analysis of the mitigation measures at the Highway 7 / Franktown Road intersection indicates the following:

- During the AM peak hour, the mitigation measures assessed are expected to reduce the V/C ratios of all movements to below the MTO target of 0.85.
- During the PM peak hour, the provision of the protected left turn phase will improve the EB left turn phase to below the MTO V/C target of 0.85. Signal timing optimization will also improve the SB left movement to below the MTO target for all options. The NB left turn will also be improved by signal timing optimization but will remain above the MTO target in several scenarios. The SB through movement will experience minor improvements but will continue to exceed the MTO V/C target under the mitigation measures. Despite these improvements, the redistribution of the phase times will draw time away from the WB left turn and cause this movement to operate above the MTO target in all scenarios.

### 3.3.2 HIGHWAY 7 / MCNEELY AVENUE

#### V/C RATIO

Volume to Capacity (V/C) ratios are used in the evaluation of traffic operations as a measurement of the general level of operations of a particular movement at an intersection. The V/C ratio is calculated as a ratio of the total projected volume making the movement to the capacity of the movement, with the latter being a function of the intersection lane configuration and the amount of green time allocated to the movement by the traffic signal operation. Per MTO traffic impact study guidelines, a V/C ratio of 0.85 represents the target when mitigation measures for congestion on the movement would start to be considered.

The V/C ratios for the Highway 7 / McNeely Avenue intersection are summarized in Table 7.

**Table 7: Summary of V/C Ratios - Highway 7 / McNeely Avenue**

Hwy 7 / McNeely V/C Ratio	EB Approach			WB Approach			NB Approach			SB Approach		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>TESR – AM Peak</b>	0.84	<b>1.11</b>	0.15	0.80	0.53	0.31	0.39	<b>0.89</b>	-	<b>1.03</b>	0.26	0.53
<b>Base No Thru -AM Peak</b>	0.71	<b>1.01</b>	0.09	0.75	0.51	0.22	0.24	0.79	-	<b>0.90</b>	0.28	0.34
<b>Base - AM Peak</b>	0.70	<b>1.00</b>	0.09	0.76	0.50	0.22	0.26	0.79	-	<b>0.92</b>	0.31	0.35
<b>Option 1A - AM Peak</b>	0.55	<b>1.03</b>	0.10	0.73	0.48	0.21	0.29	0.79	-	<b>1.00</b>	0.32	0.39
<b>Option 1B - AM Peak</b>	0.60	<b>1.03</b>	0.09	0.75	0.48	0.23	0.24	0.78	-	<b>1.03</b>	0.28	0.36
<b>Option 2A - AM Peak</b>	0.68	<b>1.09</b>	0.10	0.71	0.34	0.22	0.35	0.81	-	<b>1.00</b>	0.29	0.39
<b>Option 2B - AM Peak</b>	0.76	<b>1.07</b>	0.11	<b>0.93</b>	0.49	0.22	0.24	0.79	-	<b>0.91</b>	0.32	0.30
<b>Option 3A - AM Peak</b>	0.57	<b>1.01</b>	0.10	0.71	0.49	0.21	0.27	0.79	-	<b>1.06</b>	0.31	0.40
<b>Option 3B - AM Peak</b>	0.57	<b>1.02</b>	0.09	0.72	0.48	0.21	0.31	0.78	-	<b>1.05</b>	0.30	0.38
<b>TESR - PM Peak</b>	<b>0.90</b>	0.77	0.29	<b>0.89</b>	<b>1.02</b>	<b>1.20</b>	0.78	<b>0.99</b>	-	<b>0.99</b>	0.52	<b>1.25</b>
<b>Base No Thru - PM Peak</b>	0.74	<b>0.85</b>	0.19	<b>0.94</b>	<b>0.98</b>	<b>0.98</b>	0.71	<b>1.04</b>	-	<b>0.91</b>	0.52	0.72
<b>Base - PM Peak</b>	<b>0.91</b>	0.78	0.19	<b>0.98</b>	<b>0.97</b>	<b>0.99</b>	0.61	<b>0.91</b>	-	<b>0.98</b>	0.62	0.62
<b>Option 1A - PM Peak</b>	0.69	<b>0.85</b>	0.20	<b>0.90</b>	<b>0.99</b>	<b>1.02</b>	0.68	<b>1.01</b>	-	<b>0.95</b>	0.52	0.62
<b>Option 1B - PM Peak</b>	0.67	0.84	0.21	<b>0.90</b>	<b>0.95</b>	<b>1.01</b>	0.70	<b>1.03</b>	-	<b>0.95</b>	0.54	0.60
<b>Option 2A - PM Peak</b>	0.72	0.83	0.17	<b>0.88</b>	<b>1.06</b>	<b>1.00</b>	0.55	<b>1.14</b>	-	<b>0.92</b>	0.54	0.74
<b>Option 2B - PM Peak</b>	0.73	<b>0.91</b>	0.14	<b>0.87</b>	<b>1.08</b>	<b>0.96</b>	0.72	<b>1.04</b>	-	<b>0.91</b>	0.54	0.74
<b>Option 3A - PM Peak</b>	0.80	0.77	0.20	<b>0.85</b>	<b>1.09</b>	<b>0.94</b>	0.74	<b>0.89</b>	-	<b>1.03</b>	0.58	0.57
<b>Option 3B - PM Peak</b>	0.76	0.77	0.21	<b>0.87</b>	<b>1.10</b>	<b>0.91</b>	0.71	<b>0.91</b>	-	<b>1.07</b>	0.57	0.63

Notes:

**Bold** numbers indicate V/C ratios exceeding the 0.85 threshold as defined in the MTO Traffic Impact Assessment Guidelines.

NB includes a shared through-right movement – NBT represents the combined through/right movement, the traffic analysis does not report an individual right turn V/C ratio.

The V/C Ratio results for the Highway 7 / McNeely Avenue intersection indicate the following movements will exceed the MTO V/C target of 0.85 under 2040 projected volumes:

- The EB left turn during the PM peak hour base scenario with the Municipal Access Road link in place. This can be attributed to the dynamic traffic assignment allocating additional traffic to this movement to replace the traffic using the Municipal Access Road to bypass the Highway 7 / McNeely intersection. This movement is expected to operate at an acceptable V/C ratio in all of the options.
- The EB through movement during the AM peak hour under all scenarios assessed. This represents the AM peak direction of traffic on Highway 7 in the morning; this movement was identified as congested in the TESR and will remain so in all options. The V/C ratio for this movement is exacerbated in Options 2A and 2B as a result of more of the development generated traffic arriving from Franktown Road and using this movement.
- The WB left turn during the PM peak hour. WB is the peak direction of travel along Highway 7 in the afternoon and will be consistently congested across all options. The WB left turn will also exceed the MTO V/C target during the AM peak hour under Option 2B, which can be attributed to an increase in volumes on this movement redistributed from the Highway 7 / Franktown intersection where volumes to and from the northern developments will be higher.
- The WB through movement during the PM peak hour. WB is the peak direction of travel along Highway 7 in the afternoon and will be consistently congested across all scenarios. Congestion on this approach is slightly

higher under Options 2A and 2B with all new development traffic going to Franktown Road, and under Options 3A and 3B when the link from Highway 7 up to the Municipal Access Road is available to the west.

- The WB right turn during the PM peak hour. WB is the peak direction of travel along Highway 7 in the afternoon and will be consistently congested across all scenarios. The congestion on this movement is most prominent in Options 1A and 1B; the Option 2 and Option 3 configurations will offset the demand on this movement slightly by the new development traffic by providing alternate routes via Franktown Road (Option 2) or the new connection from Highway 7 (Option 3).
- The NB through/right movement during the PM peak hour. The potential for congestion on this movement was identified in the TESR analysis and persists through all of the modelling undertaken for this update. Congestion on this movement is slightly offset in Options 3A and 3B, as the connection to the Municipal Access Road from Highway 7 (via the NB left from McNeely) provides an alternate route for development traffic to the north.
- The SB left turn during the AM peak hour. This is a heavily used movement by traffic from the north continuing in the peak direction of morning traffic to the east. Congestion on this movement is consistent across the Base Scenario and Options 1 and 2. Option 3 shows a slightly elevated V/C ratio as a result of additional traffic added to this movement during the dynamic traffic assignment; this likely represents a worst case and it is anticipated that typical operations on this movement would be more likely to fall within the range of Options 1 and 2.

## DELAY

While the V/C ratio can be considered as an indicator of congestion, the delay experienced by a driver approaching an intersection is an important consideration and can be a better indicator of acceptable versus unacceptable operations from a driver’s perspective. Delay is reported in the traffic analysis as the average delay in seconds that a vehicle will experience approaching each movement at the intersection, as a result of both waiting for a green indication and wait time in a queue. Delays are tied to the level of service (LOS) measurements described in Section 3.2.1 of this report; the LOS have also been noted in the analysis results.

The movement delays for the Highway 7 / McNeely Avenue intersection are summarized in Table 8. The traffic signal at the intersection is modelled with a 130 second cycle for 2040 operations; delays longer than this cycle length suggest that on average, approaching vehicles will be waiting through more than one green indication

**Table 8: Summary of Delays / LOS - Highway 7 / McNeely Avenue**

Hwy 7 / McNeely	EB Approach			WB Approach			NB Approach			SB Approach		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>TESR – AM Peak</b>	<b>58</b>	34	6	<b>68</b>	<b>36</b>	7	<b>59</b>	<b>42</b>	33	<b>61</b>	30	9
<b>Base No Thru -AM Peak</b>	<b>62</b>	<b>40</b>	6	<b>67</b>	<b>38</b>	8	<b>58</b>	<b>43</b>	<b>36</b>	<b>59</b>	28	7
<b>Base - AM Peak</b>	<b>57</b>	<b>41</b>	7	<b>66</b>	<b>37</b>	8	<b>62</b>	<b>42</b>	33	<b>60</b>	29	7
<b>Option 1A - AM Peak</b>	55	<b>42</b>	6	<b>64</b>	<b>37</b>	7	<b>61</b>	<b>46</b>	<b>38</b>	<b>74</b>	31	9
<b>Option 1B - AM Peak</b>	<b>58</b>	<b>40</b>	7	<b>64</b>	<b>38</b>	8	<b>63</b>	<b>43</b>	35	<b>72</b>	29	8
<b>Option 2A - AM Peak</b>	<b>60</b>	<b>43</b>	6	<b>64</b>	<b>39</b>	8	<b>58</b>	<b>44</b>	<b>38</b>	<b>67</b>	29	8
<b>Option 2B - AM Peak</b>	<b>73</b>	<b>41</b>	7	<b>92</b>	<b>38</b>	8	<b>58</b>	<b>44</b>	35	<b>59</b>	29	7
<b>Option 3A - AM Peak</b>	55	<b>42</b>	6	<b>65</b>	<b>37</b>	7	<b>59</b>	<b>43</b>	<b>36</b>	<b>76</b>	29	9
<b>Option 3B - AM Peak</b>	<b>58</b>	<b>41</b>	6	<b>63</b>	<b>38</b>	7	<b>61</b>	<b>42</b>	34	<b>75</b>	31	9
<b>TESR - PM Peak</b>	<b>79</b>	32	6	<b>64</b>	<b>44</b>	33	<b>63</b>	<b>46</b>	<b>39</b>	<b>66</b>	<b>43</b>	27
<b>Base No Thru - PM Peak</b>	<b>81</b>	<b>36</b>	10	<b>66</b>	<b>46</b>	<b>49</b>	<b>65</b>	<b>56</b>	<b>50</b>	<b>66</b>	<b>44</b>	21
<b>Base - PM Peak</b>	<b>80</b>	<b>38</b>	10	<b>68</b>	<b>46</b>	<b>50</b>	<b>61</b>	<b>47</b>	<b>38</b>	<b>69</b>	<b>44</b>	20
<b>Option 1A - PM Peak</b>	55	<b>36</b>	10	<b>67</b>	<b>45</b>	<b>56</b>	<b>61</b>	<b>50</b>	<b>43</b>	<b>66</b>	<b>42</b>	19
<b>Option 1B - PM Peak</b>	<b>54</b>	<b>36</b>	11	<b>72</b>	<b>58</b>	<b>116</b>	<b>62</b>	<b>50</b>	<b>41</b>	<b>66</b>	<b>43</b>	19

Hwy 7 / McNeely	EB Approach			WB Approach			NB Approach			SB Approach		
Delays (s) and LOS	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>Option 2A - PM Peak</b>	<b>77</b>	34	7	<b>63</b>	<b>46</b>	<b>48</b>	<b>78</b>	<b>83</b>	<b>82</b>	<b>65</b>	<b>43</b>	22
<b>Option 2B - PM Peak</b>	<b>85</b>	<b>37</b>	5	<b>63</b>	<b>47</b>	<b>46</b>	<b>64</b>	<b>51</b>	<b>44</b>	<b>65</b>	<b>45</b>	23
<b>Option 3A - PM Peak</b>	<b>59</b>	35	8	<b>63</b>	<b>47</b>	33	<b>65</b>	<b>46</b>	<b>38</b>	<b>76</b>	<b>43</b>	19
<b>Option 3B - PM Peak</b>	<b>65</b>	<b>37</b>	9	<b>66</b>	<b>47</b>	30	<b>63</b>	<b>46</b>	<b>38</b>	<b>79</b>	<b>42</b>	20

**Notes:**  
Plain Text indicates LOS A-C (acceptable operations)  
**Bold Text** indicates LOS D (approaching congestion)  
**Red Bold Text** indicates LOS E-F (congestion)

The delay results for the Highway 7 / McNeely Avenue intersection indicate the following:

- All four AM and PM peak hour left turn movements all fall within delays corresponding to a LOS E, which indicates the upper limits of acceptable operations. For all turns, this is a result of the short amount of green time relative to the length of the full traffic signal cycle, and the greater average time waiting for the next green.
  - The EB left turn delay is mitigated to an extent in the Option 1 configurations, as a result of the Municipal Access Road providing an alternative to the EB left turn to McNeely Avenue NB. In the Option 2 configurations without this connection, the delays on this movement are the highest of all of the scenarios.
- The WB right turn operates with an elevated delay under Options 1A and 1B. This additional delay is a result of the highest potential right turn volumes towards the development to the north; these are mitigated by eliminating the connection to the development areas via McNeely in Option 2 or providing the alternate connection from Highway 7 in Option 3. The average delay of 116 seconds in Option 1B is approaching the intersection signal cycle length of 130 seconds, indicating that vehicles may be required to wait through more than one green lights before making this movement. Queue spillback from the WB right turn movements may also impact the throughput of the adjacent WB through lanes if the queues extend beyond the available storage, resulting in delays increases for the WB left and through movements as they will be required to maneuver around this queue in the remaining lanes. While this lane may be designed to accommodate the longer Option 1 queues, the potential queue formation will be mitigated more effectively by the additional connection from Highway 7 provided in the Option 3 configurations.
- The NB through/right movement operates with delays corresponding to LOS F under Option 2A; this is a result of additional traffic being routed to this movement via Captain A. Roy Brown Boulevard in the dynamic traffic assignment as a result of the additional traffic demand at the Highway 7 / Franktown Road intersection under the Option 2A configuration.

## QUEUES

Queues in the traffic analysis are measured in meters, extending back from the stop bar of the movement assessed. The ability of the traffic signal to clear a queue that has developed is reflected in the movement delay, but queues are quantified to confirm if the storage lanes at the intersection are sufficiently long to accommodate the length of the queue without it extending to a point where adjacent movements will be impacted.

Queue results for the Highway 7 / McNeely Avenue intersection are summarized in Table 9.

**Table 9: Summary of Queues - Highway 7 / McNeely Avenue**

Hwy 7 / McNeely	EB Approach			WB Approach			NB Approach			SB Approach		
Queues (m)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>TESR – AM Peak</b>	64	208	15	391	114	20	36	90	90	111	50	39
<b>Base No Thru -AM Peak</b>	40	109	111	33	48	10	11	49	49	67	27	11
<b>Base - AM Peak</b>	38	121	123	34	47	11	15	59	59	72	29	13

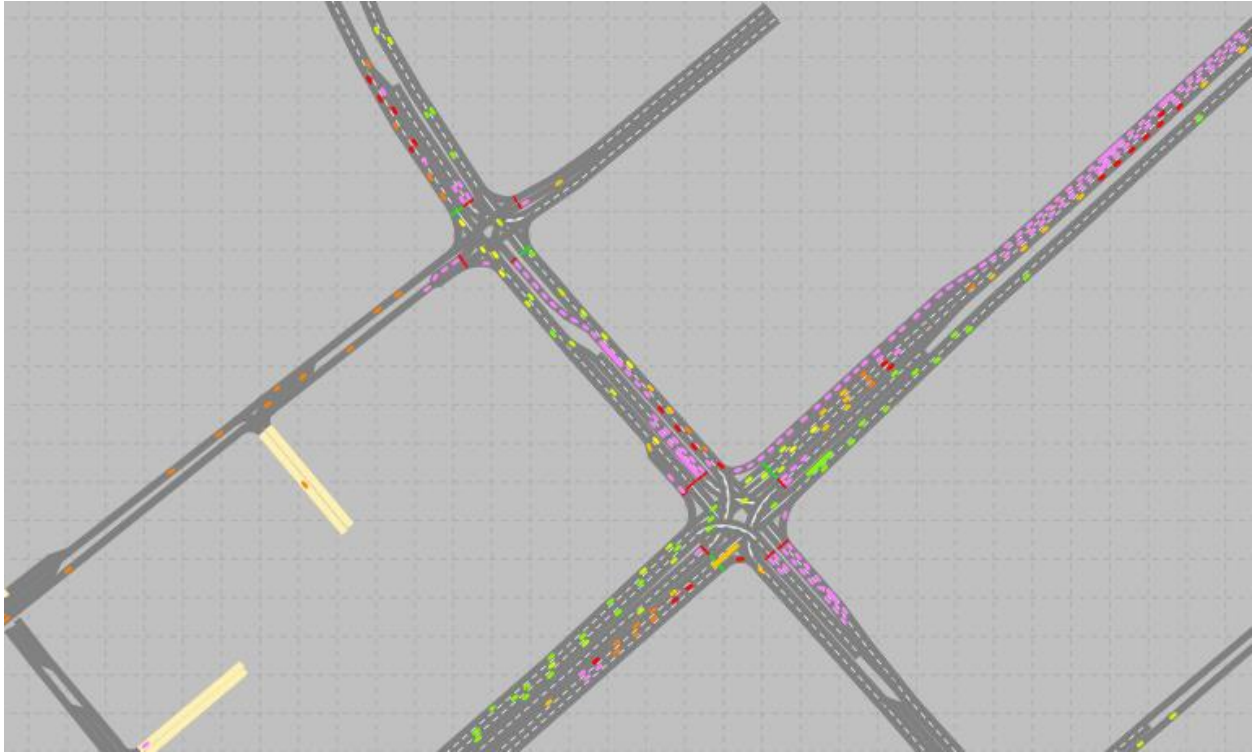
Hwy 7 / McNeely	EB Approach			WB Approach			NB Approach			SB Approach		
Queues (m)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>Option 1A - AM Peak</b>	31	119	121	23	47	5	12	72	72	<b>118</b>	26	12
<b>Option 1B - AM Peak</b>	43	123	125	27	55	7	11	59	59	<b>108</b>	30	16
<b>Option 2A - AM Peak</b>	40	123	125	27	45	4	15	70	70	81	23	12
<b>Option 2B - AM Peak</b>	60	111	113	178	46	8	12	49	49	73	32	10
<b>Option 3A - AM Peak</b>	30	123	125	28	46	4	11	64	64	<b>117</b>	24	13
<b>Option 3B - AM Peak</b>	32	114	116	23	51	8	12	46	46	<b>133</b>	27	14
<b>TESR - PM Peak</b>	<b>119</b>	<b>114</b>	<b>18</b>	<b>3005</b>	<b>3004</b>	<b>100</b>	<b>79</b>	<b>124</b>	<b>124</b>	<b>128</b>	<b>131</b>	<b>127</b>
<b>Base No Thru - PM Peak</b>	121	90	92	73	106	166	29	108	<b>108</b>	55	89	61
<b>Base - PM Peak</b>	77	70	71	70	94	159	21	74	74	51	93	39
<b>Option 1A - PM Peak</b>	45	76	77	75	101	193	27	82	<b>82</b>	44	64	41
<b>Option 1B - PM Peak</b>	51	77	79	63	<b>247</b>	<b>348</b>	27	86	<b>86</b>	48	72	39
<b>Option 2A - PM Peak</b>	60	76	77	57	121	173	27	198	<b>198</b>	46	78	70
<b>Option 2B - PM Peak</b>	66	78	80	55	118	164	32	99	<b>99</b>	40	84	83
<b>Option 3A - PM Peak</b>	52	76	78	53	113	146	27	78	<b>78</b>	56	77	53
<b>Option 3B - PM Peak</b>	51	76	78	68	137	139	34	77	<b>77</b>	57	76	65

The queue results for the Highway 7 / McNeely Avenue intersection indicate the following:

- Available storage lengths for the individual turning movements in the proposed Highway 7 lane configuration are as follows:
  - EB left turn, 210m, right turn 205m.
  - WB left turn 230m, right turn undefined, to be confirmed by analysis.
  - NB left turn 65m, right turn 80m.
  - SB left turn, 90m, right turn 75m.
- The WB right turn storage length is undefined in the TESR concept drawings as this lane will not be provided in the interim 2025 configuration. Following the V/C and delay/LOS results, PM peak hour queues on this movement will be the longest in the Option 1 configurations, extending up to 348m in Option 1B. Options 2 and 3 will mitigate the queues on this movement to 175m or less and 150m or less respectively; the queue of the configuration implemented will govern the ultimate queue storage length required for this movement.
- The WB through movement queues will extend up to 250m during the PM peak hour under the Option 1B configuration; the Option 2 and 3 configurations would reduce this queue length down to 120-140m. These queues are shorter than those anticipated for the adjacent WB right turn movement; a storage lane designed to accommodate the WB right turn movement is not anticipated to be blocked by the expected WB through movement queues.
- PM peak hour NB through/right turn queues will extend beyond the available storage under the Option 1 and 2 configurations; the NB queuing will be particularly notable in the Option 2 configuration as some traffic may divert to avoid the Highway 7 and Franktown Road intersection via Captain A. Roy Brown Boulevard. As this movement is a shared through/right lane the impacts of queues exceeding the storage lane will be less noticeable than they would be with a dedicated turn lane. This queue formation is mitigated by the Option 3 configuration that provides an alternate access to the northern developments via Highway 7 and the connection to the Municipal Access Road, although the NB right queues in this configuration will continue to use the full length of the available storage lane.
- PM peak hour SB left turn queues will exceed the available storage in Scenarios 1A, 1B, 3A and 3B, as a result of the additional development traffic added to McNeely Avenue SB in these options. With 150m of space



between the Highway 7 and Municipal Access Road intersections, the Option 3A and 3B queues are approaching the full storage available on the segment and may indicate the potential for impacts to the upstream intersection during periods of high volumes.



**Figure 8: Option 1B PM Peak Hour Queueing at Highway 7 / McNeely**



**Figure 9: Option 2A PM Peak Hour Queueing at Highway 7 / McNeely**

## MITIGATION MEASURES

Based on the movements experiencing congestion identified in the model, additional evaluation has been undertaken to determine if mitigation of any of the congested movements is possible through signal timing modifications at the intersection. The following modifications have been applied at this intersection for this analysis:

- Optimization of the signal phase lengths to reflect the projected 2040 traffic volumes, using Synchro’s optimization tool.

This assessment of mitigation measures has been undertaken using Synchro and is based on V/C ratio. The analysis of these mitigation measures is summarized in Table 10.

**Table 10: Summary of V/C Ratios (Mitigation Measures) - Highway 7 / McNeely Avenue**

Hwy 7 / McNeely	EB Approach			WB Approach			NB Approach			SB Approach		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>Option 1A - AM Peak</b>	0.61	<b>1.00</b>	0.10	<b>0.86</b>	0.46	0.21	0.34	0.80	-	<b>1.03</b>	0.30	0.40
<b>Option 1B - AM Peak</b>	0.65	<b>1.00</b>	0.09	<b>0.89</b>	0.47	0.22	0.28	0.79	-	<b>1.01</b>	0.27	0.37
<b>Option 2A - AM Peak</b>	0.68	<b>1.03</b>	0.10	0.83	0.33	0.22	0.45	0.82	-	<b>1.03</b>	0.28	0.40
<b>Option 2B - AM Peak</b>	0.74	<b>0.99</b>	0.10	<b>0.96</b>	0.45	0.22	0.26	0.80	-	<b>1.03</b>	0.34	0.32
<b>Option 3A - AM Peak</b>	0.62	<b>1.00</b>	0.10	0.84	0.49	0.21	0.31	0.80	-	<b>1.00</b>	0.29	0.40
<b>Option 3B - AM Peak</b>	0.57	<b>0.99</b>	0.09	<b>0.86</b>	0.47	0.21	0.37	0.79	-	<b>1.03</b>	0.28	0.38
<b>Option 1A - PM Peak</b>	<b>0.96</b>	<b>0.85</b>	0.19	<b>1.02</b>	<b>0.95</b>	<b>0.95</b>	0.65	<b>1.02</b>	-	0.75	0.48	0.62
<b>Option 1B - PM Peak</b>	<b>1.00</b>	<b>0.92</b>	0.21	<b>1.03</b>	<b>0.96</b>	<b>0.95</b>	0.63	<b>0.98</b>	-	0.72	0.48	0.58
<b>Option 2A - PM Peak</b>	<b>1.07</b>	<b>0.87</b>	0.16	<b>0.99</b>	<b>1.03</b>	<b>0.96</b>	0.59	<b>1.05</b>	-	0.82	0.47	0.72

Hwy 7 / McNeely	EB Approach			WB Approach			NB Approach			SB Approach		
V/C Ratio	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Option 2B - PM Peak	<b>0.99</b>	<b>0.86</b>	0.13	<b>1.02</b>	<b>0.99</b>	<b>0.91</b>	0.65	<b>1.02</b>	-	<b>0.86</b>	0.54	0.80
Option 3A - PM Peak	<b>1.07</b>	0.74	0.19	<b>0.91</b>	<b>0.97</b>	<b>0.87</b>	0.70	<b>0.90</b>	-	<b>0.98</b>	0.59	0.59
Option 3B - PM Peak	<b>0.99</b>	0.74	0.20	<b>0.91</b>	<b>0.98</b>	<b>0.85</b>	0.73	<b>0.92</b>	-	<b>1.02</b>	0.57	0.65

**Notes:**

**Bold** numbers indicate V/C ratios exceeding the 0.85 target as defined in the MTO Traffic Impact Assessment Guidelines.

NB includes a shared through-right movement – NBT represents the combined through/right movement, the traffic analysis does not report an individual right turn V/C ratio.

The analysis of the mitigation measures at the Highway 7 / McNeely Avenue intersection indicates the following:

- There is little residual capacity in the modeled signal timing plans that can be reallocated to movements needing additional capacity. The AM peak hour EB through and the PM peak hour NB and WB movements can be slightly improved through signal optimization but will continue to operate over the MTO V/C target.
- Signal timing optimization can improve the V/C ratio of the SB left turn during the PM peak hour so that is falls below the MTO V/C target on Options 1A, 1B and 2A; Option 2B and 2A can be mitigated to operate within capacity (V/C < 1.0) but will exceed the MTO target. The AM peak hour SB left turn cannot be mitigated through signal timing optimization.

### 3.3.3 MCNEELY AVENUE / MUNICIPAL ACCESS ROAD / CANADIAN TIRE ACCESS

#### V/C RATIO

Volume to Capacity (V/C) ratios are used in the evaluation of traffic operations as a measurement of the general level of operations of a particular movement at an intersection. The V/C ratio is calculated as a ratio of the total projected volume making the movement to the capacity of the movement, with the latter being a function of the intersection lane configuration and the amount of green time allocated to the movement by the traffic signal operation. Per MTO traffic impact study guidelines, a V/C ratio of 0.85 represents the target when mitigation measures for congestion on the movement would start to be considered.

The V/C ratios for the McNeely Avenue / Municipal Access Road intersection are summarized in Table 11.

**Table 11: Summary of V/C Ratios - McNeely Avenue / Municipal Access Road**

McNeely / Mun. Access	EB Approach			WB Approach			NB Approach			SB Approach		
V/C Ratio	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base No Thru -AM Peak	0.23	0.05	-	0.20	0.18	-	0.47	0.30	-	0.20	0.62	-
Base - AM Peak	0.25	0.08	-	0.20	0.18	-	0.46	0.29	-	0.20	0.62	-
Option 1A - AM Peak	0.53	0.21	-	0.16	0.17	-	0.26	0.38	-	0.24	0.75	-
Option 1B - AM Peak	0.43	0.36	-	0.17	0.20	-	0.40	0.35	-	0.24	0.73	-
Option 2A - AM Peak	0.24	0.08	-	0.18	0.20	-	0.50	0.33	-	0.22	0.64	-
Option 2B - AM Peak	0.24	0.07	-	0.17	0.20	-	0.48	0.32	-	0.21	0.62	-
Option 3A - AM Peak	0.47	0.27	-	0.17	0.18	-	0.20	0.39	-	0.23	0.74	-
Option 3B - AM Peak	0.45	0.37	-	0.16	0.18	-	0.25	0.38	-	0.22	0.73	-
Base No Thru - PM Peak	0.51	0.17	-	0.74	0.35	-	0.77	<b>0.99</b>	-	0.69	0.82	-
Base - PM Peak	0.55	0.24	-	0.75	0.35	-	0.77	<b>0.99</b>	-	0.69	0.83	-

McNeely / Mun. Access	EB Approach			WB Approach			NB Approach			SB Approach		
V/C Ratio	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>Option 1A - PM Peak</b>	<b>0.85</b>	0.21	-	0.57	0.38	-	0.81	<b>1.01</b>	-	0.75	<b>0.91</b>	-
<b>Option 1B - PM Peak</b>	<b>0.85</b>	0.25	-	0.57	0.39	-	<b>0.87</b>	<b>0.96</b>	-	0.73	<b>0.96</b>	-
<b>Option 2A - PM Peak</b>	0.52	0.17	-	0.75	0.35	-	0.78	<b>1.03</b>	-	0.74	0.84	-
<b>Option 2B - PM Peak</b>	0.50	0.18	-	0.76	0.34	-	0.77	<b>1.00</b>	-	0.70	0.83	-
<b>Option 3A - PM Peak</b>	<b>0.86</b>	0.27	-	0.59	0.38	-	0.35	<b>1.01</b>	-	0.00	0.74	-
<b>Option 3B - PM Peak</b>	<b>0.86</b>	0.34	-	0.61	0.39	-	0.44	<b>0.98</b>	-	0.73	0.79	-

Notes:

**Bold** numbers indicate V/C ratios exceeding the 0.85 threshold as defined in the MTO Traffic Impact Assessment Guidelines.

V/C Ratios for Shared Through/Right turn lanes are listed under the corresponding through movement; V/C ratios for the right turn components are not reported by the traffic analysis.

The V/C Ratio results for the McNeely Avenue / Municipal Access Road intersection indicate the following movements will exceed the MTO V/C target of 0.85 under 2040 projected volumes:

- The EB left turn during the PM peak hour under Options 1A, 1B, 3A and 3B. This is a result of the additional development generated traffic in these Options destined to and from the north using this movement.
- The NB left turn during the PM peak hour under Option 1B, as a result of the development generated traffic arriving from the east, without the alternative connection from Highway 7 offered in Option 3.
- The NB through/right movement during the PM peak hour. This was identified as a congested movement in the TESR traffic analysis and remains similarly congested through the updated model scenarios.
- The SB through/right turn movement during the PM peak hour. This can be attributed to the increase in development generated traffic on the opposing NB left turn movement requiring additional NB left green time and consequently reducing the time available in the signal cycle for the SB movement.

## DELAY

While the V/C ratio can be considered as an indicator of congestion, the delay experienced by a driver approaching an intersection is an important consideration and can be a better indicator of acceptable versus unacceptable operations from a driver’s perspective. Delay is reported in the traffic analysis as the average delay in seconds that a vehicle will experience approaching each movement at the intersection, as a result of both waiting for a green indication and wait time in a queue. Delays are tied to the level of service (LOS) measurements described in Section 3.2.1 of this report; the LOS have also been noted in the analysis results.

The movement delays for the McNeely Avenue / Municipal Access Road intersection are summarized in Table 12. The traffic signal at the intersection is modelled with a 90 second cycle for 2040 operations; delays longer than this cycle length suggest that on average, approaching vehicles will be waiting through more than one green indication

**Table 12: Summary of Delays / LOS - McNeely Avenue / Municipal Access Road**

McNeely / Mun. Access	EB Approach			WB Approach			NB Approach			SB Approach		
Delays (s) and LOS	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>Base No Thru -AM Peak</b>	24	25	6	27	27	6	29	9	6	24	13	10
<b>Base - AM Peak</b>	25	24	7	25	27	7	30	10	11	24	14	10
<b>Option 1A - AM Peak</b>	25	23	9	24	24	7	33	11	7	27	15	11
<b>Option 1B - AM Peak</b>	24	23	9	24	23	7	32	11	7	27	16	11
<b>Option 2A - AM Peak</b>	25	25	7	28	29	7	31	9	8	24	14	11
<b>Option 2B - AM Peak</b>	25	22	7	26	26	7	30	10	9	24	14	11

McNeely / Mun. Access	EB Approach			WB Approach			NB Approach			SB Approach		
Delays (s) and LOS	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Option 3A - AM Peak	24	19	8	23	23	6	33	11	9	25	14	11
Option 3B - AM Peak	24	22	9	25	20	6	32	11	12	27	15	10
Base No Thru - PM Peak	27	23	8	29	24	11	<b>44</b>	18	17	<b>36</b>	21	18
Base - PM Peak	27	18	9	29	25	11	<b>44</b>	18	16	<b>38</b>	20	17
Option 1A - PM Peak	32	26	12	27	26	14	<b>49</b>	21	19	<b>40</b>	25	23
Option 1B - PM Peak	32	28	12	27	24	13	<b>89</b>	24	22	<b>40</b>	26	23
Option 2A - PM Peak	28	25	10	29	27	12	<b>43</b>	19	17	<b>38</b>	21	18
Option 2B - PM Peak	28	27	10	30	27	11	<b>43</b>	18	17	<b>38</b>	21	18
Option 3A - PM Peak	31	26	12	26	24	13	<b>45</b>	21	19	<b>39</b>	18	16
Option 3B - PM Peak	32	26	13	27	25	13	<b>45</b>	21	16	<b>40</b>	20	17

Notes:

Plain Text indicates LOS A-C (acceptable operations)

**Bold Text** indicates LOS D (approaching congestion)

**Red Bold Text** indicates LOS E-F (congestion)

The delay results for the McNeely Avenue / Municipal Access Road intersection indicate the following:

- The NB left turn operates with delays corresponding to a LOS D during the PM peak hour. These delays are relatively consistent across most of the scenarios assessed but increase to 89 seconds (LOS F) under Option 1B; reflecting that this configuration includes the highest development traffic volumes turning onto McNeely Avenue NB and weaving across to make this movement. It is noted that with the signal operating at a 90 second cycle, an average delay of 89 seconds means that vehicles on average will be sitting through more than one green light before being able to proceed in this Option. This would be mitigated by the exclusion of the Municipal Access Road connection in Option 2, or the alternate access from Highway 7 in Option 3.
- The SB left turn operates with delays corresponding to a LOS D during the PM peak hour; this is a result of this being a protected movement with limited green time in the signal cycle. This LOS represents acceptable operations but reflects an increased wait time for this movement as a result of the short green.
- All other movements at this intersection operate with low delays corresponding to LOS C or better during the AM and PM peak hour under all scenarios assessed.

## QUEUES

Queues in the traffic analysis are measured in meters, extending back from the stop bar of the movement assessed. The ability of the traffic signal to clear a queue that has developed is reflected in the movement delay, but queues are quantified to confirm if the storage lanes at the intersection are sufficiently long to accommodate the length of the queue without it extending to a point where adjacent movements will be impacted.

Queue results for the McNeely Avenue / Municipal Access Road intersection are summarized in Table 13.

**Table 13: Summary of Queues - McNeely Avenue / Municipal Access Road**

McNeely / Mun. Access	EB Approach			WB Approach			NB Approach			SB Approach		
Queues (m)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base No Thru -AM Peak	6	3	2	9	3	3	18	21	21	9	44	44
Base - AM Peak	6	1	1	7	3	3	19	33	34	8	44	40
Option 1A - AM Peak	21	9	9	8	3	3	10	21	19	11	47	46
Option 1B - AM Peak	13	8	9	4	4	4	11	20	20	11	50	50

McNeely / Mun. Access	EB Approach			WB Approach			NB Approach			SB Approach		
	Queues (m)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Option 2A - AM Peak	8	3	3	10	3	4	16	26	26	10	51	51
Option 2B - AM Peak	10	2	1	5	3	4	16	22	22	10	43	40
Option 3A - AM Peak	18	11	12	6	2	3	7	25	24	10	46	46
Option 3B - AM Peak	16	8	9	4	3	4	9	24	22	10	54	54
Base No Thru - PM Peak	19	7	8	28	8	8	30	91	91	18	56	56
Base - PM Peak	19	12	12	27	9	10	21	82	83	19	68	68
Option 1A - PM Peak	40	31	31	26	23	22	38	91	91	23	77	77
Option 1B - PM Peak	35	28	31	23	22	22	119	103	103	20	68	68
Option 2A - PM Peak	21	13	13	28	8	9	23	101	101	23	61	61
Option 2B - PM Peak	19	11	13	31	8	9	27	81	81	19	69	69
Option 3A - PM Peak	44	35	36	21	15	16	16	89	89	22	62	62
Option 3B - PM Peak	42	36	38	21	22	22	15	78	78	22	78	78

The queue results for the McNeely Avenue / Municipal Access Road intersection indicate the following:

- Available storage lengths for the individual turning movements in the anticipated lane configuration are as follows:
  - EB left turn, 30m.
  - NB left turn 45m.
  - SB left turn, 80m.
- Most queues in the updated model scenarios are expected to fit within the available storage lanes without impacting the operations of adjacent movements. The through movement queues are also not anticipated to extend to a point where they will block access to the adjacent through lanes.
- The PM peak hour EB left turn queue is anticipated to extend to or beyond the available storage under Options 1 and 3, as a result of the additional development traffic added to this movement.
- The NB left turn queue is anticipated to extend beyond the available storage in Option 1B during the PM peak hour. This reflects the pattern in the V/C ratio and delay results indicating congestion on this movement under this Option as a result of the additional development generated traffic. The anticipated queue of 119m will extend beyond the available storage lanes but is not expected to extend far enough to impact operations at the Highway 7 / McNeely Avenue intersection. This would be mitigated by the exclusion of the Municipal Access Road connection in Option 2, or the alternate access from Highway 7 in Option 3.
- The NB through/right turn queue is expected to extend over 100m in Options 1A, 1B and 2A. While these queues are not expected to impact intersection operations at the Highway 7 / McNeely Avenue intersection, they will extend beyond the length of the adjacent NB left turn storage and may delay left turning vehicles from entering this lane. This is mitigated in Option 3 by providing an additional connection to the Municipal Access Road that does not use McNeely Avenue.

## MITIGATION MEASURES

Based on the movements experiencing congestion identified in the model, additional evaluation has been undertaken to determine if mitigation of any of the congested movements is possible through signal timing modifications at the intersection. The following modifications have been applied at this intersection for this analysis:

- Provision of a protected EB permissive-protected left turn phase (advance green arrow).

- The extension of the cycle length to from 90 to 130 seconds, for consistency with the cycle length at the adjacent Highway 7 / McNeely Avenue intersection.
- Optimization of the signal phase lengths to reflect the projected 2040 traffic volumes, using Synchro’s optimization tool.

This assessment of mitigation measures has been undertaken using Synchro and is based on V/C ratio.

The analysis of these mitigation measures under the Option 1-3 volumes is summarized in Table 14. As there were no operational issues noted during the AM peak hour, mitigation measures at this location were evaluated for the PM peak hour scenarios only.

**Table 14: Summary of V/C Ratios (Mitigation Measures) - McNeely Avenue / Municipal Access Road**

McNeely / Mun. Access	EB Approach			WB Approach			NB Approach			SB Approach		
	V/C Ratio	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Option 1A - PM Peak	0.82	0.19	-	0.82	0.54	-	0.80	<b>0.94</b>	-	0.77	<b>0.87</b>	-
Option 1B - PM Peak	0.81	0.22	-	0.82	0.56	-	0.84	<b>0.91</b>	-	0.76	<b>0.93</b>	-
Option 2A - PM Peak	0.50	0.15	-	<b>0.88</b>	0.39	-	0.75	<b>0.96</b>	-	0.79	0.79	-
Option 2B - PM Peak	0.50	0.18	-	0.76	0.34	-	0.77	<b>1.00</b>	-	0.70	0.83	-
Option 3A - PM Peak	0.82	0.24	-	0.83	0.55	-	0.49	<b>0.94</b>	-	0.80	0.74	-
Option 3B - PM Peak	0.77	0.30	-	0.76	0.48	-	0.48	<b>1.05</b>	-	0.82	<b>0.85</b>	-

**Notes:**

**Bold** numbers indicate V/C ratios exceeding the 0.85 target as defined in the MTO Traffic Impact Assessment Guidelines.

V/C Ratios for Shared Through/Right turn lanes are listed under the corresponding through movement; V/C ratios for the right turn components are not reported by the traffic analysis.

The analysis of the mitigation measures at the McNeely Avenue / Municipal Access Road intersection indicates the following:

- The provision of a permissive-protected EB left turn movement does reduce the V/C ratio for this movement to below the MTO target of 0.85. However, the extent of this improvement is small and this movement will operate just below this threshold with this mitigation.
- The extension of the intersection cycle length and signal optimization will not result in noticeable improvements to the congested PM peak hour NB through movement or the Option 1 congestion on the SB through movement.
- Signal timing modifications will be able to mitigate the potential for congestion the NB left turn movement.

### 3.3.4 FRANKTOWN ROAD / FINDLAY AVENUE / MUNICIPAL ACCESS ROAD

#### V/C RATIO

Volume to Capacity (V/C) ratios are used in the evaluation of traffic operations as a measurement of the general level of operations of a particular movement at an intersection. The V/C ratio is calculated as a ratio of the total projected volume making the movement to the capacity of the movement, with the latter being a function of the intersection lane configuration and the amount of green time allocated to the movement by the traffic signal operation. Per MTO traffic impact study guidelines, a V/C ratio of 0.85 represents the target when mitigation measures for congestion on the movement would start to be considered.

The V/C ratios for the Franktown Road / Findlay Avenue / Municipal Access Road intersection are summarized in Table 15.

**Table 15: Summary of V/C Ratios - Franktown Road / Findlay Avenue / Municipal Access Road**

Franktown / Mun. Access	EB Approach			WB Approach			NB Approach			SB Approach		
	V/C Ratio	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Base No Thru -AM Peak	0.21	0.30	-	0.23	0.26	-	0.14	0.42	0.08	0.20	0.51	-
Base - AM Peak	0.21	0.29	-	0.23	0.26	-	0.15	0.42	0.10	0.20	0.51	-
Option 1A - AM Peak	0.18	0.33	-	0.22	0.37	-	0.15	0.44	0.15	0.28	0.52	-
Option 1B - AM Peak	0.14	0.24	-	0.51	0.33	-	0.15	0.43	0.16	0.27	0.51	-
Option 2A - AM Peak	0.11	0.23	-	0.54	0.25	-	0.19	0.47	0.11	0.23	0.60	-
Option 2B - AM Peak	0.08	0.14	-	0.73	0.18	-	0.27	0.56	0.18	0.32	0.68	-
Option 3A - AM Peak	0.16	0.30	-	0.32	0.36	-	0.15	0.44	0.13	0.29	0.53	-
Option 3B - AM Peak	0.14	0.21	-	0.56	0.32	-	0.16	0.46	0.14	0.32	0.54	-
Base No Thru - PM Peak	0.27	0.25	-	0.51	0.37	-	0.21	<b>0.89</b>	0.10	<b>1.30</b>	0.72	-
Base - PM Peak	0.24	0.22	-	0.58	0.37	-	0.22	<b>0.90</b>	0.14	<b>1.61</b>	0.73	-
Option 1A - PM Peak	0.46	0.23	-	0.53	0.71	-	0.20	<b>0.87</b>	0.12	<b>1.79</b>	0.70	-
Option 1B - PM Peak	0.37	0.24	-	0.67	0.68	-	0.17	0.84	0.21	<b>1.45</b>	0.69	-
Option 2A - PM Peak	0.24	0.22	-	0.65	0.36	-	0.28	<b>0.97</b>	0.18	<b>1.95</b>	0.78	-
Option 2B - PM Peak	0.18	0.20	-	0.83	0.33	-	0.26	<b>0.97</b>	0.29	<b>1.96</b>	0.78	-
Option 3A - PM Peak	0.41	0.20	-	0.76	0.70	-	0.21	<b>0.88</b>	0.15	<b>1.94</b>	0.73	-
Option 3B - PM Peak	0.29	0.20	-	0.77	0.59	-	0.17	<b>0.88</b>	0.18	<b>2.00</b>	0.69	-

**Notes:**

**Bold** numbers indicate V/C ratios exceeding the 0.85 threshold as defined in the MTO Traffic Impact Assessment Guidelines.

V/C Ratios for Shared Through/Right turn lanes are listed under the corresponding through movement; V/C ratios for the right turn components are not reported by the traffic analysis.

The V/C Ratio results for the Franktown Road / Findlay Avenue / Municipal Access Road intersection indicate the following movements will exceed the MTO V/C target of 0.85 under 2040 projected volumes:

- The PM peak hour NB through movement will exceed the MTO target in all scenarios; this is a result of the future traffic growth to 2040 and single northbound through lane at this intersection. This movement will operate near capacity in the Option 2A and 2B scenarios as a result of the additional development traffic to and from Franktown Road.
- The PM peak hour SB left turn will be significantly over capacity in all options; with the opposing NB through movement operating near capacity, there will not be sufficient gaps in the NB traffic to allow SB left turns to proceed. It is anticipated that a SB left protected phase will be required to maintain this movement at an acceptable level of service.

**DELAY**

While the V/C ratio can be considered as an indicator of congestion, the delay experienced by a driver approaching an intersection is an important consideration and can be a better indicator of acceptable versus unacceptable operations from a driver’s perspective. Delay is reported in the traffic analysis as the average delay in seconds that a vehicle will experience approaching each movement at the intersection, as a result of both waiting for a green indication and wait time in a queue. Delays are tied to the level of service (LOS) measurements described in Section 3.2.1 of this report; the LOS have also been noted in the analysis results.

The movement delays for the Franktown Road / Findlay Avenue / Municipal Access Road intersection are summarized in Table 16. The traffic signal at the intersection is modelled with a 90 second cycle for 2040



operations; delays longer than this cycle length suggest that on average, approaching vehicles will be waiting through more than one green indication

**Table 16: Summary of Delays / LOS - Franktown Road / Findlay Avenue / Municipal Access Road**

Franktown / Mun. Access	EB Approach			WB Approach			NB Approach			SB Approach		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base No Thru -AM Peak	28	30	3	24	21	7	13	7	4	10	5	4
Base - AM Peak	28	29	3	24	21	8	13	6	4	11	5	4
Option 1A - AM Peak	27	28	3	24	17	7	14	7	4	11	6	5
Option 1B - AM Peak	29	29	2	28	27	9	14	8	5	14	6	5
Option 2A - AM Peak	29	31	3	31	25	9	17	8	5	15	8	7
Option 2B - AM Peak	28	25	2	33	25	10	22	11	6	20	11	9
Option 3A - AM Peak	29	28	4	28	32	9	15	7	5	13	6	5
Option 3B - AM Peak	29	31	3	31	28	9	15	8	5	15	7	6
Base No Thru - PM Peak	29	29	3	30	29	18	24	13	7	<b>48</b>	9	8
Base - PM Peak	31	26	3	29	29	18	28	14	8	<b>60</b>	10	10
Option 1A - PM Peak	29	27	3	29	27	23	28	16	11	<b>126</b>	23	24
Option 1B - PM Peak	26	30	4	31	29	21	31	17	13	<b>124</b>	22	22
Option 2A - PM Peak	29	30	3	30	30	19	29	17	11	<b>106</b>	14	14
Option 2B - PM Peak	25	28	2	31	25	20	33	20	16	<b>103</b>	14	13
Option 3A - PM Peak	25	26	3	30	30	23	31	18	12	<b>151</b>	30	24
Option 3B - PM Peak	26	28	4	31	27	21	30	18	12	<b>144</b>	27	23

**Notes:**  
 Plain Text indicates LOS A-C (acceptable operations)  
**Bold Text** indicates LOS D (approaching congestion)  
**Red Bold Text** indicates LOS E-F (congestion)

The delay results for the Franktown Road / Findlay Avenue / Municipal Access Road intersection indicate the following:

- All AM and PM peak hour movements at the intersection are expected to operate with low delays corresponding to an acceptable LOS C or better, with the exception of the SB left turn, which will operate at delays corresponding to LOS E-F under all scenarios with the Municipal Access Road in place. Similar to the V/C ratio results, the extensive delays for the SB left turn are based on a combination of development generated traffic making this movement and the heavy opposing NB through movement making it difficult to find gaps to turn.

## QUEUES

Queues in the traffic analysis are measured in meters, extending back from the stop bar of the movement assessed. The ability of the traffic signal to clear a queue that has developed is reflected in the movement delay, but queues are quantified to confirm if the storage lanes at the intersection are sufficiently long to accommodate the length of the queue without it extending to a point where adjacent movements will be impacted.

Queue results for the Franktown Road / Findlay Avenue / Municipal Access Road intersection are summarized in Table 17.

**Table 17: Summary of Queues - Franktown Road / Findlay Avenue / Municipal Access Road**

Franktown / Mun. Access	EB Approach			WB Approach			NB Approach			SB Approach		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>Base No Thru -AM Peak</b>	6	4	2	5	2	2	2	29	29	4	30	31
<b>Base - AM Peak</b>	6	4	2	4	2	2	2	27	27	4	29	29
<b>Option 1A - AM Peak</b>	4	4	4	4	2	2	4	26	26	7	28	29
<b>Option 1B - AM Peak</b>	5	4	3	16	4	4	4	35	35	6	23	25
<b>Option 2A - AM Peak</b>	4	3	2	17	2	2	5	34	34	7	37	39
<b>Option 2B - AM Peak</b>	5	2	2	35	3	3	6	51	52	11	58	50
<b>Option 3A - AM Peak</b>	4	5	5	6	3	4	4	32	32	8	31	32
<b>Option 3B - AM Peak</b>	5	4	3	17	4	3	4	30	30	9	31	32
<b>Base No Thru - PM Peak</b>	7	5	5	12	5	6	2	104	105	30	44	45
<b>Base - PM Peak</b>	7	4	3	25	7	7	4	101	101	42	76	78
<b>Option 1A - PM Peak</b>	8	4	3	13	18	18	4	94	94	189	130	131
<b>Option 1B - PM Peak</b>	5	5	5	20	21	21	6	100	100	188	121	122
<b>Option 2A - PM Peak</b>	7	4	3	18	8	8	5	122	122	141	76	78
<b>Option 2B - PM Peak</b>	5	3	3	32	11	11	4	120	120	88	94	88
<b>Option 3A - PM Peak</b>	7	5	4	24	25	25	4	126	126	193	142	143
<b>Option 3B - PM Peak</b>	6	4	4	27	17	17	3	103	103	193	138	139

The queue results for the Franktown Road / Findlay Avenue / Municipal Access Road intersection indicate the following:

- Queues at this intersection will be relatively short for most movements.
- Queues on the High-volume NB through movement will extend up to 120m in Options 2A, 2B and 3A; as this intersection is located approximately 230m north of Highway 7, it is not anticipated that NB queues will extend far enough to impact operations at the Highway 7 / Franktown Road intersection.
- The SB left turn queues, under permissive operation, will extend as long as 190m inmost of the development configurations. This again reflects the need for a protected SB left phase to provide sufficient capacity for this movement.

## MITIGATION

Based on the movements experiencing congestion identified in the model, additional evaluation has been undertaken to determine if mitigation of any of the congested movements is possible through signal timing modifications at the intersection. The following modifications have been applied at this intersection for this analysis:

- Provision of a protected SB permissive-protected left turn phase (leading green arrow).
- Optimization of the signal phase lengths to reflect the projected 2040 traffic volumes, using Synchro’s optimization tool.
- Extension of the PM peak hour cycle length to 130 seconds to accommodate the additional phase and maintain sufficient capacity for the NB through movement.

This assessment of mitigation measures has been undertaken using Synchro and is based on V/C ratio.

The analysis of these mitigation measures under the Option 1-3 volumes is summarized in Table 18.

**Table 18: Summary of V/C Ratios (Mitigation Measures) - Franktown Road / Findlay Avenue / Municipal Access Road**

Hwy 7 / McNeely	EB Approach			WB Approach			NB Approach			SB Approach		
V/C Ratio	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Layout 1A - AM Peak	0.17	0.32	-	0.21	0.36	-	0.15	0.44	0.15	0.28	0.52	-
Layout 1B - AM Peak	0.10	0.23	-	0.50	0.32	-	0.15	0.43	0.16	0.27	0.51	-
Layout 2A - AM Peak	0.11	0.22	-	0.53	0.25	-	0.19	0.47	0.11	0.23	0.60	-
Layout 2B - AM Peak	0.08	0.14	-	0.74	0.18	-	0.27	0.56	0.18	0.32	0.68	-
Layout 3A - AM Peak	0.14	0.21	-	0.55	0.32	-	0.15	0.44	0.13	0.29	0.52	-
Layout 3B - AM Peak	0.16	0.29	-	0.31	0.35	-	0.14	0.41	0.13	0.27	0.48	-
Layout 1A - PM Peak	0.81	0.27	-	0.63	0.60	-	0.16	<b>0.97</b>	0.14	<b>0.98</b>	0.64	-
Layout 1B - PM Peak	0.49	0.28	-	0.78	0.53	-	0.12	<b>0.97</b>	0.21	<b>0.98</b>	0.60	-
Layout 2A - PM Peak	0.33	0.26	-	0.81	0.40	-	0.20	<b>1.00</b>	0.19	<b>0.95</b>	0.70	-
Layout 2B - PM Peak	0.26	0.24	-	<b>1.05</b>	0.38	-	0.19	<b>0.99</b>	0.31	<b>0.96</b>	0.69	-
Layout 3A - PM Peak	<b>0.85</b>	0.31	-	0.63	0.59	-	0.15	<b>0.97</b>	0.15	<b>0.97</b>	0.62	-
Layout 3B - PM Peak	0.66	0.30	-	0.58	0.60	-	0.12	<b>0.95</b>	0.18	<b>0.95</b>	0.61	-

**Notes:**  
**Bold** numbers indicate V/C ratios exceeding the 0.85 target as defined in the MTO Traffic Impact Assessment Guidelines.

The analysis of the mitigation measures at the Franktown Road / Findlay Avenue / Municipal Access Road intersection indicates the following:

- The provision of a SB permissive-protected left turn will provide additional capacity for the SB left turn movement, improving operations to operate within capacity under projected 2040 traffic volumes. It is noted however that both the PM peak hour NB through movement and SB left turn will exceed the MTO critical movement target of 0.85 during the PM peak hour even with the cycle length extended.
- This model is based on the TESR design including widening of Franktown Road from Highway 7 to Findlay Avenue, and the existing configuration of Franktown north of Findlay Avenue with single lane in each direction. It is noted that previous iterations of the TESR traffic analysis was based on an extended widening of Franktown Road north to accommodate two NB and SB through lanes at the intersection with Findlay Avenue. This improvement would provide additional capacity and improve the operations at this intersection to within the MTO operational targets; while this widening is not identified in the Town of Carleton Place Draft Transportation Master Plan, the need for improvements to Franktown Road should be considered through the development approval process as the plans for the northern developments evolve.

## 4 STUDY FINDINGS

WSP prepared a traffic study for MTO supporting the TESR for the Highway 7 and Highway 15 Intersection Improvements Preliminary Design and Class EA Study; this analysis was based on a VISSIM microsimulation and supplementary Synchro analysis of the Highway 7 corridor from McNeely Avenue to Franktown Road for the 2025 and 2040 planning horizons. Subsequent to the TESR, the Town of Carleton Place has identified a new public roadway north of Highway 7 as part of its Transportation Master Plan development, extending a Municipal Access Road west of McNeely Avenue west to connect to Franktown Road opposite Findlay Avenue. Initial iterations of the Town of Carleton Place Transportation Master Plan identified an additional connection from the Municipal Access Road to the north. Additional information from the Town of Carleton Place has indicated the potential for increased density and additional development in the currently vacant lands to the north of Highway 7 between Franktown Road and McNeely Avenue, which will be served partially by the new public road connection and add additional traffic volumes to the local road network beyond those anticipated in the TESR traffic volume projections. As the new public roadway lies within close proximity to the Highway 7 corridor and does not reflect the TESR recommended concept for the Highway 7 corridor, MTO has been asked by the Town of Carleton Place to reopen the TESR and retained WSP to undertake additional traffic analysis to determine the impacts of the proposed Municipal Access Road connection and the impacts of additional development potential to the north on the future Highway 7 configuration.

The 2020 TESR Traffic Analysis was based on approved plans of subdivision at the time of the analysis and the application of a 1.5% annual growth rate to project traffic volumes to the 2040 planning horizon. The 2020 analysis was based on the recommended TESR design configuration that is based on Highway 7 westbound being widened to three lanes from east of McNeely Avenue to Franktown Road, and additional auxiliary turning lanes being added at the intersections with Franktown Road / Highway 15 and McNeely Avenue. This 2040 scenario indicates that operations by 2040 will be congested for many movements at the Highway 7 / McNeely Avenue intersection and specific movements at the intersections along Franktown Road and McNeely Avenue in the vicinity of the Highway 7 corridor. The analysis of the TESR preferred lane configuration for the 2040 horizon year was used as the basis for the updated modelling of the proposed Municipal Access Road connection and additional development to the north.

Development volumes for the potential development to the north were projected based on eight proposed development blocks and updated densities provided by the Town of Carleton Place and Trip Generation Rates adopted from ITE Trip Generation 11<sup>th</sup> Edition. The potential developments in Blocks 1-8 will add a total of 450 (AM) and 560 (PM) peak hour trips in surrounding roads beyond what was projected in the 2019 Report. Based on the anticipated trip distribution, approximately 65% of these trips will use Highway 7 as part of their trip, the remainder will be to and from the north. The additional development trips were added to the previous VISSIM microsimulation O-D matrices and were assigned to the road network using a dynamic traffic assignment.

The updated analysis includes an assessment of the following proposed network layout options:

- Base scenarios without the future development, both with and without the Municipal Access Road in place;
- Option 1 – Municipal Access Road connecting through from McNeely Avenue to Franktown Road;
- Option 2 – Municipal Access Road connection between northern development and Franktown Road only, no continuous connection between Franktown Road and McNeely Avenue;
- Option 3 – Municipal Access Road connecting through from McNeely Avenue to Franktown Road, with an additional right in connection from Highway 7 approximately halfway between Franktown Road and McNeely Avenue connecting to the Municipal Access Road.

Each scenario included two sub-options: the A sub-options were based on only development blocks 1 and 3 connecting to the Municipal Access Road, while the B sub-options were based on an additional connection to Blocks 4-8 to allow these blocks to connect to Highway 7 via the Municipal Access Road. Specific observations from the traffic modelling for each of the study intersections include the following:

## HIGHWAY 7 / FRANKTOWN ROAD / HIGHWAY 15

- All 2040 AM peak hour movements at this intersection are expected to operate at an acceptable LOS D or better for all development scenarios assessed. Movement delays are generally consistent between all of the Options assessed; Option 2A and 2B resulted in a slightly elevated level of congestion on the SB left turn as a result of the additional traffic volumes diverted to this intersection under these configurations, but this would translate to an average increase in delay for drivers of only 3-4 seconds on this movement.
- During the PM peak hour, the base scenario models indicate that the NB left turn and SB through/right movement will reach a level of operation that would warrant consideration of mitigation under MTO guidelines, and the EB left turn and SB left turn would operate just under this threshold. PM peak hour delays on all left turns at the intersection would correspond to an undesirable LOS E or F. This level of operation is relatively consistent across all scenarios assessed, with the exception of the following:
  - The EB left turn will experience elevated PM peak hour delays in Options 1 and 2, as a result of the additional development generated traffic on this and the opposing WB right turn movement; delays on these options is approaching the cycle length of the intersection, indicating that vehicles may be required to wait through more than one green light to proceed. This is mitigated in Option 2 as the connection to McNeely Avenue is not available and can be mitigated in Options 1 and 3 through signal timing modifications and the provision of a protected EB left turn signal.
  - The NB left turn will be congested in all Options, but this congestion is elevated in Options 2A and 2B as a result of the additional volumes on other movements at this intersection extending the green lights for other movements longer and creating a longer wait for the next available NB left phase.
  - The SB left turn will approach capacity in Options 2A and 2B due to the additional development generated traffic added to this movement. This can be improved through signal timing modifications to provide a longer phase for this movement.

## HIGHWAY 7 / MCNEELY AVENUE

- During the AM peak hour, all left turn movements at this intersection will operate with delays corresponding to LOS E in the base scenarios. In addition, the review of projected Volume to Capacity (V/C) ratios indicates the EB through and SB left turn will be at or near capacity in the 2040 AM peak. These operations are relatively consistent between the base scenarios with and without the Municipal Access Road in place; congestion and delays on these movements will increase in Options 1-3 as a result of the additional development traffic added, but were generally consistent across all scenarios with the following exceptions:
  - The Option 2 configurations will experience delay increases on the AM peak hour EB left turn of up to 15 seconds over the Option 1 and 3 scenarios as a result of the Municipal Access Road not being available in this scenario and additional volumes that will be added to this movement.
  - The Option 2B configuration notes an increase in congestion and delay for the WB left turn movement during the AM peak hour, as a result of some WB traffic bypassing the Highway 7 / Franktown Road to the south via Captain A. Roy Brown Boulevard. With manageable congestion at the Franktown Road in this scenario this diversion may not be fully realized, but the potential for congestion on this route should be monitored as the Highway 7 / Franktown Road intersection become more congested.
- During the PM peak hour, all left turns at the intersection will operate at delays corresponding to LOS E-F; most other movements will operate with delays corresponding with an acceptable LOS D or better. The review of V/C ratios indicates the WB left, WB through, WB right and SB left turn movements will operate at or near capacity in both base scenarios. PM peak hour operations across the Option 1-3 scenarios will generally be consistent with the base options, with the following exceptions:
  - PM peak hour EB left turn delays will be elevated in the Option 2 scenarios, reflecting the lack of the Municipal Access Road connection as an alternative to this movement. The Option 2B PM peak hour delay of 85 seconds on this movement will result in average delays that are 20-30 seconds longer than the Option 1B and 3B scenarios.

- The Option 1B volumes will generate extensive queueing on the WB right turn movement and delays corresponding to a LOS F. Queue spillback into the adjacent WB through lanes will also result in increases in the WB through movement delay by an average of approximately 10 seconds over the other scenarios.
- The Option 2A scenario indicates increased congestion on the NB through movement, as a result of traffic diverting via Captain A. Roy Brown Boulevard to bypass the congestion at the Highway 7 / Franktown Road intersection. With manageable congestion at the Franktown Road in this scenario this diversion may not be fully realized, but the potential for congestion on this route should be noted operations at the Highway 7 / Franktown Road intersection become more congested.
- There is limited potential to mitigate the anticipated congestion at this intersection in the 2040 AM and PM peak hour through signal timing optimization; timing modifications to mitigate this operation are likely to result in increased congestion on other approaches.

#### MCNEELY AVENUE / MUNICIPAL ACCESS ROAD

- During the 2040 AM peak hour, this intersection is expected to operate with all movements at an acceptable level of service of C or better, and no movements exceeding the MTO V/C ratio target of 0.85 for the considering of mitigation.
- During the 2040 PM peak hour, the NB left and SB left turns will operate with delays corresponding with a LOS D in the base scenarios, all other movements will operate at a LOS C or better. The NB through movement will operate near capacity during the PM peak hour, but the long green time for this movement will provide delays corresponding to an acceptable LOS B or C. The level of operations for all movements is consistent between the base scenarios with and without the Municipal Access Road available; in most cases this operation is consistent through the Option 1-3 scenarios with the exception of the following:
  - The provision of the Municipal Access Road in Options 1 and 3 will increase the volumes on the EB left turn, as this movement will act as a connection between the new development as well as a bypass route to McNeely Avenue to avoid the Highway 7 / McNeely intersection. Delays on this movement in Options 1 and 3 will be 4 seconds higher than the Base Scenarios and Scenario 2, but queues on this movement will extend to 45m in Option 3A. The anticipated queue length on this movement will be a consideration for the design of the Municipal Access Road configuration to ensure that an appropriate amount of queue storage is provided.
  - The NB left turn in Option 1B will experience an increase in delay of approximately 45 seconds over the other scenarios as a result of the additional development generated traffic using this movement. Queues on this movement in Option 1B will extend up to 120m, which will exceed the available storage length for this movement. This level of operation will be mitigated in the Option 2 and 3 configurations with the alternative routes to the Municipal Access Road available.
  - The SB through movement will also experience an elevated level of congestion in Options 1A and 1B, as a result of additional traffic volumes using the opposing NB left turn movement. This will also be mitigated by the alternative routes available in Options 2 and 3.
- Mitigation measures including signal timing optimization and the provision of a permissive-protected (advance green arrow) phase for the EB left turn will provide some mitigation for the potential congestion on the EB left and NB left turn movements, but these improvements may result in increased delays and on the opposing WB left and SB through movements.

#### FRNAKTOWN ROAD / MUNICIPAL ACCESS ROAD

- During the 2040 AM peak hour, this intersection is expected to operate with all movements at an acceptable level of service of C or better, and no movements exceeding the MTO V/C ratio target of 0.85 for the considering of mitigation.
- During the 2040 PM peak hour, the NB through movement is expected to operate near capacity and the conflicting SB left turn is expected to significantly exceed capacity under permissive operation. Mitigation of this congestion will be possible through the provision of a permissive SB left turn phase (advance green arrow) at the future signal, although both movements will operate near capacity by 2040. The potential queue lengths on the SB left turn movement will be a key consideration for the future intersection design to ensure that

sufficient queue storage is provided, and the capacity of NB through traffic at this intersection should be monitored to determine if future improvements to Franktown Road are required.

## OVERALL CONCLUSIONS

Overall, the analysis indicates the following conclusions regarding the potential future Municipal Access Road connection and potential development to the north:

- The analysis of the base 2040 scenarios indicates that most traffic movements at the study intersections will operate at a similar level of service whether or not the full Municipal Access Road connection is in place between McNeely Avenue and Franktown Road. The comparison of the base scenarios suggests that peak hour traffic volumes diverted to the Municipal Access Road from Highway 7 will be approximately 50-100 vehicles per hour, although this will vary depending on how much additional development traffic will be accommodated by the Municipal Access Road and how this impacts travel times on this connection. Some movements that may allow traffic to divert to the Municipal Access Road from Highway 7 may experience slightly elevated traffic volumes with this connection in place but increases in movement delays will be within 3-4 seconds of the scenario without this connection.
- The Option 1A and 1B configurations are not recommended from a traffic operations perspective as they will most significantly exacerbate the 2040 PM peak hour congestion on Highway 7 WB entering Carleton Place at the intersection with McNeely Avenue. These options will result in the highest potential for traffic delays along Highway 7 and the greatest potential for NB queues on McNeely Avenue extending back to Highway 7. The alternative configurations in Options 2 and 3 will mitigate many of the issues identified in Option 1.
- The Option 2A and 2B configurations do not include the Municipal Access Road connecting McNeely Avenue to Franktown Road and will route most of the new development generated traffic to and from the north through the Highway 7 / Franktown Road intersection. This will minimize the additional traffic volumes to and from McNeely Avenue north of Highway 7, which will remove the issues with the PM peak hour WB right turn and SB left turns observed in Option 1. Most of the movements at the Highway 7 / McNeely Avenue intersection, where congestion is anticipated, will operate at a similar level to the Option 1 and base scenarios. At the Highway 7 / Franktown Road intersection, the additional development traffic will increase delays on the SBL left turn movement, but the analysis indicates that this can be mitigated through signal timing optimization at this intersection. The WB right turn will be a key connection to the developments to the north, but the analysis indicates this movement has sufficient residual capacity to accommodate these volumes at an acceptable level of service.
- The Option 3A and 3B configurations will mitigate the WB right turn congestion observed in Option 1 through the provision of an alternative connection to the Municipal Access Road via Highway 7, which will offset the demand on the WB right turn to McNeely Avenue NB and NB left turn to the Municipal Access Road. This new connection will also mitigate some of the delay at the Highway 7 / Franktown Road intersection by providing an alternative to the WB right turn at this location. The provision of the full connection between McNeely Avenue and Franktown Road will also offset some of the demand on the EB left turn to McNeely Avenue NB by providing a bypass route around the Highway 7 / McNeely Avenue intersection. These Options will also spread the development generated traffic to Highway 7 between Franktown Road and McNeely Avenue; this will result in less congestion on the Franktown Road SB left turn but more congestion on the McNeely Avenue SB left turn compared with Option 2.
- The provision of a permissive-protected (advance green arrow) phase for the SB left turn from Franktown Road is recommended for the future signal at this intersection to accommodate the additional development generated traffic that will use this movement.
- The B sub variants of Options 1-3 generally result in additional delays on most of traffic movements as a result of the additional traffic that will have a direct route to and from the Highway 7 corridor. In order to minimize the potential for congestion at the intersections along Highway 7, it is recommended that a connection from a future Municipal Access Road connection be limited to serving development Blocks 1 and 3 only and no connection to the development blocks to the north be provided.

Overall, the analysis indicates that the TESR traffic forecasts for 2040 combined with the additional traffic generated by the anticipated developments north of Highway 7 between Franktown Road and McNeely Avenue will result in increased volumes and potential congestion on Highway 7, Franktown Road and McNeely Avenue, with the Highway

7 / McNeely Avenue intersection being most significantly impacted. The provision of the proposed Municipal Access Road north of Highway 7 between Franktown Road and McNeely Avenue will influence the distribution of the future traffic distribution between Franktown Road and McNeely Avenue as it will provide an alternative connection to Highway 7. Overall, Options 2A and 3A will have the lowest impacts on the road network as a while but both will have implications for traffic operations at the intersections on Highway 7:

- Option 3A with the municipal connector road would slightly reduce the impacts of future development traffic on the Highway 7 / Franktown Road intersection but would result in congestion at the Highway 7 / McNeely Avenue intersection including queueing impacts on McNeely Avenue north of Highway 7.
- Option 2A without the municipal connector road would more heavily concentrate development generated traffic and the potential for congestion on the Highway 7 / Franktown Road intersection. While this configuration would mitigate the potential for queuing on McNeely Avenue, it is anticipated that many of the movements at the Highway 7 / McNeely Avenue intersection will also be near capacity in this configuration.

Overall, the Option 3A configuration represents the preferred configuration should the Town of Carleton Place implement the Municipal Access Road as proposed in their Transportation Master Plan, but with the caveat that traffic impacts on Highway 7 and in particular at the Highway 7 / McNeely Avenue intersection continue to be monitored through the development approval process. The Option 1A, 1B, 2B and 3B configurations are not recommended due to the increased potential for traffic congestion at the Highway 7 and McNeely Avenue intersection.

The projected traffic volumes and resulting operational analysis highlights that the Highway 7 corridor acts as the primary connection between Carleton Place and the City of Ottawa via Highway 417 to the east. Under this pattern, much of the traffic generated by the Town of Carleton Place to and from the east is required to pass through the Highway 7 corridor, and in particular the single intersection of Highway 7 with McNeely Avenue; it is this concentration of the Town's traffic demand on this corridor and intersection that will drive the potential for congestion in the future. It would be beneficial for the Town of Carleton Place, through their Transportation Master Planning process, to consider alternative connections to and from the east to distribute the anticipated demand among multiple corridors rather than relying primarily on a single intersection, Highway 7 at McNeely Avenue. An initial example may be consideration of Cavanagh Road as an alternate connection to Highway 7 via the interchange with Appleton Side Road / Cemetery Side Road; in addition to providing additional east-west traffic capacity, this corridor is well situated to serve the potential future development to the north of Highway 7.

It is noted that this analysis is based on planning level projections based on overall densities and does not reflect actual land uses. More detailed analysis of specific land uses, traffic generation and road network configuration is required through the plan of subdivision and site plan approval process as developments in Blocks 1-8 are considered.



# APPENDIX

**A**

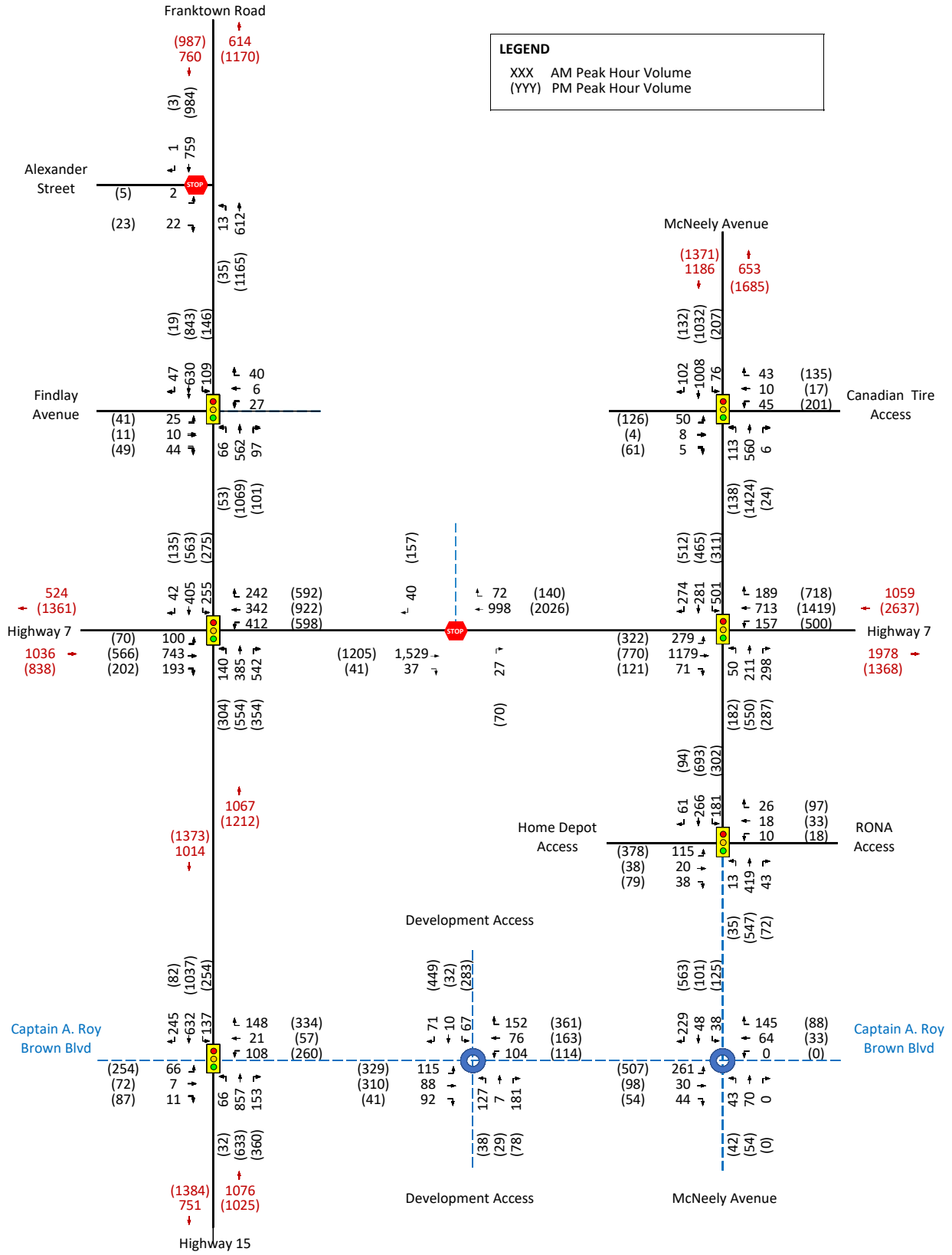
2040

PROJECTED

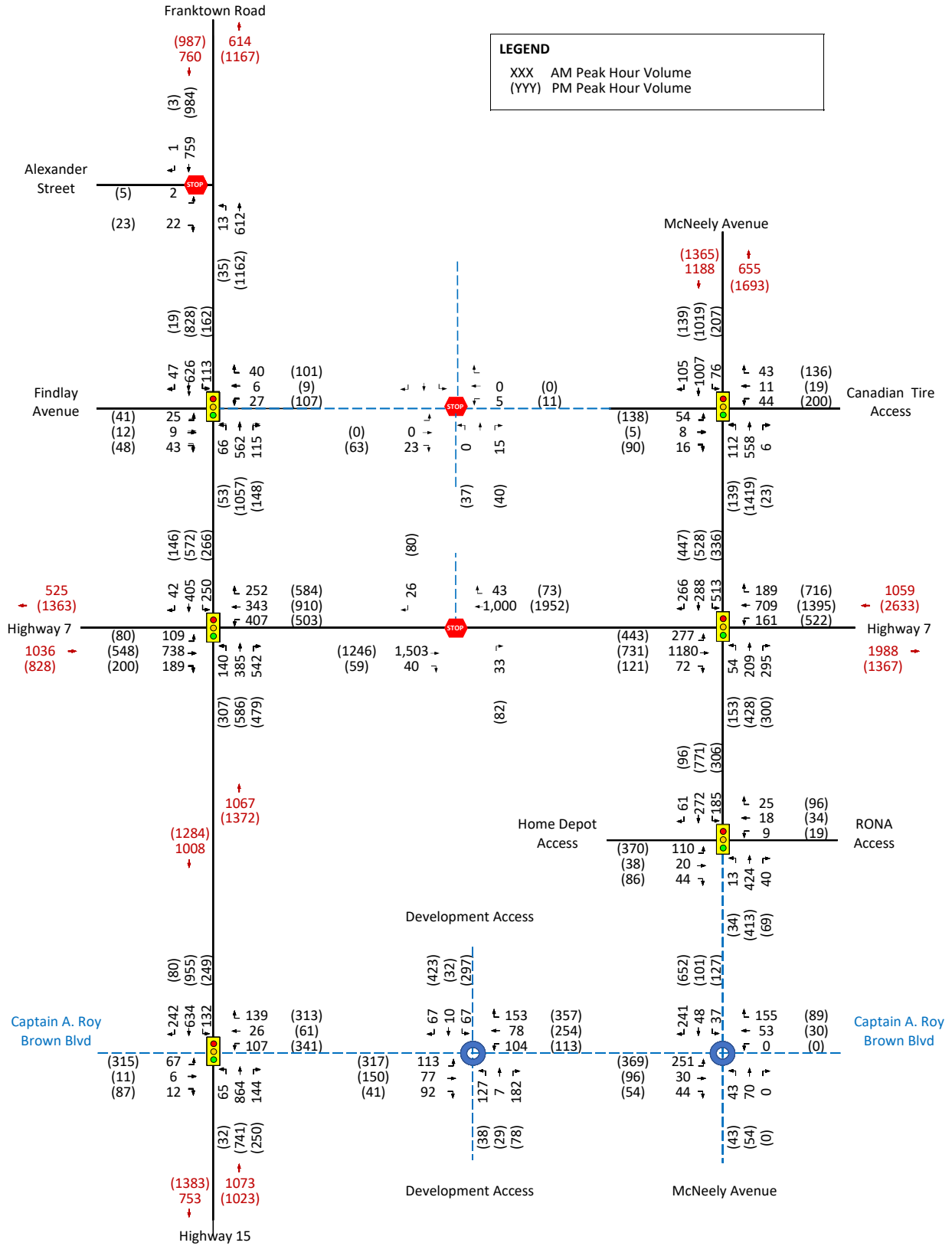
TRAFFIC

VOLUMES

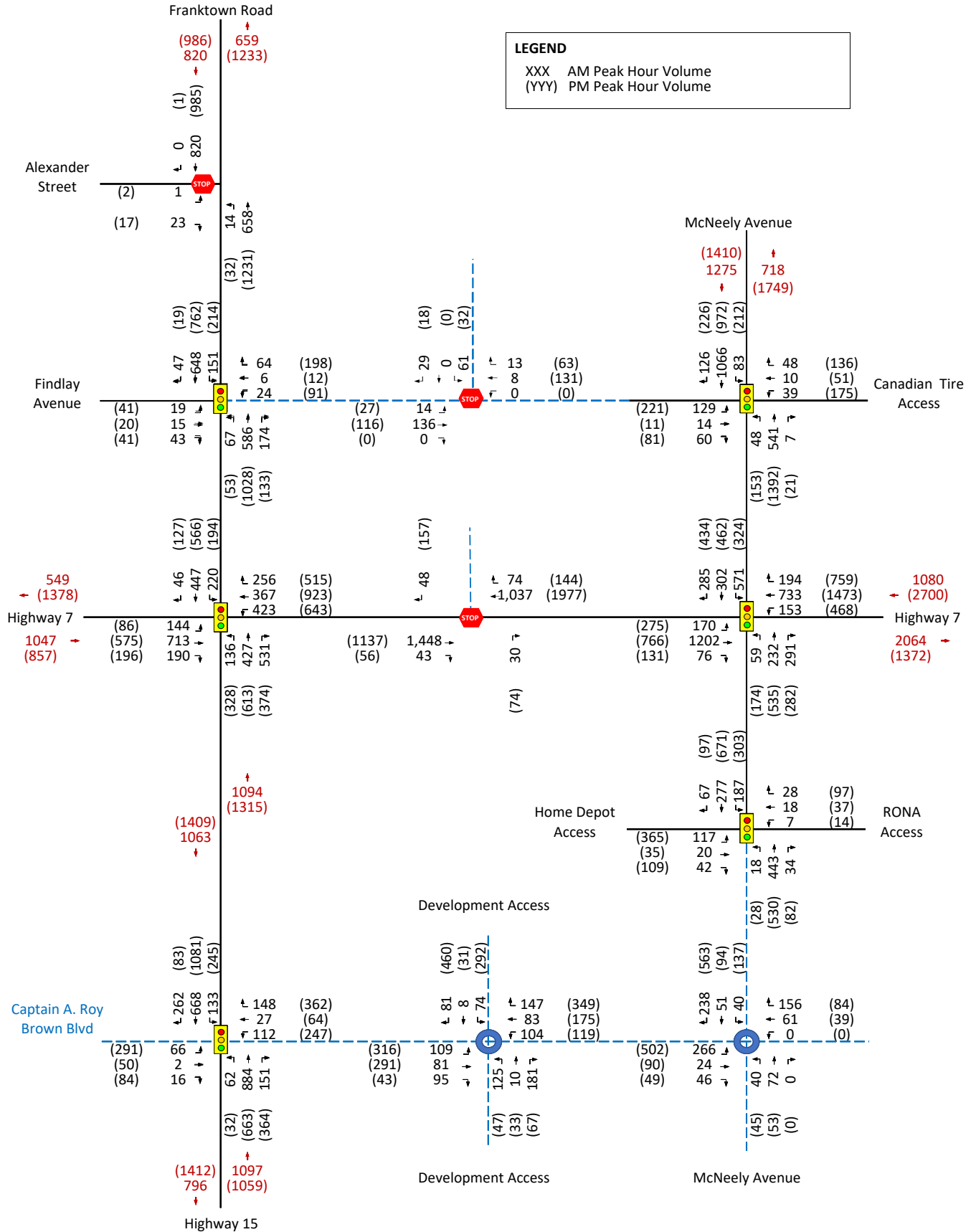
2040 Base Scenario - No Municipal Access Road



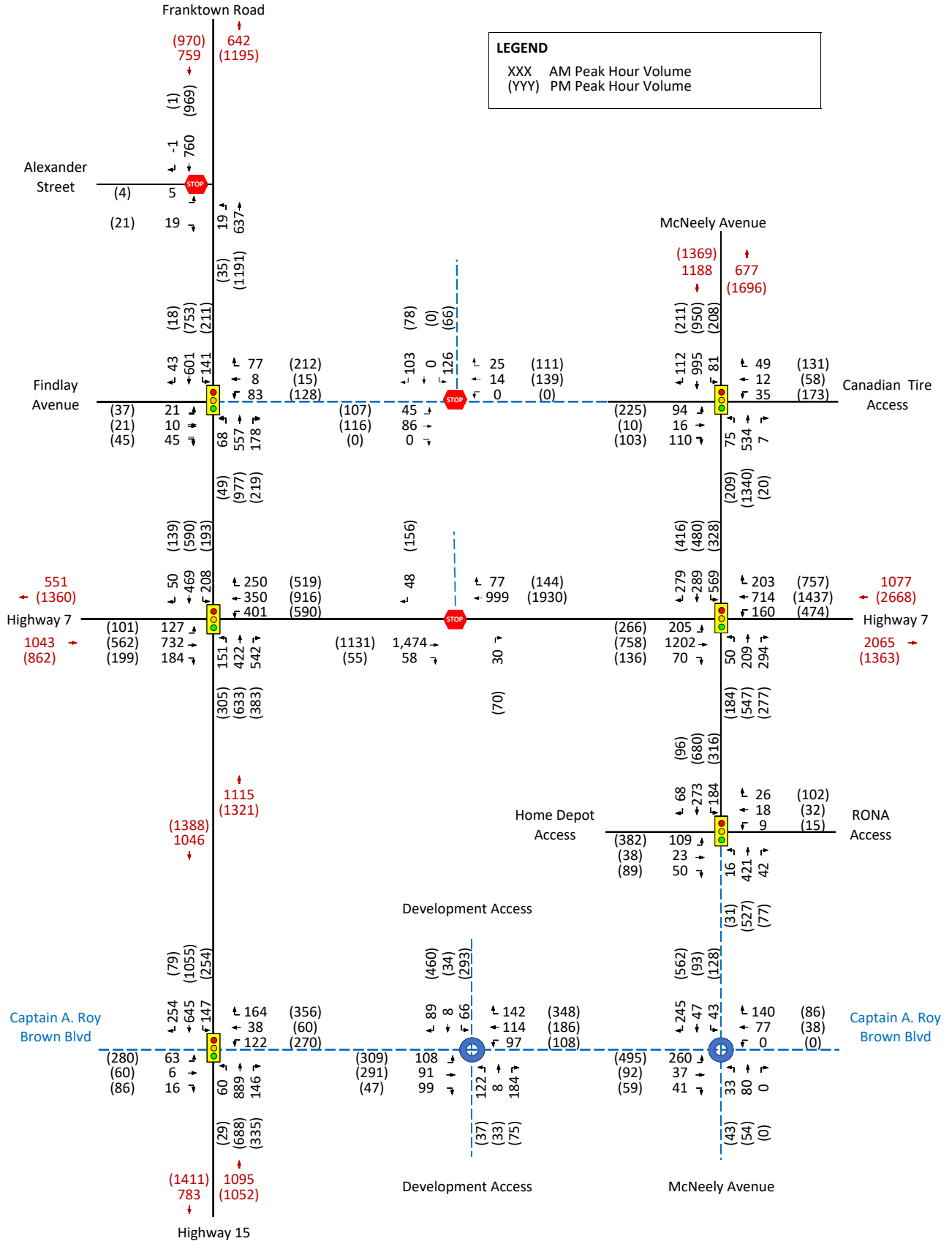
2040 Base Scenario - With Municipal Access Road



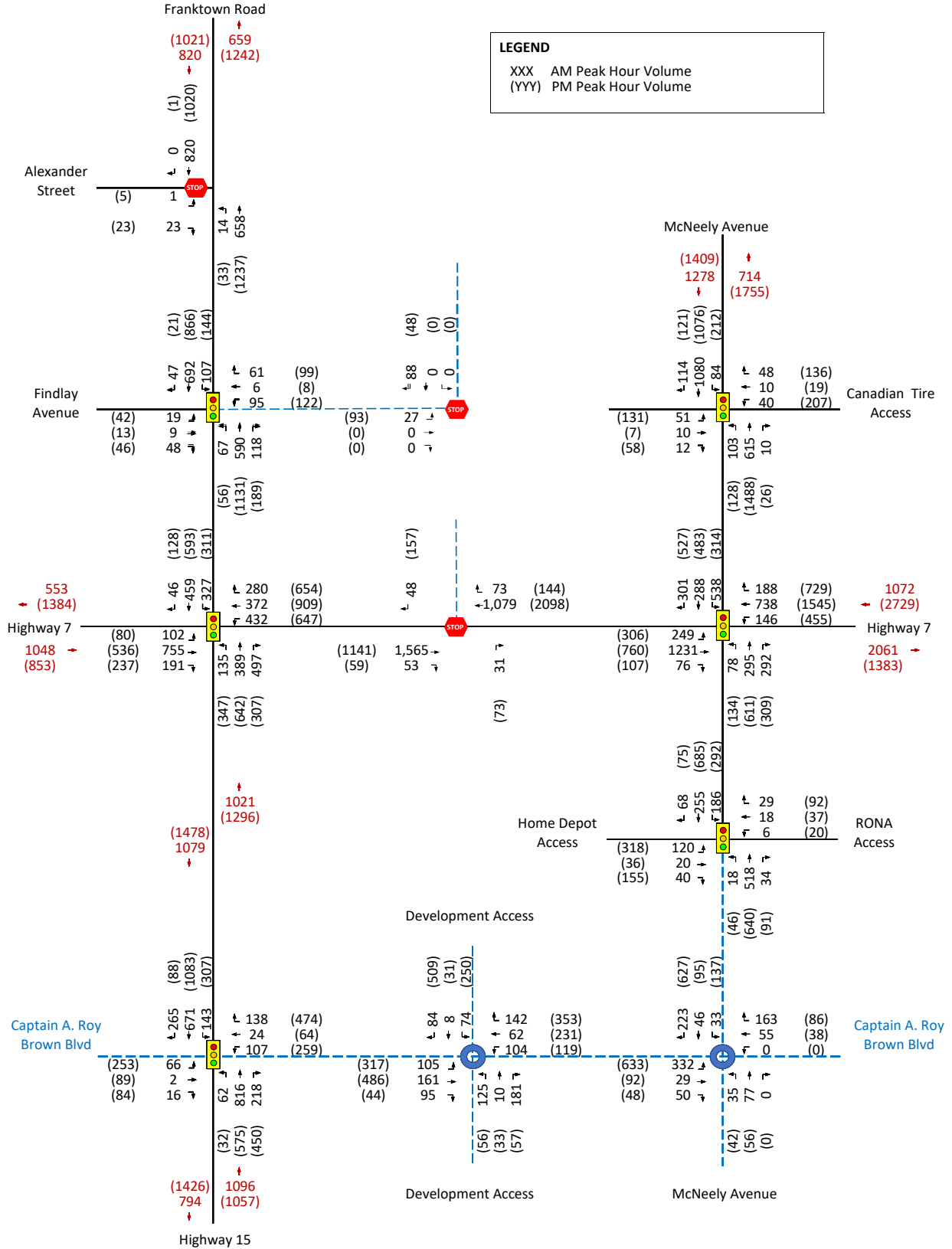
2040 Option 1A



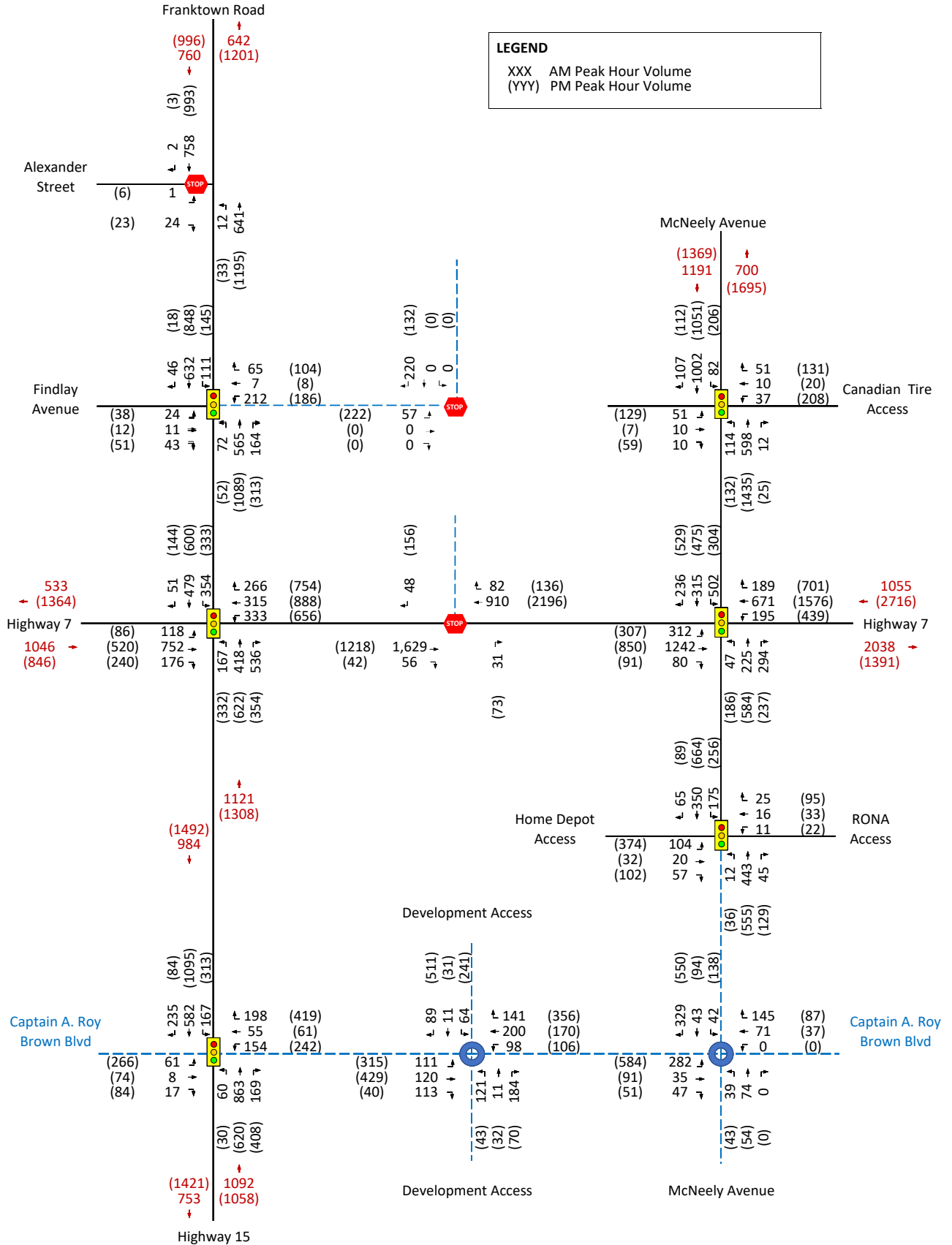
2040 Option 1B



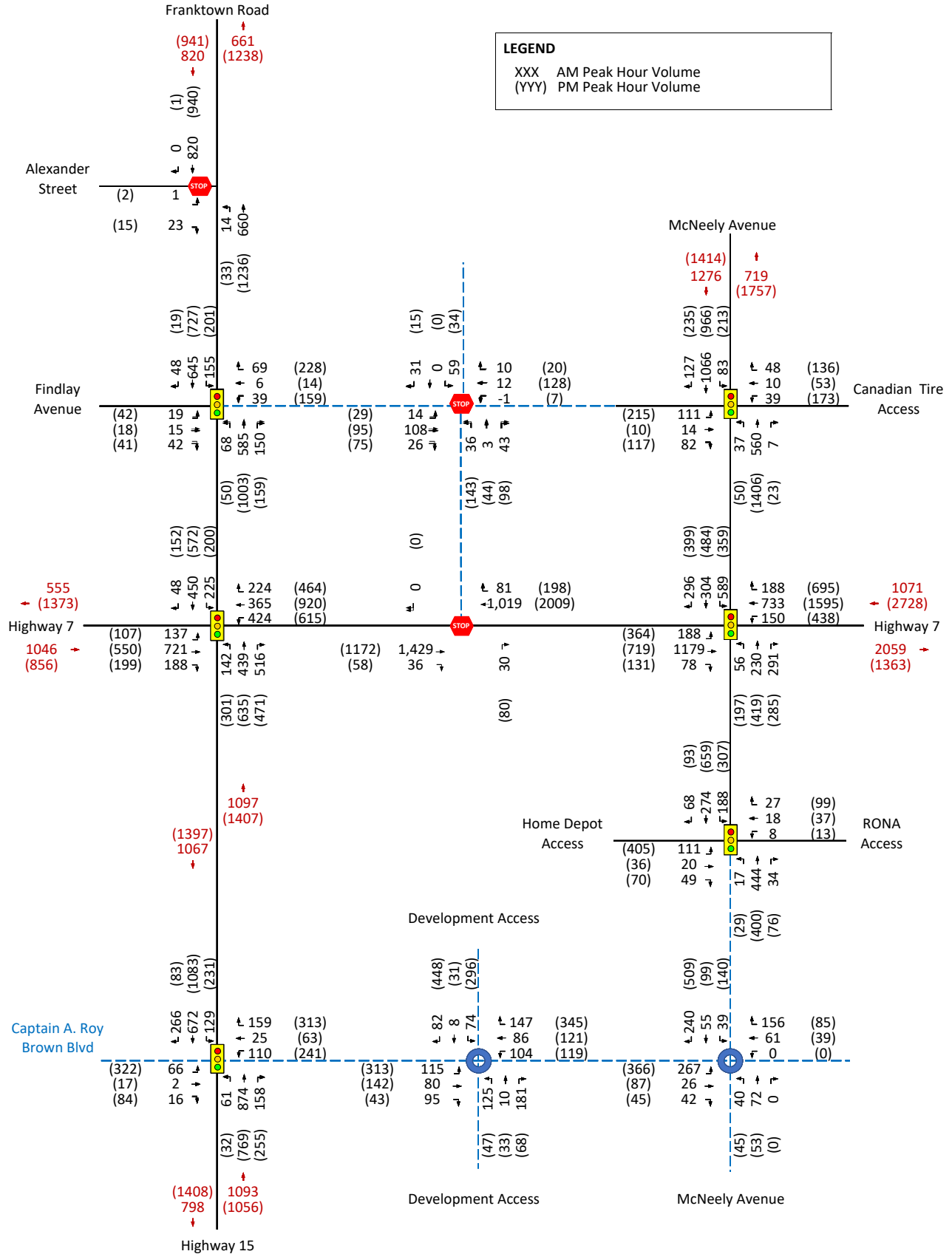
2040 Option 2A



2040 Option 2B



2040 Option 3A







# APPENDIX

## C SUMMARY OF ENVIRONMENTAL CONCERNS AND COMMITMENTS

## SUMMARY OF ENVIRONMENTAL EFFECTS, PROPOSED MITIGATION AND COMMITMENTS TO FURTHER WORK

I.D. #	ISSUE / CONCERN / POTENTIAL EFFECTS	CONCERNED AGENCIES	I.D. #	PROPOSED MITIGATION / PROTECTION / MONITORING
<b>1.0 General Environmental Protection Measures</b>				
1.1	Mitigation measures must be properly implemented in order to minimize the environmental impacts of the bridge replacement.	MTO MECP MNR DFO	1.1.1	<ul style="list-style-type: none"> <li>Environmental inspections should take place during construction to ensure that all mitigation measures are implemented properly, maintained and repaired and remedial measures are initiated in a timely manner where warranted.</li> </ul>
<b>2.0 Vegetation</b>				
2.1	Construction requires removal of vegetation.  Vegetation that does not require removal may be at risk of damage.	MTO MNR	2.1.1	<ul style="list-style-type: none"> <li>Vegetation removals will be minimized during Detail Design.</li> <li>Appropriate vegetation clearing techniques will be applied (i.e., felling away from retained vegetation communities) to avoid impacts/damage to sensitive areas (e.g., woodlands). Vegetation removal will follow OPSS 201 (clearing) and OPSS 801 (tree protection).</li> <li>Narrow 'no-grubbing' zones at forest edge (in order to stimulate suckering and edge creation) and edge plantings will be implemented to help buffer exposed forest interiors from wind, sun and salt spray.</li> <li>Recommendations to be incorporated in the Landscape Plan for site reinstatement to be completed during Detail Design include:               <ul style="list-style-type: none"> <li>Re-plant using native species common to the general area and including milkweed species in meadow areas to compensate for losses of Monarch habitat.</li> <li>Incorporate locally rare Black Walnut and Common Hackberry in the re-planting plan for the forest vegetation removal.</li> </ul> </li> </ul>
2.2	Invasive species including Northern Prickly Ash, Common Buckthorn, Glossy Buckthorn and Purple Loosestrife are located within the study area.	MTO MNR	2.2.1	<ul style="list-style-type: none"> <li>Measures to limit the spread of invasive species (Northern Prickly Ash, Common Buckthorn, Glossy Buckthorn and Purple Loosestrife) should be implemented during construction.</li> <li>Site workers shall know how to identify invasive species present within the study area and shall adhere to guidelines in the Ontario Invasive Plant Council document: Clean Equipment Protocol for Industry (OIPC 2013).</li> </ul>
<b>3.0 Wildlife and Species at Risk</b>				
3.1	Turtles and turtle habitat may be impacted by construction activities (e.g., excavation, grading, blocking of passage, noise and vibration) and ongoing operations.	MECP	3.1.1	<ul style="list-style-type: none"> <li>If active turtle or snake nests are encountered, they shall be protected and buffered.</li> <li>Silt fencing shall be installed on the south side of Highway 7 at the east extent of the grading works to prevent access to turtles travelling from the 'east pond' in search of nesting sites. The exact location shall be determined during Detail Design.</li> </ul>
3.2	Wildlife may be disturbed by construction activities (e.g., blocking of passage, noise and vibration).	MECP	3.2.1	<ul style="list-style-type: none"> <li>Wildlife incidentally encountered during construction shall not knowingly be harmed and shall be allowed to move away from the construction area on its own.</li> <li>In the event that wildlife encountered during construction does not move from the construction zone, MECP shall be contacted.</li> </ul>
3.3	Migratory birds may be impacted during construction.	MECP	3.3.1	<ul style="list-style-type: none"> <li>Vegetation clearing and grubbing shall occur between September 1st and March 31st to avoid harming nesting birds, should they be present.</li> </ul>
3.3.2			<ul style="list-style-type: none"> <li>If vegetation clearing or grubbing, or culvert works occur during the period when most birds in the area breed between April 5th and August 31st, it shall be preceded by bird nest surveys conducted by an avian specialist not more than two days prior to the work.</li> </ul>	
3.3.3			<ul style="list-style-type: none"> <li>The Contractor shall not destroy the active nests (nests with eggs or young birds), or wound or kill birds, of species protected under the MBCA and/or Regulations under that Act.</li> </ul>	
3.4	Species at Risk may be present in the area and could be impacted by construction activities (e.g., grading that disturbs nesting habitat, blocking of passage, noise and vibration)	MECP	3.4.1	<ul style="list-style-type: none"> <li>All construction site staff shall be aware of SAR that may occur in the construction zone (Monarch, Butternut, Eastern Ribbonsnake and Snapping Turtle). SAR identification information can be found at: <a href="https://www.ontario.ca/environment-and-energy/species-risk-ontario-list">https://www.ontario.ca/environment-and-energy/species-risk-ontario-list</a>.</li> </ul>
3.4.2			<ul style="list-style-type: none"> <li>If a SAR is encountered within or adjacent to the construction site, the Contractor shall contact MECP.</li> </ul>	
3.4.3			<ul style="list-style-type: none"> <li>Re-vegetation of exposed soils disturbed from the project works shall include milkweed species appropriate to the site conditions to compensate for losses of the Monarch breeding host plant.</li> </ul>	

I.D. #	ISSUE / CONCERN / POTENTIAL EFFECTS	CONCERNED AGENCIES	I.D. #	PROPOSED MITIGATION / PROTECTION / MONITORING
			3.4.4	<ul style="list-style-type: none"> <li>If construction activities are such that continuing construction in that area would result in a contravention of the ESA, all activities will stop and the Contract Administrator will contact the MECP SAR Biologist to discuss mitigation options.</li> </ul>
<b>4.0 Fisheries and Aquatic Habitat</b>				
4.1	Fish and fish habitat may be impacted, directly and indirectly, during construction activities.	MTO MNRF DFO	4.1.1	<ul style="list-style-type: none"> <li>All construction-related activities will be controlled to prevent entry of any petroleum products, debris or other potential contaminants / deleterious substances into the watercourses.</li> </ul>
			4.1.2	<ul style="list-style-type: none"> <li>The Contract Administrator's team will include an Environmental Inspector experienced in working around watercourses, who will be responsible for ensuring the erosion and sediment control measures are functioning effectively, being maintained and that all of the other general mitigation measures are being implemented as intended. The Environmental Inspector will also ensure all environmental mitigation and design measures are properly installed / constructed and maintained. Appropriate contingency and response plans will be in place and implemented if required.</li> </ul>
			4.1.3	<ul style="list-style-type: none"> <li>A permissible in-water timing window of July 16 to March 14 will be applied to all works impacting the tributary (C2 and C6), including the culvert extension of C4 to protect the potential for spring spawning species present.</li> </ul>
			4.1.4	<ul style="list-style-type: none"> <li>The tributaries at C2 and C6 function as direct fish habitat whereas the upstream reach at C4 functions solely as indirect fish habitat. B, before dewatering, a fish salvage may be conducted by a qualified biologist under a License to Collect Fish for Scientific Purposes, obtained from MNRF. Fish salvage may need to be repeated if the area becomes flooded during construction.</li> <li>The new culvert installations should be embedded a minimum 300 mm or inset 10% to prevent erosion/undermining of the culvert and minimize the transport of sediment downstream.</li> </ul>
4.2	Debris and other deleterious substances may enter watercourses as a result of construction and in the event of spills.	MTO MNRF DFO	4.2.1	<ul style="list-style-type: none"> <li>All works (excavation and installation) will be completed "in the dry", whether this is due to naturally dry conditions with no active flow, or through the creation of an isolated area, while maintaining flow around the work site and back into the watercourse downstream of the work area. Cofferdams or other suitable isolation techniques, as indicated in the Contract drawings will be used to isolate the work area, while flow is conveyed by means of a diversion pipe or pump.</li> <li>The pumping system will be sized to accommodate high flows, monitored during use and back up pumps available. When temporary flow control is undertaken using a pump, the intake will be controlled to prevent entrainment and/or impingement of fish and other aquatic wildlife as outlined in DFO's Interim Code of Practice for End-of-pipe fish protection screens for small water intakes in freshwater <a href="https://www.dfo-mpo.gc.ca/pnw-ppe/codes/screen-ecran-eng.html">https://www.dfo-mpo.gc.ca/pnw-ppe/codes/screen-ecran-eng.html</a>.</li> </ul>
			4.2.2	<ul style="list-style-type: none"> <li>Equipment will arrive on site in clean condition, operated on dry land and in a manner that minimizes disturbance to watercourse banks and riparian vegetation areas. If equipment use is required below the high-water mark for construction, it will be within areas isolated from flow.</li> <li>Equipment refueling and maintenance will take place at locations as far away as practical from a watercourse and in a manner that prevents sediment and other deleterious substances from entering into the watercourses.</li> </ul>
4.3	Areas adjacent to watercourses may be disturbed during construction.	MTO MNRF DFO	4.3.1	<ul style="list-style-type: none"> <li>It is recommended that any disturbed channel bed associated with culvert works be stabilized using clean, rounded stone and restored to the original watercourse shape and gradient within disturbed areas that are outside the footprint of the culvert and prior to removing site isolation measures.</li> <li>Sediment laden discharge water shall be pumped into a vegetated area greater than 30 m from a watercourse or into a settling basin to prevent the entry of deleterious substances re-entering the watercourse.</li> <li>Any temporarily stockpiled soil, debris or other excess materials, and any construction-related materials, will be properly contained (e.g., within silt fencing) in areas at least 30 m from all watercourses in accordance with OPSS 180. All construction materials, excess materials and debris should be removed and appropriately disposed of following construction.</li> </ul>
<b>5.0 Contamination and Management of Excess Materials</b>				
5.1	Fifteen properties have been identified as having high potential and eleven properties have been identified as having moderate potential for contamination concerns within the study area.	MECP MTO	5.1.1	<p><i>Property Acquisitions Environmental Due Diligence</i></p> <ul style="list-style-type: none"> <li>For the purposes of undertaking the highway improvements, if property acquisitions are required within APECs with high and moderate potential for contamination, it is recommended that property specific Phase One ESAs (and if necessary Phase Two ESAs) be completed in such areas in support of the property acquisitions.</li> </ul> <p><i>Road Construction and Management of Surplus/Excess Soil</i></p> <ul style="list-style-type: none"> <li>With respect to construction activities and management of surplus/excess soil, a soil contaminant investigation, where excavation is proposed, is recommended to be carried out by a qualified environmental consultant to assess soil quality in support of surplus/excess soil management in areas within or in close proximity to APECs with high and moderate potential for contamination.</li> </ul>

I.D. #	ISSUE / CONCERN / POTENTIAL EFFECTS	CONCERNED AGENCIES	I.D. #	PROPOSED MITIGATION / PROTECTION / MONITORING
5.2	Construction waste has the potential to contaminate the surrounding environment if not managed properly.	MECP MNRF	5.2.1	<ul style="list-style-type: none"> <li>Construction waste should be removed off-site and managed by the Contractor in accordance with provincial standards.</li> </ul>
5.3	Dust emissions may result from construction activities	MTO	5.3.1	<ul style="list-style-type: none"> <li>Dust control should be completed using water, not chemical suppressants, and in accordance with MTO's general conditions.</li> </ul>
<b>6.0 Property</b>				
6.1	Property acquisition is required to implement proposed improvements.	MTO Town of Carleton Place Landowners	6.1.1	<ul style="list-style-type: none"> <li>Opportunities to minimize impacts on adjacent properties will be further refined during Detail Design.</li> </ul>
<b>7.0 Business Access</b>				
7.1	Access to business may be disrupted during construction.	MTO Town of Carleton Place Business Owners	7.1.1	<ul style="list-style-type: none"> <li>Business accesses will be maintained as much as possible during construction by maintaining access from Highway 7 during the day and providing alternate access to the rear, if possible and as needed. A Business Signage Plan will be developed during Detail Design, in consultation with the local business owners, to minimize disruption to businesses during construction.</li> </ul>
<b>8.0 Erosion and Sediment Control</b>				
8.1	Exposed surfaces resulting from clearing and grading can lead to erosion.	MTO MNRF DFO	8.1.1	<ul style="list-style-type: none"> <li>Erosion and sediment control measures shall be developed during Detail Design.</li> <li>Silt fencing will be installed along the channel banks prior to conducting any work with the potential for sedimentation into a watercourse.</li> <li>In-water isolation techniques (i.e., cofferdams) will be installed prior to any dewatering and excavation in a watercourse with flowing water. The isolation measure will create an impermeable barrier around the dewatered area to prevent sedimentation downstream.</li> <li>Disturbed areas with the potential for erosion and sedimentation shall be appropriately stabilized as soon as practical.</li> </ul>
<b>9.0 Noise</b>				
9.1	Temporary noise impacts are anticipated during construction. Night work is anticipated during construction to minimize traffic impacts.	Town of Carleton Place Local residents	9.1.1	<ul style="list-style-type: none"> <li>Equipment should be maintained in good working order during construction and idling should be kept to a minimum.</li> </ul>
<b>10.0 Landscaping</b>				
10.1	Vegetation removals and other construction activities will impact the existing landscape.	Town of Carleton Place MTO Local residents	10.1.1	<ul style="list-style-type: none"> <li>A landscape plan will be developed during Detail Design to reinstate disturbed areas.</li> </ul>
<b>11.0 Archaeological Resources</b>				
11.1	Archaeological remains may be disturbed during construction.	MHSTCI Indigenous communities	11.1.1	<ul style="list-style-type: none"> <li>Should previously unknown or unassessed deeply buried archaeological resources be uncovered during development, they may be a new archaeological site and therefore subject to Section 48 (1) of the <i>Ontario Heritage Act</i>. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological fieldwork.</li> <li>In the event that human remains are encountered, both MHSTCI and the Registrar of Cemeteries (Ministry of Consumer Services) must be notified.</li> </ul>
	A Stage 1-2 Archaeological Assessment was completed.		11.1.2	<ul style="list-style-type: none"> <li>Should the study area change from that depicted in <b>Appendix K</b>, additional archaeological assessment will be required of any land not previously assessed.</li> </ul>
No artefacts were uncovered during Stage 2 investigations.				
<b>12.0 Cultural Heritage Resources</b>				
12.1	The Maple Grove School property will be impacted during construction.	MHTSCI MTO	12.1.1	<ul style="list-style-type: none"> <li>An HIA will be completed to evaluate the potential impacts to the Maple Grove School property and identify an appropriate mitigation strategy.</li> </ul>
<b>13.0 Traffic Operations</b>				

I.D. #	ISSUE / CONCERN / POTENTIAL EFFECTS	CONCERNED AGENCIES	I.D. #	PROPOSED MITIGATION / PROTECTION / MONITORING
13.1	Lane reductions and closures are required on Highway 7 and Highway 15 during construction. Traffic will be detoured onto Captain A. Roy Brown Boulevard during night-time lane closures.	OPP Local Emergency Services Town of Carleton Place	13.1.1	<ul style="list-style-type: none"> <li>• Lane reductions and closures will be kept to the minimum required to complete the work.</li> <li>• A traffic management plan will be developed during Detail Design to minimize impacts to the travelling public.</li> <li>• Town of Carleton Place shall be consulted during Detail Design to develop construction staging plan and detour routes, including impacts to local roads.</li> <li>• The Contractor shall notify emergency services, school boards, businesses, residents, and other relevant agencies two weeks in advance of the start of construction and in advance of any changes to traffic flow.</li> <li>• Advance signage will be provided prior to lane closures.</li> <li>• Signed detours will be in place during Highway 7 and Highway 15 lane closures.</li> </ul>
<b>14.0 Active Transportation Network</b>				
14.1	Pedestrian and cyclist routes may be impacted during construction.	Town of Carleton Place MTO Local residents	14.1.1	<ul style="list-style-type: none"> <li>• Existing sidewalks within the study area will remain open during construction, including along the east side of McNeely Avenue, north of the Highway 7 / McNeely Avenue intersection.</li> </ul>
<b>15.1 Utilities</b>				
15.1	Utility relocations are required during construction.	MTO Town of Carleton Place Utility companies	15.1.1	<ul style="list-style-type: none"> <li>• Utility locations and relocation plans will be confirmed during Detail Design.</li> </ul>