



## Special Committee of the Whole Agenda

Tuesday, March 3, 2020

6:00 p.m.

Town Hall Council Chambers

Please silence all electronic devices.

Pages

1. CALL TO ORDER

2. APPROVAL OF AGENDA

**Suggested Motion:**

THAT the agenda be accepted as presented.

3. DECLARATION OF PECUNIARY/CONFLICT OF INTEREST AND GENERAL NATURE THEREOF

4. REPORTS

Physical Environment

a. **Summary Report of Public Input - Reconstruction of Bridge Street and Next Steps (Communication 131036)**

3

Dave Young, Director of Public Works

**Suggested Motion:**

THAT Council Authorize R. V. Anderson to proceed with the detail design of the Bridge Street Rehabilitation project based on the Conceptual Design presented to the Public on January 27<sup>th</sup>, 2020, and made available on the Town's website; and

THAT comments received through public input be reviewed and incorporated where possible in the design process; and

THAT the Stakeholder Committee continue its work on developing communication strategies to be approved by Council and interact with all community parties impacted by the Central Bridge Replacement, Bridge Street Rehabilitation, and all associated works.

- b. **2020 Overlay Program (Communication 131037)** 121

Dave Young, Director of Public Works

**Suggested Motion:**

THAT staff be directed to incorporate Patterson Crescent from Francis Street to the most westerly limit at the intersection of Begley Street into the Town's 2020 Capital Overlay Program.

- c. **Award of Solid Waste Collection and Disposal Tender (Communication 131038)** 123

Dave Young, Director of Public Works

**Suggested Motion:**

THAT Council authorize the Mayor and Clerk to enter into a 5-year agreement with GFL Environmental for the provision of Solid Waste Collection and Disposal Services.

5. **PUBLIC MEETING PRESENTATION - 7:00 p.m.**

- a. **Michael Hanifi, Planner, WSP; Nadia De Santi, Planner, WSP - Draft Highway District Secondary Plan** 125

6. **ADJOURNMENT**

**Suggested Motion:**

THAT the meeting be adjourned at \_\_\_\_ p.m.

## **COMMUNICATION 131036**

Received From: Dave Young, Director of Public Works  
Addressed To: Committee of the Whole  
Date: March 3, 2020  
Topic: Bridge St. Reconstruction Public Meeting Summary

### **SUMMARY**

Attached to this report is a summary of input received from surveys completed at and following the public meeting held on the Bridge Street Reconstruction on January 27<sup>th</sup>, 2020. The survey results indicate overwhelmingly the public's and business community's support for this project. As a result of this feedback, and in order to have this project constructed in 2021 at the same time as the reconstruction of Central Bridge, the detail design work needs to be authorized by Council.

### **BACKGROUND**

The Town of Carleton Place hosted a Public Meeting on January 27<sup>th</sup>, 2020 at the Neelin Street Community Centre to present conceptual plans relating to the reconstruction of Bridge Street from Lake Avenue to the Central Bridge. The Conceptual Plans were developed by R.V. Anderson, the Town's Project Consultant and Council authorized the presentation of these materials to the public and the business community at its Special Committee of the Whole Meeting held on January 7<sup>th</sup>, 2020.

The intent of the January 27<sup>th</sup> Public Meeting was to solicit input from the public and business community in terms of gauging overall level of support for the rehabilitation of Bridge Street and specifically the prioritization of the various components that were identified in the presentation materials, such as additional pedestrian crossings, streetlight upgrades and streetscape elements. This input will inform Council in terms of the level of importance of this project from the community's perspective and define the scope of work in order for our Consultant to move forward with the detail design work.

The Town also posted the presentation materials and survey on the Town's website to receive further comments on the project until February 10<sup>th</sup>, 2020.

### **COMMENT**

The interest in this project was exceptional. An afternoon session dedicated to the business community was held from 2:00 p.m. to 3:00 p.m. which saw 31 attendees representing 27 businesses. The general public session held from 4:00 p.m. to 7:00 p.m. was also well attended with 58 individuals signing in at the door. A total of 46 comment sheets (20 during the business session, and 26 from the public session) were received by the end of the public meeting.

There was also an overwhelming response to the online survey posted on the Town's website which received 208 responses.

R.V. Anderson has developed a comprehensive Summary Report that summarizes survey results, and comments received from residents and businesses (both from inside the study area and outside), Advisory Committees and Regulatory Agencies. The community as a whole supports this project. There are concerns from all sectors about mobility within the community during the proposed construction work including the Central Bridge replacement and there is a strong desire for the Town to maintain a clear communication strategy as progress continues and for the duration of the construction. Generally pedestrian safety and accessibility were prioritized along with parking opportunities, upgrades to streetlighting, and incorporation of Carleton Place's history into project elements was also communicated as a community goal.

The consultant met with the Stakeholder Committee on Tuesday, February 18<sup>th</sup>, 2020 to review the community feedback and discuss the role of the Committee moving forward. Discussions lead to the need for the Stakeholder Committee to continue its involvement in this project to develop and implement communication strategies, and work with the Town and the Consultant.

During discussions with the Stakeholder Committee, a recommendation was put forward to expand the southern project limit to take in all of the Lake Avenue / Bridge Street Intersection from a streetscape perspective in order to maintain consistency within this intersection where possible.

The Mayor has also been able to coordinate an Information Session that will occur on March 30, 2020, at 6:00 p.m. Lindsay Wilson from Arnprior, has agreed to be on hand to provide valuable information relating to the recent Downtown Rehabilitation Project that Arnprior went through and will convey to the Business Community things that they can expect and suggestions on how they can start to make preparations well in advance. Town staff will also be on hand to provide an update on our own Project.

### **FINANCIAL IMPLICATIONS**

The current preliminary cost estimate for the reconstruction of Bridge Street is \$2.1 million. This does not include design or contract administration fees which will add another \$320,000 to the project bringing the total to \$2.42 million.

As this project will be completed in concert with the replacement of Central Bridge in 2021 and will be a project which will benefit the community for many years to come, it is recommended that the cost of this project be long term financed with the balance of the Central Bridge project costs after grant funding.

Another option would be for Council to partially finance this project with up to \$1 million of Hydro Reserves and long term borrow the balance of the project with the Central Bridge financing.

**STAFF RECOMMENDATION**

THAT Council Authorize R. V. Anderson to proceed with the detail design of the Bridge Street Rehabilitation project based on the Conceptual Design presented to the Public on January 27<sup>th</sup>, 2020, and made available on the Town's website; and

THAT comments received through public input be reviewed and incorporated where possible in the design process; and

THAT the Stakeholder Committee continue its work on developing communication strategies to be approved by Council, and interact with all community parties impacted by the Central Bridge Replacement, Bridge Street Rehabilitation, and all associated works.



# Detailed Design for the Reconstruction of Bridge Street

Public Meeting Summary Report  
Final

Town of Carleton Place

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**RVA 194532**  
**February 21, 2020**

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### **APPENDICES (Under Separate Cover)**

APPENDIX 1	PUBLIC MEETING NOTIFICATION MATERIAL
APPENDIX 2	PUBLIC MEETING DISPLAY MATERIALS
APPENDIX 3	AREA BUSINESS COMMENT FORM RESULTS & RESPONSES
APPENDIX 4	GENERAL PUBLIC COMMENT FORM RESULTS & RESPONSES
APPENDIX 5	ONLINE COMMENT FORM RESULTS & RESPONSES

## 1.0 INTRODUCTION

The Town of Carleton Place is proceeding with the replacement of the Central Bridge enabling works and reconstruction of Bridge Street through the Carleton Place Downtown. Construction is scheduled to start in Spring 2021 for the downtown roadway reconstruction. This work will include the complete replacement of all hard surfaces (asphalt, sidewalks), new decorative streetlighting, new controlled pedestrian crosswalks, and enhanced streetscaping features.

R.V. Anderson Associates Limited (RVA) was retained by the Town to complete the Municipal Class Environmental Assessment (MCEA) for this project. This is a Schedule “C” project and is subject to the full five phase planning process, in accordance with the Municipal Class Environmental Assessment (October 2000, amended in 2007, 2011 & 2015). As such, extensive public and technical agency consultation was undertaken in developing the study recommendations. Three Public Information Centres were held in 2018-2019 during Phases 1 through 4 of the MCEA. The Notice of Study Completion & 30-Day Public Review Period began March 14, 2019.

As The Town of Carleton Place begins Phase 5: Implementation (Design & Construction), the Town Council determined that additional consultation with a stakeholder group related to the Bridge Street reconstruction was required, and that the recommended design and outcomes of these consultations be presented at a public meeting prior to construction. This public meeting was structured as two separate meetings, the first being with area businesses and the second with the general public. Following the meetings, an online comment form was placed on the Town website to solicit further public feedback.

### 1.1 Area Business Public Meeting

The Area Businesses Public Meeting was held on January 27, 2020 at the Neelin Street Community Centre (Small Hall) from 2:00pm to 3:00pm. The format of the Public Meeting was an informal “Open House” with materials pertaining to the study and conceptual design approaches on display for area business representatives to review. Several members of the project team and Town Staff were available to answer questions and discuss concerns related to the project with attendees. Comment forms were distributed to attendees to provide feedback on the information presented, and the project in general.

### 1.2 General Public Meeting

The General Public Meeting was held on January 27, 2020 at the Neelin Street Community Centre (Small Hall) from 4:00pm to 7:00pm. Similar to the meeting with Area Businesses, the format of the General Public Meeting was an informal “Open House” with materials

pertaining to the study and conceptual design approaches on display for the public to review. Several members of the project team and Town Staff were available to answer questions and discuss concerns related to the project with attendees. Comment forms were distributed to attendees to provide feedback on the information presented, and the project in general.

### **1.3 Online Comment Form**

An online comment form similar to the one distributed at the public meetings was published to the Town of Carleton website to solicit further feedback on the project. The survey was published to the website on January 27, 2020 and closed on February 10, 2020.

## 2.0 STAKEHOLDERS AND NOTIFICATION

Notification of the public meeting was provided through various methods and media, as outlined below.

- Published in the weekly newspaper, Municipal Matters, from December 26<sup>th</sup>, 2019 to January 23<sup>d</sup>, 2020
- Posted on the News section and included on the main page of the Town's website
- Posted on Town social media accounts (Facebook and Twitter) 4 times between December 20<sup>th</sup>, 2019 and January 27<sup>th</sup>, 2020 leading up to the Public Meeting
- Included on TV displays in public areas including the pool, community centre, town hall, library and arena from December 26<sup>th</sup>, 2019 to January 23<sup>d</sup>, 2020
- Distribution of Notice to Businesses through the BIA

Refer to **Appendix 1** for a copy of the Public notification.

### 3.0 CONSULTATION MATERIAL

The purpose of the Public Meeting was to present the conceptual design approach for the reconstruction of Bridge Street, and to facilitate coordination between the project team and members of the local public and community and businesses. The display materials prepared for the Public Meeting are included in **Appendix 2**. The displays included information on the following:

- Municipal Class EA Process
- Study Background
- Stakeholder Consultation Outcomes
- Detour Routes
- Design Concepts
- Cost Estimates

Renderings of the conceptual design concepts for Bridge Street were on display and digital copies of the display boards were placed on Town's website.

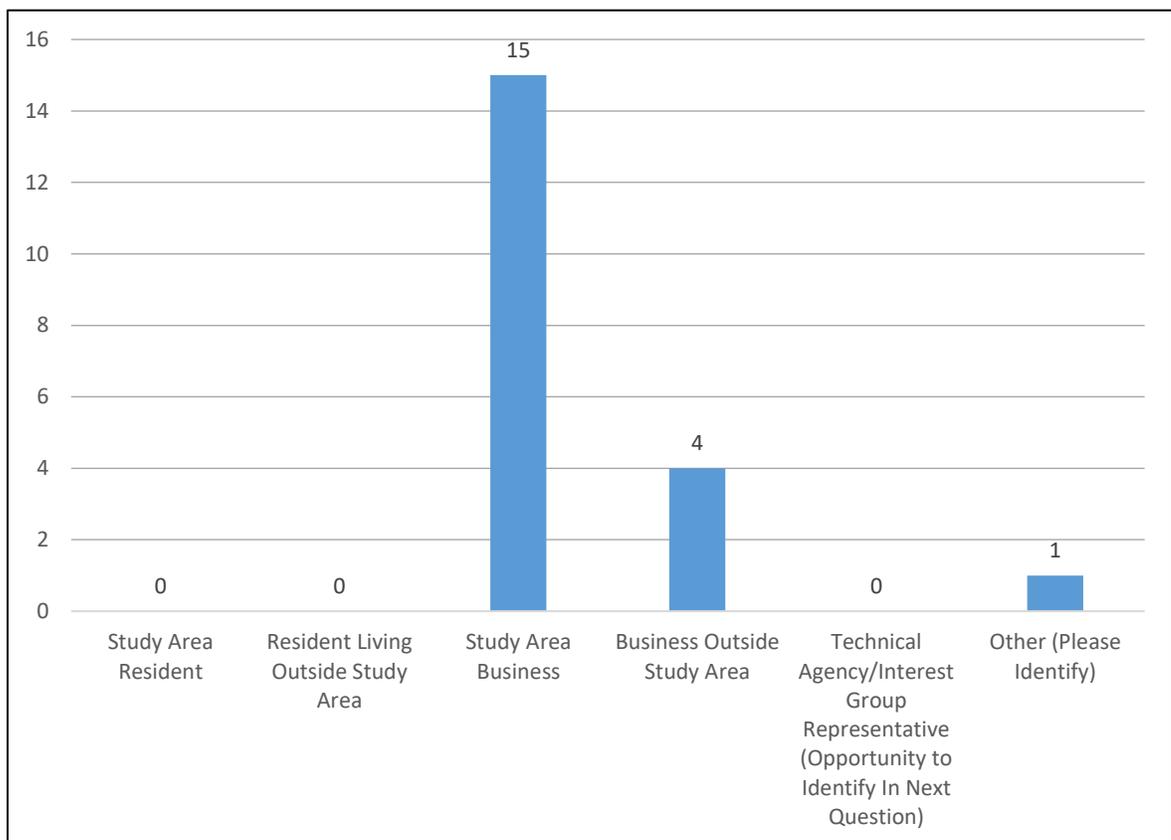
## 4.0 PARTICIPATION AND COMMENT SUMMARY

### 4.1 Public Meeting – Area Business Meeting

Attendees were requested to sign-in upon arriving at the Area Business Public Meeting. Based on the sign-in sheet, there were 31 attendees representing 27 local businesses, in addition to attendees representing the Carleton Place BIA and Town Chamber.

All attendees were encouraged to provide comments and feedback on the material presented and the study in general. Comment forms were provided for attendees to complete. Attendees were also encouraged to submit additional comments by email, online survey or mail following the open house.

A total of 20 comment forms were received from the Area Business Public Meeting. Of the 20 comment form respondents, 15 were *Study Area Businesses*, 4 were *Businesses Outside the Study Area*, and 1 respondent identified as *Other* (Study Area Building Owner). **Figure 4-1** summarizes the local businesses meeting comment sheet respondents' demographics.



**Figure 4-1 Local Business Meeting Respondents Demographics**

Question 2 on the questionnaire requested participants to rank the seven categories, listed below by their level of importance (1 highest 7 lowest).

- Improvements to Pedestrian Crosswalks
- Additional Parking Spaces
- Decorative Poles for Streetlighting and Traffic Signals
- Streetscaping improvements at Opportunity Areas
- Architectural Planters and Street Furniture
- Gateway Feature at Lake Avenue Intersection
- Additional Trees

**Table 4.1** summarizes the responses to Question 2 in order of importance as submitted by the respondents.

**Table 4.1 Rank of Relative Importance – Area Businesses**

Ranking	1	2	3	4	5	6	7	Overall Rank (1 Most Important)
<i>Improvements to Pedestrian Crosswalks</i>	4	7	1	2		3	2	3.2
<i>Additional Parking Spaces</i>	7	2	2	1	2	1	3	3.2
<i>Decorative poles for streetlighting and traffic signals</i>	4	3	3	5		5		3.5
<i>Streetscape improvements at opportunity areas</i>	1	4	2	4	4	3		3.8
<i>Architectural planters and street furniture</i>	1	2	5	3	4	2	2	4.1
<i>Gateway feature at Lake Avenue Intersection</i>	1		2	3	6	2	4	4.9
<i>Additional Trees</i>	1		3		3	3	7	5.4

Based on the responses to the comment sheet questionnaire, *Improvements to Pedestrian Crosswalks* and *Additional Parking Spaces* received the overall highest importance, while *Additional Parking Spaces* received the most top priority rankings. *Decorative poles for streetlighting and traffic signals* was ranked as third most important element overall.

Respondents were asked to identify any key elements not included in question 2 that they believe is of importance. Other elements identified included *accommodation and*

*accessibility for senior citizens and those with disabilities, accessibility to businesses, increased and decorative lighting, and a preference for concrete sidewalks as opposed to interlock.*

Attendees were encouraged to submit additional comments and questions by email or mail following the open house. All comment forms and additional comments received are included in **Appendix 3**.

Question 3 asked respondents to provide any additional comments or concerns related to the project that they may have. The comments received in response to Question 3 during and following the Area Business Public Meeting are grouped and are summarized below in eight categories:

**1. Improvements to Pedestrian Crosswalks**

- Desire for curb letdowns to improve access for senior citizens and those with disabilities
- Transportation plan for those that do not use vehicles to be considered
- Concrete sidewalks, as opposed to interlock sidewalks, are preferred
- Increased number of crosswalks to improve accessibility on both sides of the

**2. Additional Parking Spaces**

- Additional parking should be considered
- Parking currently in place is not adequate
- Do not close all municipal parking lots simultaneously during construction
- Currently customers may have to park too far away from stores to access
- Additional handicap parking during and after construction

**3. Decorative Poles for Streetlighting and Traffic Signals**

- Desire for street and business signage to both be improved
- Streetlighting is currently unacceptably dark

**4. Streetscaping improvements at Opportunity Areas**

- Opportunities for restaurant and café patios desired
- Raised beds as opposed to ground level gardens are desired

**5. Architectural Planters and Street Furniture**

- Benches and places for citizens to sit along the downtown route is wanted
- Concern that planters and street furniture may invite unwanted loitering
- Request to preserve the black cast iron “planter” located on the Bridge Street sidewalk

## 6. Gateway Feature at Lake Avenue Intersection

- No comments received regarding the gateway feature

## 7. Additional Trees

- Request to not put trees directly in front of businesses
- Concern expressed over watering and maintenance of any new trees or gardens
- Grates for trees are a tripping hazard
- Concerned that additional trees will negatively impact visibility of business signage

## 8. Other

- Incentives and/or compensation to business owners during construction wanted if any financial impacts
- Limiting disturbance to access to businesses to avoid financial loss
- Concern over impacts to business deliveries
- Concern related to congestion on detour routes

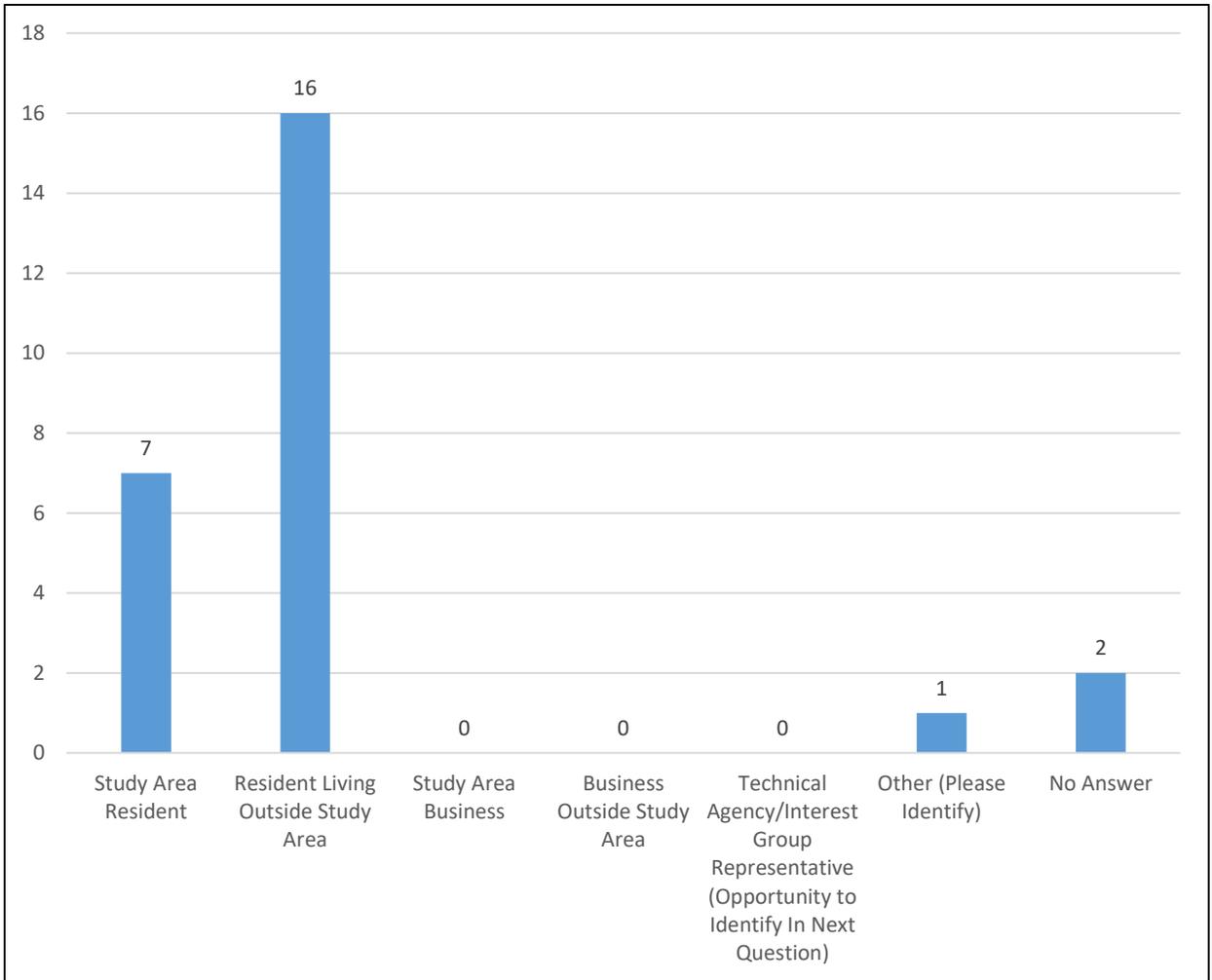
### Additional Comments Regarding the Project

- Desire to be able to continue to be engaged with the design process
- Communication to residents and businesses to provide updates on progress on the project
- Clarity on construction timeframe and staging desired

## 4.2 Public Meeting – General Public Meeting

Attendees were requested to sign-in upon arriving at the General Public Meeting. Based on the sign-in sheet, there were 58 attendees. All attendees were encouraged to provide comments and feedback on the material presented and the study in general. Comment forms were provided for attendees to complete. Attendees were also encouraged to submit additional comments by email or mail following the open house.

A total of 26 comment forms were received from the General Public Meeting. Of the 26 comment form respondents, 16 were *Residents Living Outside the Study Area*, 7 were *Study Area Residents*, 1 identified as “*Other*” (Local Councillor), and 2 respondents did not provide an answer. **Figure 4-2** summarizes the General Public Meeting comment sheet respondents’ demographics.



**Figure 4-2 General Public Meeting Respondents Demographics**

Of the 26 comment sheets received from the general public, 21 provided their response to Question 2, which requested participants to rank streetscape elements to be considered for the Bridge Street reconstruction of importance from 1 to 7 (with “1” being the most important”). **Table 4.2** summarizes these responses to Question 2, in order of importance as submitted by the respondents.

**Table 4.2 Rank of Relative Importance – General Public**

Ranking	1	2	3	4	5	6	7	Overall Rank (1 Most Important)
<i>Improvements to Pedestrian Crosswalks</i>	5	7	2	3	1	1	1	2.8
<i>Decorative poles for streetlighting and traffic signals</i>	0	7	4	2	2	2	2	3.7
<i>Streetscape improvements at opportunity areas</i>	3	2	3	2	7	2		3.7
<i>Architectural planters and street furniture</i>	2	2	2	6	3	2	2	4.1
<i>Additional Parking Spaces</i>	4		3	2	1	3	3	4.1
<i>Additional Trees</i>	4		3	2	2	6	1	4.1
<i>Gateway feature at Lake Avenue Intersection</i>		2	1	1	2	7	6	5.5

Based on the responses to the general public comment sheet questionnaire, *Improvements to Pedestrian Crosswalks* received the overall highest importance ranking and the most top priority rankings. All elements except for *Decorative poles for streetlighting and traffic signals* and *Gateway feature at Lake Avenue Intersection* received top priority rankings. *Decorative poles for streetlighting and traffic signals* was ranked second in overall importance, tied with *Streetscape improvements at opportunity areas*.

Respondents were asked to identify any key elements not included in question 2 that they believe is of importance. Other elements identified included *maximizing the width of the sidewalk, bike lanes and bike parking, increasing tourism, interlock sidewalks and restricting parking on the Bridge Street*.

Similar to the Area Business Comment Form rankings, *Improvements to Pedestrian Crosswalks* received the highest overall importance. In contrast to the Area Business Comment Form respondents, the General Public did not rank *Additional Parking Spaces* in the top 3 elements of overall importance.

Attendees were also encouraged to submit additional comments and questions by email or mail following the open house. All comment forms and additional comments received are included in **Appendix 4**.

Question 3 asked respondents to provide any additional comments or concerns related to the project that they may have. The comments received in response to Question 3 during and following the General Public Meeting are grouped and are summarized below in eight categories:

**1. Improvements to Pedestrian Crosswalks**

- Currently having difficulty crossing the street within the study area
- Improved accessibility on sidewalks, including widening of sidewalks, sidewalk letdowns, and audible signals for sight impaired is necessary
- The entire pedestrian network should be accessible to all and barrier-free
- Improvements to steps into businesses will help improve accessibility
- Interlock or cobblestone sidewalks recommended
- Additional pedestrian crosswalk desired

**2. Decorative Poles for Streetlighting and Traffic Signals**

- Ensuring the detour route is well-signed
- Signage that business remain open during construction is important
- Clear, large lettered street signs
- Any new signage should reflect historic culture of Carleton Place
- Desire to improve lighting on pathways between and behind businesses
- Dark-sky friendly

**3. Gateway Feature at Lake Avenue Intersection**

- Gated street to allow for street to be closed to vehicle access during events and festivals during Summer months

**4. Additional Trees**

- Use mature trees to maximize shade

**5. Additional Parking Spaces**

- No parking on street, except for in municipal lots
- On-street parking makes it difficult to travel the corridor by vehicle and restricts visibility
- Off-street parking in close proximity to businesses desired over on-street parking
- Use on-street parking space to widen the sidewalk and provide opportunities for storefront patios

## **6. Other**

- Additional bike parking wanted
- Increase tourism, business, and jobs in the downtown core
- Support for curb and gutter design to improve stormwater management
- Water-bottle filling station requested
- Winter improvements
- Plan for climate change and increased flooding
- Bridge repairs are a necessity for safety
- Concern over cost of construction was expressed

## **7. Streetscaping improvements at Opportunity Areas**

- Improvements to business storefronts desired
- Utilization of any unused storefronts
- Incorporate waste and recycling receptacles into streetscape, with potential to incorporate local artists work on these receptacles
- Support for “look out” feature
- Support for opportunities for patios
- Consideration of sculptures, art and/or murals

## **8. Architectural Planters and Street Furniture**

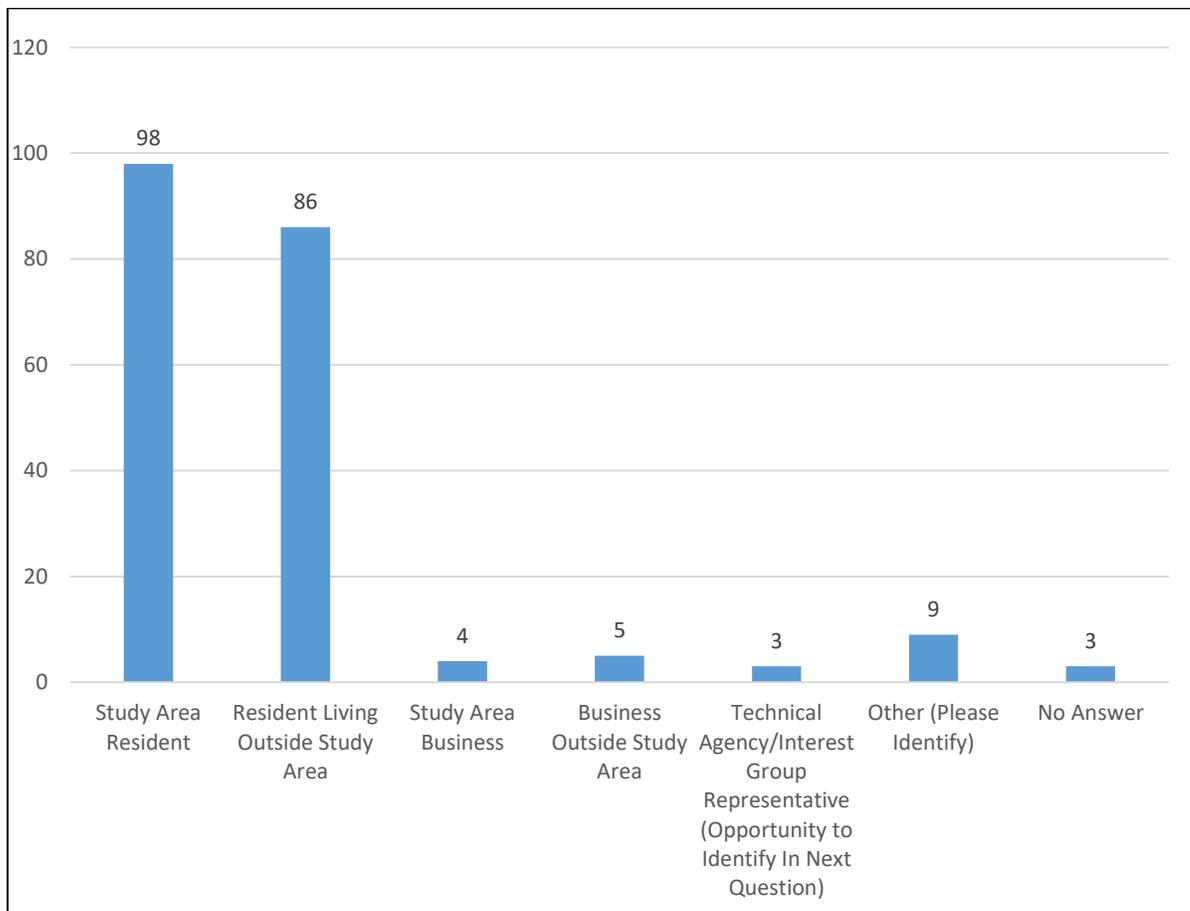
- Place street furniture under shelter of rain
- Maximize planters on at least one side of the road
- Incorporate lighting into planters
- Preference of stone planters

## **Additional Comments Regarding the Project**

- Wide support for project overall, with excitement for improvements
- Continued communication during project to keep public informed
- Implementing the full design concept makes the most sense financially
- 5, 10 and 20-year plans for downtown core improvement requested

### 4.3 Online Comment Form

Following the Area Business and General Public Meetings, the comment form distributed during the meetings was posted online to solicit further feedback from the public. Between January 27<sup>th</sup>, 2020 and February 10<sup>th</sup>, 2020, a total of 208 online comment forms were completed. Of the 208 online comment form respondents, 98 were *Study Area Residents*, 86 identified as *Resident Living Outside Study Area*, 5 and 4 identified as a *Business Outside the Study Area* and *Study Area Business* respectively and 3 respondents were from *Technical Agencies/Interest Groups* including members of the Carleton Place Municipal Heritage Committee and the Carleton Place Urban Forest/River Corridor Advisory Committee. **Figure 4-3** summarizes the online comment sheet respondents' demographics.



**Figure 4-3 Online Comment Respondents Demographics**

**Table 4.3** summarizes the responses to the online comment form Question 2, which requested participants to rank streetscape elements to be considered for the Bridge Street reconstruction of importance from 1 to 7 (with “1” being the most important”).

**Table 4.3 Rank of Relative Importance – Online Comment Sheet**

Ranking	1	2	3	4	5	6	7	Overall Rank (1 Most Important)
<i>Improvements to Pedestrian Crosswalks</i>	68	47	21	22	15	23	20	3.1
<i>Additional Parking Spaces</i>	50	26	18	15	22	34	9	3.4
<i>Streetscape improvements at opportunity areas</i>	17	38	54	9	39	17	10	3.6
<i>Additional Trees</i>	34	23	35	26	26	37	25	4.0
<i>Decorative poles for streetlighting and traffic signals</i>	19	37	34	40	32	33	17	3.9
<i>Architectural planters and street furniture</i>	18	26	44	30	37	32	21	4.1
<i>Gateway feature at Lake Avenue Intersection</i>	10	18	16	31	32	34	62	5.0

Based on the responses to the online public comment sheet, *Improvements to Pedestrian Crosswalks* and *Additional Parking Spaces* received the first and second overall importance rankings and top priority rankings. *Streetscape improvements at opportunity areas* received the third highest overall importance. All responses to the online comment form are included in **Appendix 5**.

Once again, *Improvements to Pedestrian Crosswalks* was ranked as the element of highest overall importance and received the most top priority rankings. Similar to the Area Business Meeting comment form respondents, Online Comment Form respondents ranked *Additional Parking Spaces* as the second most important element overall. *Streetscape Improvements at opportunity areas* was rankings aligned with the rankings received from the General Public, and slightly higher than the rankings received from Area Businesses.

The online comment form also asked respondents to identify any element they feel is of importance but was not listed. 72 respondents provided comments to this open-ended question, identifying several different elements. The comments provided are summarized below under the key themes that were identified, in no particular order.

- **Lighting**
  - Decorative lighting on key heritage buildings
  - Decorative lighting for trees
- **Sidewalk Patios/Street Furniture**
  - Widespread support for widened sidewalks to for outdoor patios
  - Allow for patios on sidewalk/street during key events
  - Recycling/Waste receptacles along the sidewalk
- **Accessibility**
  - Accessibility along sidewalks and into businesses
  - Increase size of sidewalk to improve accessibility
  - Pedestrian bridge to access Bridge Street requested
  - Concern over patios and signs on sidewalks impacting accessibility
- **Business Accommodation**
  - Improved winter maintenance to maintain access to businesses
- **Road Resurfacing**
  - Road is in poor condition and needs to be resurfaced
- **Storefront Improvements**
  - Several comments identified issues with current state of storefronts, and a desire to improve the aesthetics of storefronts in the Study Area
  - Ensure the heritage of the town is maintained/displayed
- **Pedestrian Crosswalks**
  - Lights at pedestrian crosswalks required
  - Additional pedestrian crosswalks requested
- **Cyclist Accommodation**
  - Bike racks to be incorporated into the design
  - Accommodation of cyclists on road through bike lanes
- **Cost**
  - Desire to efficiently use tax dollars expressed
- **Parking**
  - Eliminate all on-street parking
  - Request to increase overnight parking available

- Some respondents expressed concerns of elimination of parking affecting access to businesses
- **Traffic**
  - One-way traffic on Bridge Street
  - Requests for Bridge Street to be pedestrian only area during key events
  - Reduced and enforced speed limit in the study area

Finally, respondents were asked to provide any additional comments, questions or concerns that they may have. Eighty-six respondents provided comments to this open-ended question, identifying several different topics. The responses are summarized below, by key categories identified in the responses.

- **Lighting**
  - Functional streetlights prioritized over decorative
  - Decorative lighting for trees
  - Consider energy required for any decorative lighting
  - Ensure the heritage of the town is maintained/displayed
- **Sidewalk Patios/Street Furniture**
  - Widespread support for widening sidewalks to accommodate for outdoor patios
  - Allow for patios on sidewalk/street during key events
  - Recycling/Waste receptacles along the sidewalk
  - Increased seating areas
  - Trees must be incorporated into the design/save existing trees
- **Accessibility**
  - Accessibility along sidewalks and into businesses
  - Increase size of sidewalk to improve accessibility
- **Business Accommodation**
  - Access to businesses to be maintained during construction
  - Concern expressed over impact to businesses during construction
- **Pedestrian Crosswalks**
  - Lights at pedestrian crosswalks required
  - Additional pedestrian crosswalks requested
- **Cyclist Accommodation**

- Bike racks to be incorporated into the design
- Accommodation of cyclists on road through bike lanes
- **Cost**
  - Desire to efficiently use tax dollars expressed
  - Functionality and safety more important than decorative designs to preserve costs
  - Overall support for the project
- **Parking**
  - Some respondents expressed concerns of elimination of parking affecting access to businesses
  - Accessible parking spaces to allow access to businesses for all
- **Traffic**
  - One-way traffic on Bridge Street
  - Requests for Bridge Street to be pedestrian only area during key events
  - Reduced and enforced speed limit in the study area

All comments received from the online comment form are included in **Appendix 5**.

## 4.4 Overall Comment Responses

Overall, a total of 254 Comments sheets were submitted through the public meetings and online questionnaire. **Table 4.4** summarizes the overall ranking of importance associated with Question 2 of all comment sheets, in order of importance as submitted by the respondents.

**Table 4.4 Rank of Relative Importance – All Comment Sheets**

Ranking	1	2	3	4	5	6	7	Overall Rank (1 Most Important)
<i>Improvements to Pedestrian Crosswalks</i>	77	54	25	28	22	26	25	3.2
<i>Additional Parking Spaces</i>	61	28	23	18	25	38	15	3.4
<i>Streetscape improvements at opportunity areas</i>	21	47	58	13	46	22	12	3.6
<i>Decorative poles for streetlighting and traffic signals</i>	23	46	43	45	38	37	21	3.9
<i>Additional Trees</i>	39	25	40	29	30	44	29	4.0
<i>Architectural planters and street furniture</i>	21	28	49	36	43	37	30	4.2
<i>Gateway feature at Lake Avenue Intersection</i>	11	23	20	37	34	46	68	5.0

Overall, *Improvements to Pedestrian Crosswalks*, *Additional Parking Spaces* and *Streetscape Improvements at opportunity areas* were ranked 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> most important to respondents respectively. *Architectural planters and street furniture* and *Gateway feature at Lake Avenue Intersection* were rated the least important. These results are also consistent with other submitted comments. Overall conclusions, and conclusions drawn from each of the consultation avenues are summarized in 5.0 Conclusions and Next Steps.

## 5.0 CONCLUSIONS AND NEXT STEPS

The Public Meetings and Online Comment Form provided an opportunity for businesses and the general public to review the conceptual design approach for the reconstruction of Bridge Street. During the meetings, the project team interacted with attendees and provided opportunity to discuss concerns, suggestions and general comments at the meetings. Comments on various topics were received, with common themes and trends becoming evident among the area businesses, general public, and online comments including:

1. General support for the project.
2. Concerns regarding detour routes and access to businesses and facilities during construction of Central Bridge.
3. Need to improve pedestrian accessibility within the study area. Widespread support for widening sidewalks to improve accessibility and allow for outdoor patios.
4. Additional Parking Spaces were relatively important across all groups, however businesses prioritized parking spaces the most.
5. Desire to improve streetlighting.
6. Improvements to be consistent with historical nature of Carleton Place.
7. Desire to continue being involved and informed on construction timeline and progress as the project moves forward.

### 5.1 Area Business Meeting Conclusions

In addition to the common trends identified above, themes and trends in the area businesses comments include:

1. Concrete sidewalks to maximize accessibility is preferred.
2. Additional parking to improve access to businesses is required.
3. Need to improve pedestrian accessibility within the study area.
4. Additional trees are not a priority, and concerns with how trees may impact visibility of business signage.
5. Benches and street furniture are wanted, but some concern regarding increased loitering in front of businesses.
6. Accommodation of businesses during construction is paramount.

## 5.2 General Public Meeting Conclusions

In addition to the common trends identified in Section 5.0, themes and trends in the general public comments include:

1. Cobblestone and/interlock sidewalks are preferred to maximize aesthetic and historical feel.
2. On-street parking is not desired on Bridge Street, and the space should be used for improving the pedestrian and streetscaping realms.
3. Cost of project, functionality prioritized over streetscaping and architectural improvements.
4. Widening of sidewalks to accommodate increased pedestrian traffic and/or storefront patios.
5. Street and traffic signs and poles to be consistent with historical nature of Carleton Place.
6. Upgrades to storefronts and stairs to storefronts in Downtown to increase visual appeal and accessibility of businesses.
7. Desire for art to be incorporated into streetscape design, including on waste and recycling receptacles.

## 5.3 Online Comment Form Conclusions

In addition to the common trends identified in Section 5.0, themes and trends in the online comments include:

1. Widening of sidewalks to accommodate increased pedestrian traffic and/or storefront patios.
2. Addition of pedestrian crosswalks with lights are strongly desired.
3. Upgrades to storefronts and stairs to storefronts in Downtown to increase visual appeal and accessibility of businesses.
4. On-Street parking to allow access to business should be maintained.

## 5.4 Next Steps

Comments received at the Public Meeting and on the online survey will be utilized by the Project Team in the advancement of the study design.



## Detailed Design for the Reconstruction of Bridge Street

Public Meeting Summary Report  
Appendices

Final

Town of Carleton Place

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RVA 194532

February 21, 2020

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APPENDIX 1	PUBLIC MEETING NOTIFICATION MATERIAL
APPENDIX 2	PUBLIC MEETING DISPLAY MATERIALS
APPENDIX 3	AREA BUSINESS COMMENT FORM RESULTS & RESPONSES
APPENDIX 4	GENERAL PUBLIC COMMENT FORM RESULTS & RESPONSES
APPENDIX 5	ONLINE COMMENT FORM RESULTS & RESPONSES

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**APPENDIX 1**

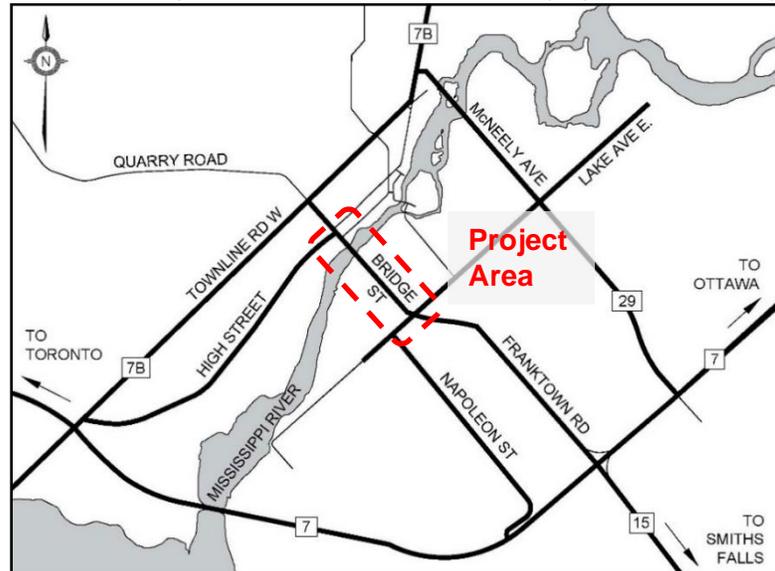
**NOTIFICATION MATERIAL**

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## PRELIMINARY AND DETAILED DESIGN FOR THE RECONSTRUCTION OF BRIDGE STREET

Bridge Street is the Commercial Centre for the Town of Carleton Place, and the central link across the Mississippi River. Reconstruction work is to include replacement of all hard surfaces (Asphalt, sidewalks) between Lake Avenue and Central Bridge. In addition, being considered for inclusion are new decorative streetlighting, new signalized crosswalks, and enhanced streetscaping features.

The Town of Carleton Place is proceeding with the replacement of the Central Bridge, with construction scheduled to start in Spring 2021, which will include full closure of Bridge Street over the Mississippi River. By combining the replacement of the Central Bridge with the Reconstruction of Bridge Street, overall duration and severity of public impacts resulting from these required public works are expected to be minimized.



It is expected that this project will result in substantial impacts to residents and businesses. As such, extensive public consultation will play a key role in project planning. Preliminary project information for the Central Bridge was presented at three Public Information Centres held in 2018-2019.

A Public Meeting is being scheduled to present the conceptual design approach for the reconstruction of Bridge Street, and to facilitate coordination between the project team and interested residents and businesses.

The meeting will be held as an informal “Open House” with materials pertaining to the Project on display, and members of the project team on hand to answer questions and discuss issues related to the project.

### **Public Meeting**

**Date:** Monday, January 27, 2020

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

**Location:** Small Upper Hall – Neelin Community Centre (Street, Carleton Place, ON)

If you would like more information prior to the public consultation centre, please contact one of the following members of the Project Team:

**Town of Carleton Place**

Dave Young, Director of Public Works

Tel: 613-257-6209

E-mail: [dyoung@carletonplace.ca](mailto:dyoung@carletonplace.ca)

**R.V. Anderson Associates Limited**

David O’Sullivan, P.Eng, PMP, Project Manager

Tel: 416-497-8600

E-mail: [dosullivan@rvanderson.com](mailto:dosullivan@rvanderson.com)

This Notice first issued December 18, 2019.

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**APPENDIX 2**

**PUBLIC MEETING MATERIALS**

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The Town of Carleton Place welcomes you to this Public Information Centre for the reconstruction and streetscaping improvement on Bridge Street from Lake Avenue to the Central Bridge.

Please review the materials and provide your comments on the sheets available. Your feedback is important to us!

Staff are available to discuss the project and answer your questions.

**PLEASE SIGN IN**

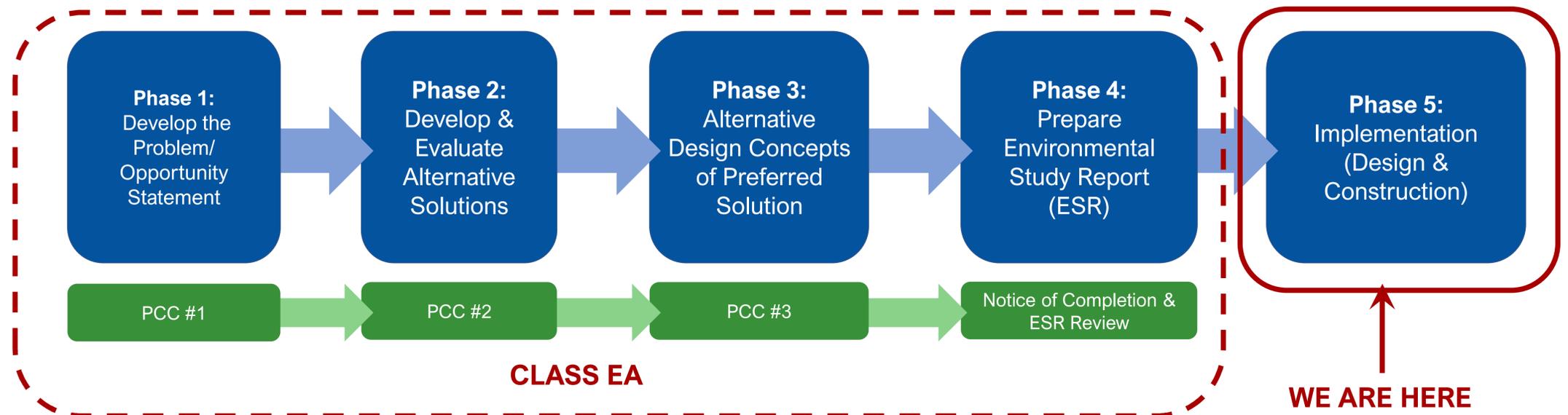
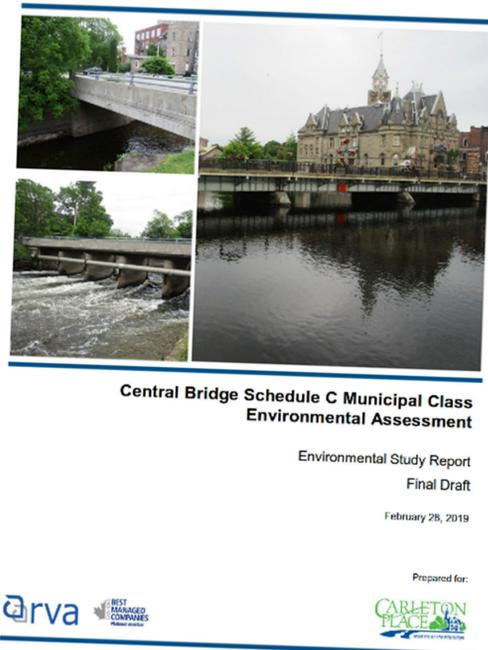
## BACKGROUND – CLASS ENVIRONMENTAL ASSESSMENT

- Schedule C Class Environmental Assessment (EA) recommending the replacement of Central Bridge was filed on February 28, 2019
- EA included recommendations for construction enabling works and full closure of Bridge Street during construction
- Notice of Study Completion was issued March 14, 2019

Public Consultation included:

- Notice of Commencement
- PCC #1: Problem Definition & Opportunities
- PCC #2: Alternative Recommended Solutions
- PCC #3: Alternative Recommended Design Concepts
- Notice of Completion & 30-Day Public Review Period

This project was classified as a **Schedule ‘C’ Municipal Class EA** and is subject to a formal 5-phase planning process.



## BACKGROUND

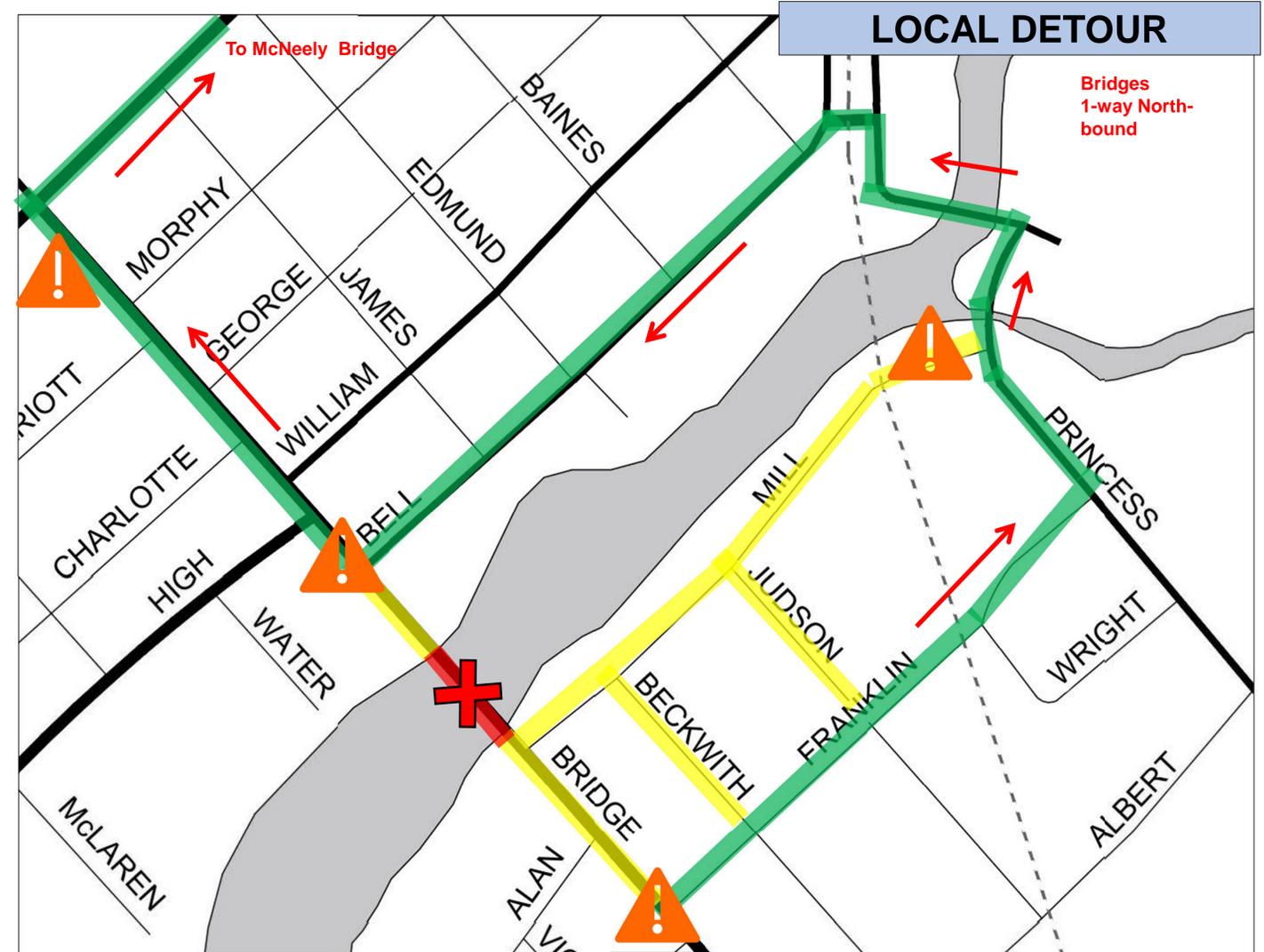
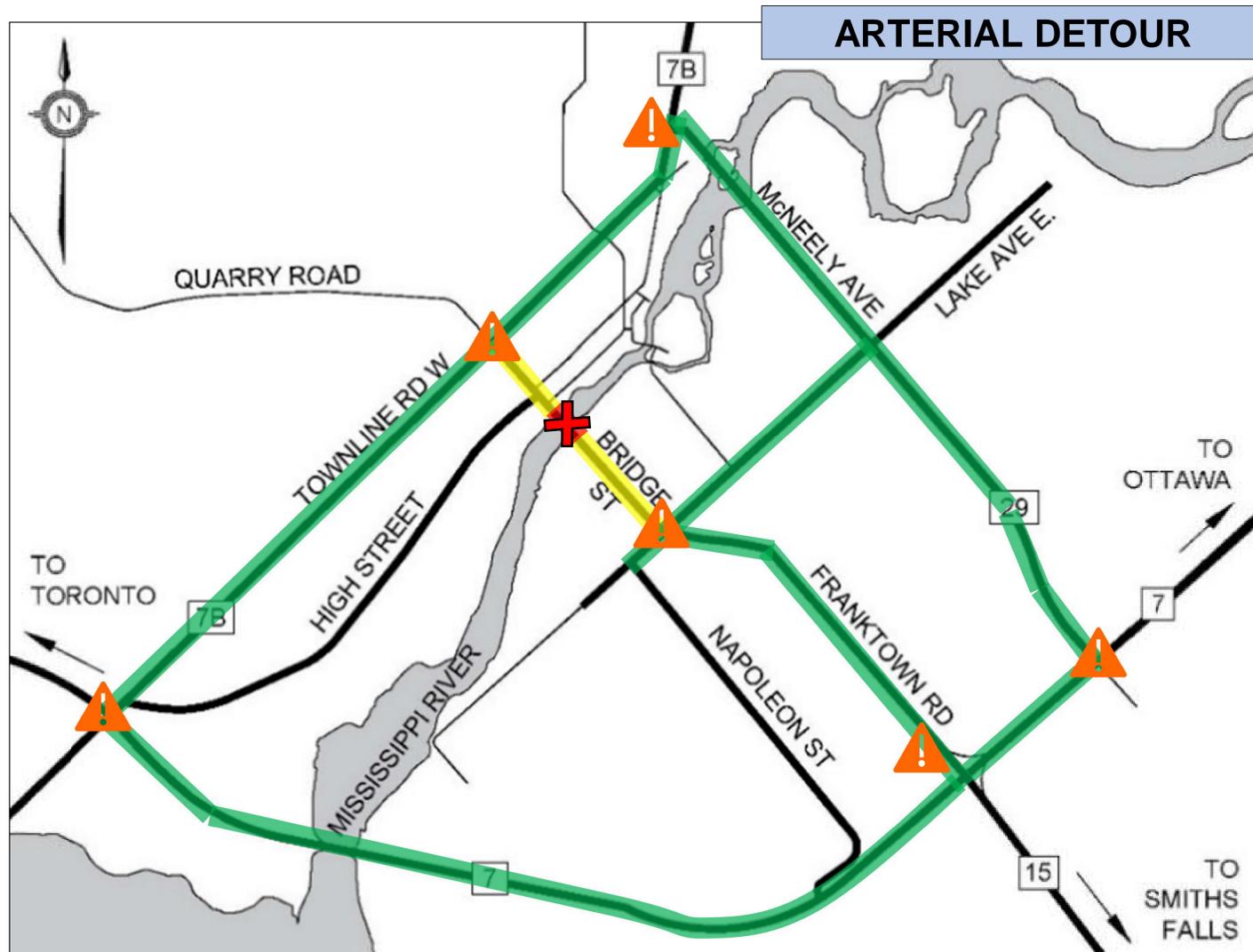
- Second Special Council Meeting was held on June 27, 2019 where decision was made to proceed with the following:
  - Central Bridge Replacement
  - Gillies Bridge Rehabilitation
  - McArthur Island Watermain Crossing
  - Bridge St. Storm Sewer Outfall Study
- Council decided that additional consultation would be required for the reconstruction of Bridge Street from Lake Ave to the Central Bridge
- Council requested that options be considered for Bridge Street Reconstruction that would include some or all of the following:
  - Road resurfacing
  - Replacement of sidewalks and splash pads
  - Full streetscaping improvements including trees, decorative lighting, street furniture, etc..
- Council also agreed that the recommended design for Bridge Street should be developed further through two additional consultations with key community stakeholders, and then presented at this Public Meeting



## STAKEHOLDER CONSULTATION

- Two consultations were completed with members of the community, which included the following representatives in the Working Group:
  - Doug Black, Mayor of Carleton Place
  - Sean Redmond, Deputy Mayor of Carleton Place
  - Diane Smithson, CAO of Carleton Place
  - Dave Young, Director of Public Works
  - Liam MacIntosh, Public Works Technician
  - Joanne Henderson, Manager of Recreation and Culture
  - Jackie Kavanagh, Chamber of Commerce
  - Ian Carswell, Chamber of Commerce
  - Jeff Atkinson, Town Councillor
  - Toby Randall, Town Councillor
  - Petra Graber, Downtown Carleton Place BIA
  - Kate Murray, Downtown Carleton Place BIA
- Consultations were held on August 26th and October 8th to develop preferred approach to streetscaping design
- Streetscaping conceptual design developed by McWilliam & Associates in consultation with R.V. Anderson, the Town of Carleton Place and the Working Group
- The outcome of these meetings included the following objectives:
  - No reduction in parking spaces
  - Provide a high-quality walkable public realm
  - Provide adequate trees and plantings
  - Provide pedestrian clear zone and improve accessibility in accordance with AODA
  - Improve aesthetic appearance in existing “problem areas”
  - Respect the history of Carleton Place
  - Make Carleton Place a destination for visitors

## DETOUR ROUTES FOR CENTRAL BRIDGE CLOSURE

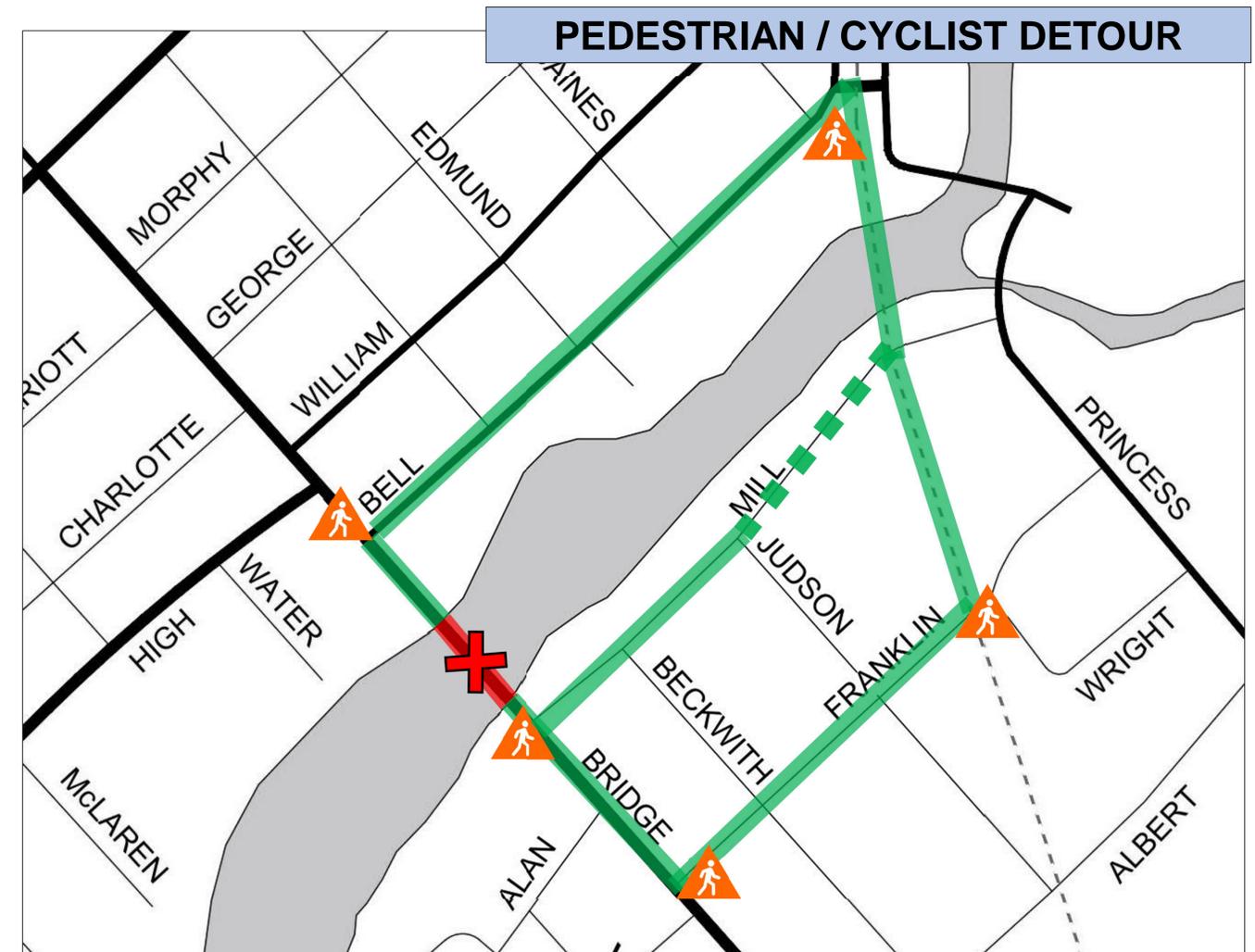


**LEGEND:**

- Detour Route
- Local Traffic Only
- X Road Closed
- ! Detour Signage
- ← Detour Direction

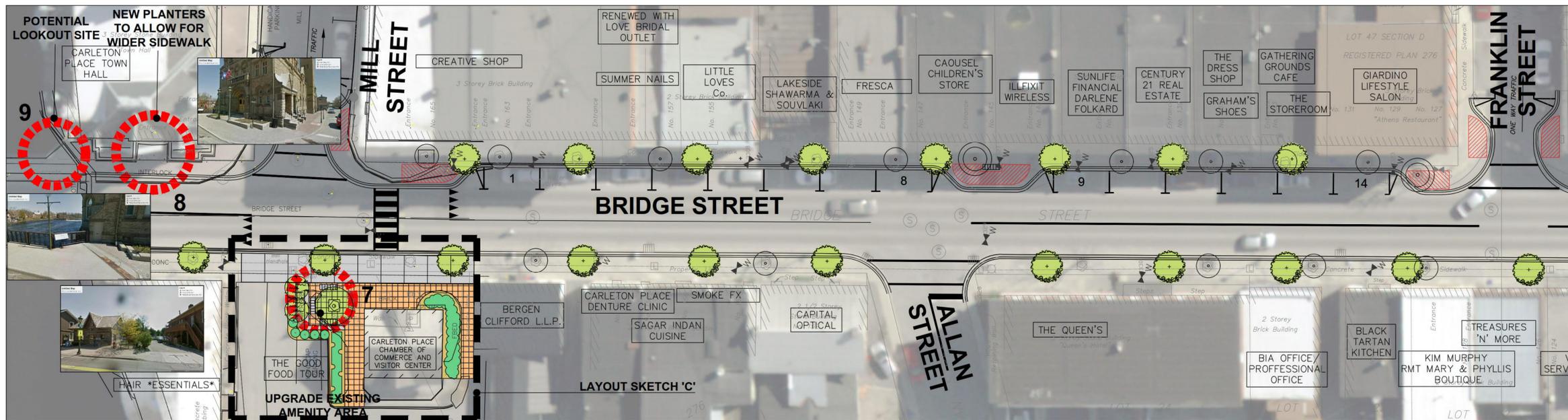
## PEDESTRIAN / CYCLIST DETOUR ROUTE

- Local access for vehicles will be provided along Bridge Street during construction (except on Central Bridge)
- Through traffic on Bridge Street will be diverted through the detour route between Lake Ave and Townline Road
- Cyclists and Pedestrian access will be maintained to all buildings on Bridge Street During construction (except on Central Bridge)
- Strategies for parking and maintaining access will be developed during detailed design



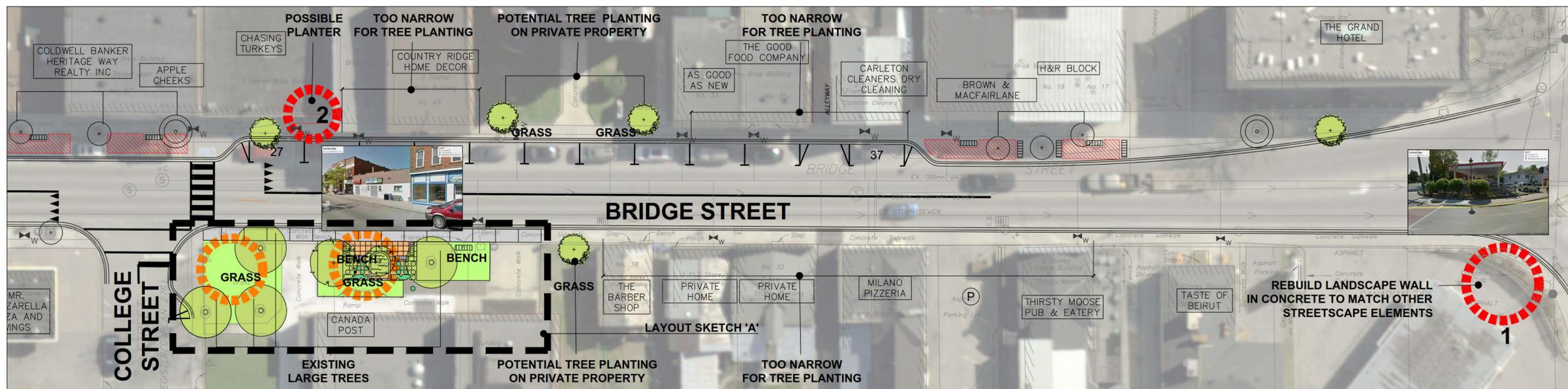
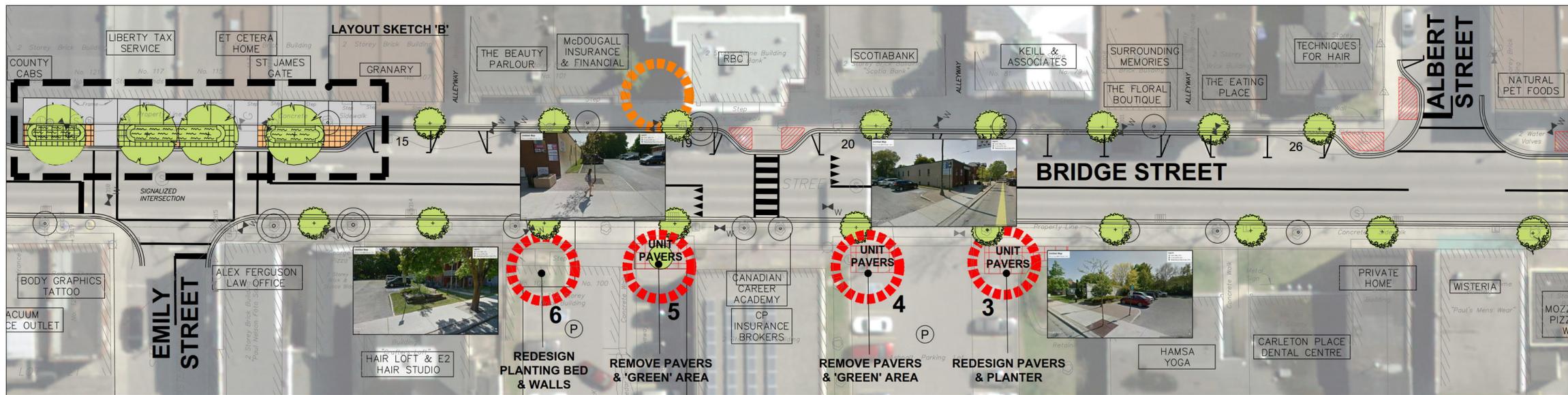
### LEGEND:

- █ Detour Route
- ✘ Road Closed
-  Detour Signage
- |■| Temporary Pedestrian Link  
*\* to be further assessed in detailed design*



**LEGEND**

- EXISTING TREES (SMALL)
- EXISTING TREES (MEDIUM TO LARGE)
- POTENTIAL SITES FOR NEW STREET TREES
- POTENTIAL SITES FOR NEW PLANTING BEDS, STREETSCAPE FEATURES/PATIO SPACES
- POTENTIAL SITES FOR NEW BENCHES
- PUBLIC REALM STREETSCAPE ENHANCEMENT OPPORTUNITY AREAS
- PRIVATE REALM STREETSCAPE ENHANCEMENT OPPORTUNITY AREAS
- LAYOUT SKETCH AREA



NO.	DESCRIPTION	DATE

**JAMES McWILLIAM**  
LANDSCAPE ARCHITECT  
jmcwilliam@jmladesign.com

**BRIDGE STREET STREETSCAPE CARLTON PLACE**

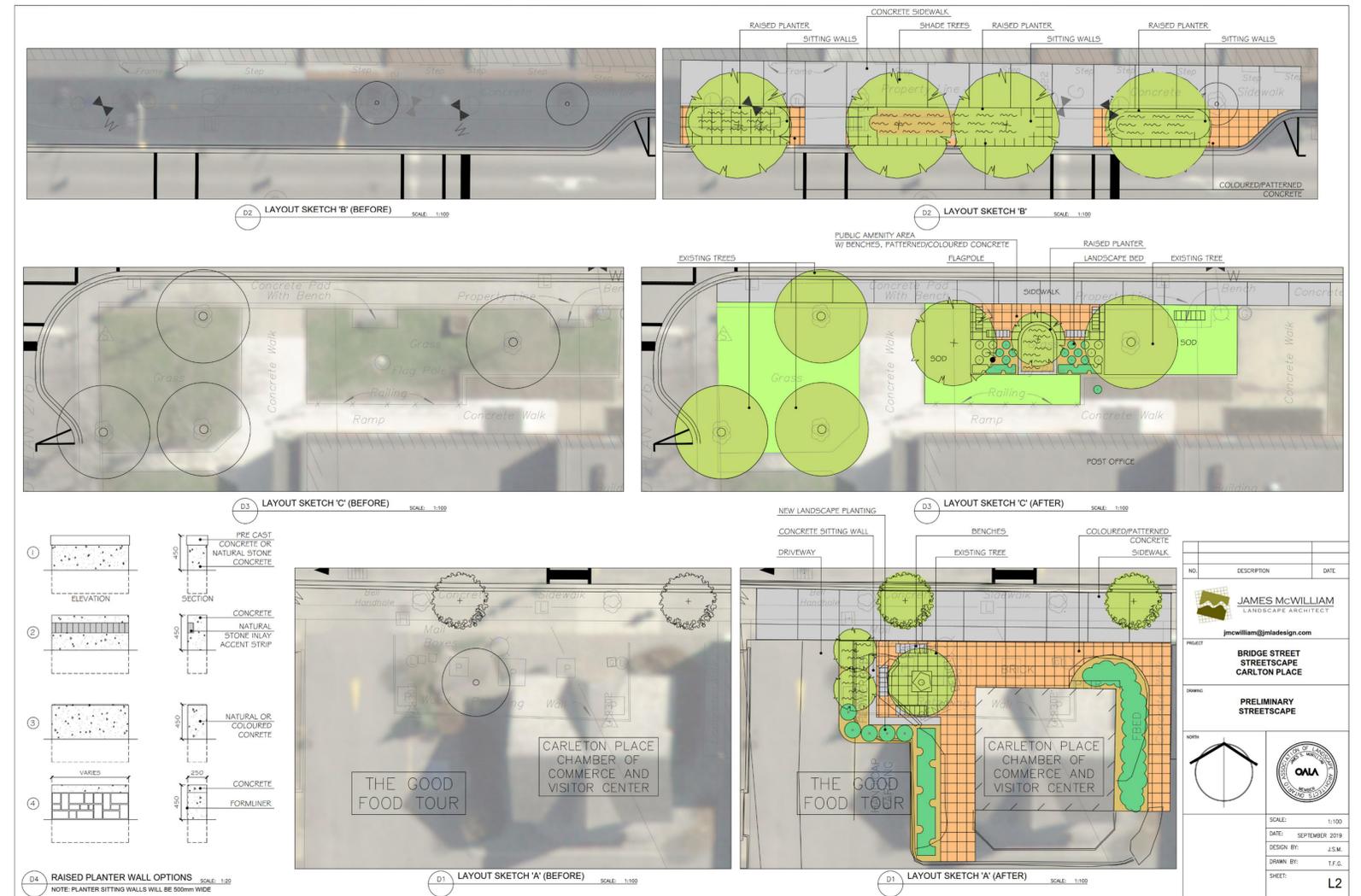
**PRELIMINARY STREETSCAPE**

**NORTH**

SCALE: 1:250  
DATE: SEPTEMBER 2019  
DESIGN BY: J.S.M.  
DRAWN BY: T.F.G.  
SHEET: **L1**

## DESIGN CONCEPTS

- Design includes the following:
  - New Sidewalks
  - New Pavement
  - New Decorative Streetlighting
  - New and Improved Pedestrian Crosswalks
  - New Street furniture (Benches, Waste Receptacles, Bike Racks, etc.)
  - New Trees
  - Decorative planter boxes
  - Other custom streetscape features
- Nine (9) areas identified as “public realm streetscape enhancement opportunity areas”
- Three (3) areas identified as potential “private realm streetscape enhancement opportunity areas”
- Based on input received to date, the approximate construction value is estimated at \$2.1 Million



**DESIGN CONCEPTS – INDICATIVE RENDERING**



**DESIGN CONCEPTS – INDICATIVE RENDERING**



**DESIGN CONCEPTS – INDICATIVE RENDERING**



**DESIGN CONCEPTS – INDICATIVE RENDERING**



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**DESIGN CONCEPTS – INDICATIVE RENDERING**



**DESIGN CONCEPTS – INDICATIVE RENDERING**



**DESIGN CONCEPTS – INDICATIVE RENDERING**



## YOUR INPUT IS IMPORTANT

- Designs presented today are conceptual and are meant to convey what could potentially be included in the streetscape design
- Receiving public input is of the utmost importance so that it is included in design
- Please provide your comments on the material presented today by completing a comment sheet.
- Let us know if you require any further information on the comment sheets provided
- Alternatively, please mail or email your comments to the project team

### Project Team Contacts:

#### **Town of Carleton Place**

Dave Young

Director of Public Works

Tel: 613-257-6209

[DYoung@carletonplace.ca](mailto:DYoung@carletonplace.ca)

#### **R.V. Anderson Associates Limited**

David O'Sullivan, P.Eng., PMP

Senior Associate

Tel: 416-497-8600

[dosullivan@rvanderson.com](mailto:dosullivan@rvanderson.com)



**THANK YOU FOR ATTENDING!  
PLEASE FILL IN A COMMENT SHEET**

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**APPENDIX 3**

**AREA BUSINESS COMMENT FORM  
RESULTS & RESPONSES**

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## AREA BUSINESS COMMENT FORM RESULTS

**Question 1 – Please check the box that applies to you:**

- Study Area Resident
- Resident Living Outside Study Area
- Study Area Business
- Business Outside Study Area
- Technical Agency/Interest Group Representative
- Other

Question 1 – Results

You are	Number of Responses
Study Area Resident	0
Resident Living Outside Study Area	0
Study Area Business	15
Business Outside Study Area	4
Technical Agency/Interest Group Representative	0
Other	1

**Question 2 - Please rank the following streetscape elements to be considered for the reconstruction in order of importance (1 being the most important)**

- Additional Trees
- Decorative Poles for Streetlight and Traffic Signals
- Gateway Feature at Lake Avenue Intersection
- Streetscape Improvements at Opportunity Areas
- Additional Parking Spaces
- Architectural Planters and Street Furniture
- Improvements to Pedestrian Crosswalks

Question 2 – Results

Ranking	1	2	3	4	5	6	7	Overall ranking (Lowest as Most Important)
Additional Trees	1		3		3	3	7	5.4
Decorative poles for streetlighting and traffic signals	4	3	3	5		5		3.5
Gateway feature at Lake Avenue Intersection	1		2	3	6	2	4	4.9

Streetscape improvements at opportunity areas	1	4	2	4	4	3		3.8
Additional Parking Spaces	7	2	2	1	2	1	3	3.2
Architectural planters and street furniture	1	2	5	3	4	2	2	4.1
Improvements to Pedestrian Crosswalks	4	7	1	2		3	2	3.2
Other	1	2	1	1			1	3.2

**BRIDGE STREET RECONSTRUCTION**

**COMMENT FORM**

**NAME:**

**EMAIL (OPTIONAL):**

**MAILING ADDRESS (OPTIONAL):**

**1. Please check the box that applies to you:**

- Study Area Resident
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - \_\_\_\_\_)

**2. Please rank the following streetscape elements to be considered for the Bridge Street reconstruction in order of importance from 1 to 8. Please use each number once (with "1" being the most important):**

- ③ Additional trees
- ② Decorative poles for streetlighting and traffic signals
- ④ Gateway feature at Lake Avenue intersection
- ⑥ Streetscape improvements at Opportunity Areas
- ④ Additional parking spaces
- ⑤ Architectural planters and street furniture
- ① Improvements to pedestrian crosswalks
- Other \_\_\_\_\_ (fill in blank)

**3. Please provide any additional comments, questions or concerns that you may have in the space below. Continue writing on back of sheet if you need more space.**

\* Four way stop at corner of Beckwith & Franklin. Lots of traffic on Beckwith. Difficult to cross when on Franklin St.

\* House on Franklin St, right blocks view onto Beckwith.

**Please provide comments by Monday, February 10, 2020 to:**

Continue on back →

**By Email:** dosullivan@rvanderson.com

**By Mail:** David O'Sullivan  
c/o R.V. Anderson Associates Limited  
2001 Sheppard Avenue East, Suite 300  
Toronto, ON M2J 4Z8

Please use additional paper if required to complete your comments.

*With the exception of personal information, all comments will become part of the public record.*

**THANK YOU FOR YOUR TIME AND EFFORT!**

**BRIDGE STREET RECONSTRUCTION**

**COMMENT FORM**

**NAME** [REDACTED]

**EMAIL (OPTIONAL)** [REDACTED]

**MAILING ADDRESS (OPTIONAL):** [REDACTED]

**1. Please check the box that applies to you:**

- Study Area Resident
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - \_\_\_\_\_)

**2. Please rank the following streetscape elements to be considered for the Bridge Street reconstruction in order of importance from 1 to 8. Please use each number once (with "1" being the most important):**

- 5 Additional trees
- 4 Decorative poles for streetlighting and traffic signals
- 1 Gateway feature at Lake Avenue intersection
- 6 Streetscape improvements at Opportunity Areas
- 3 Additional parking spaces
- 7 Architectural planters and street furniture
- 2 Improvements to pedestrian crosswalks
- Other \_\_\_\_\_ (fill in blank)

**3. Please provide any additional comments, questions or concerns that you may have in the space below. Continue writing on back of sheet if you need more space.**

- accessibility - pairing with ~~the~~ individual businesses to improve accessibility to each storefront (even if this means that it's at the cost to each business)

- planters with high edges may invite unwanted loitering

**Please provide comments by Monday, February 10, 2020 to:**

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 2001 Sheppard Avenue East, Suite 300  
 Toronto, ON M2J 4Z8

Please use additional paper if required to complete your comments.

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**THANK YOU FOR YOUR TIME AND EFFORT!**



R.V. Anderson Associates Limited  
engineering • environment • infrastructure

## BRIDGE STREET RECONSTRUCTION

### COMMENT FORM

NAME:

EMAIL (OPTIONAL):

MAILING ADDRESS (OPTIONAL)

**1. Please check the box that applies to you:**

- Study Area Resident
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - \_\_\_\_\_)

**2. Please rank the following streetscape elements to be considered for the Bridge Street reconstruction in order of importance from 1 to 8. Please use each number once (with "1" being the most important):**

- 7 Additional trees
- 6 Decorative poles for streetlighting and traffic signals
- 5 Gateway feature at Lake Avenue intersection
- 3 Streetscape improvements at Opportunity Areas
- 1 Additional parking spaces
- 4 Architectural planters and street furniture
- 2 Improvements to pedestrian crosswalks
- Other \_\_\_\_\_ (fill in blank)

**3. Please provide any additional comments, questions or concerns that you may have in the space below. Continue writing on back of sheet if you need more space.**

*Have specific delivery zones for businesses.*

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**Please provide comments by Monday, February 10, 2020 to:**

Continue on back →

**By Email:** dosullivan@rvanderson.com  
**By Mail:** David O'Sullivan  
 c/o R.V. Anderson Associates Limited  
 2001 Sheppard Avenue East, Suite 300  
 Toronto, ON M2J 4Z8

Please use additional paper if required to complete your comments.  
 With the exception of personal information, all comments will become part of the public record.

**THANK YOU FOR YOUR TIME AND EFFORT!**



R.V. Anderson Associates Limited  
ENGINEERING • ARCHITECTURE • INTERIORS

## BRIDGE STREET RECONSTRUCTION

### COMMENT FORM

NAME:

EMAIL (OPTIONAL):

MAILING ADDRESS (OPTIONAL):

**1. Please check the box that applies to you:**

- Study Area Resident
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - \_\_\_\_\_)

**2. Please rank the following streetscape elements to be considered for the Bridge Street reconstruction in order of importance from 1 to 8. Please use each number once (with "1" being the most important):**

- 9 Additional trees
- 4 Decorative poles for streetlighting and traffic signals
- 6 Gateway feature at Lake Avenue intersection
- 2 Streetscape improvements at Opportunity Areas
- 1 Additional parking spaces
- 5 Architectural planters and street furniture
- 3 Improvements to pedestrian crosswalks
- Other \_\_\_\_\_ (fill in blank)

**3. Please provide any additional comments, questions or concerns that you may have in the space below. Continue writing on back of sheet if you need more space.**

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**Please provide comments by Monday, February 10, 2020 to:**

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 2001 Sheppard Avenue East, Suite 300  
 Toronto, ON M2J 4Z8

Please use additional paper if required to complete your comments.

*With the exception of personal information, all comments will become part of the public record.*

**THANK YOU FOR YOUR TIME AND EFFORT!**



**BRIDGE STREET RECONSTRUCTION**

**COMMENT FORM**

**NAME:** [REDACTED]

**EMAIL (OPTIONAL):** [REDACTED]

**MAILING ADDRESS (OPTIONAL):** [REDACTED]

**1. Please check the box that applies to you:**

- Study Area Resident
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - \_\_\_\_\_)

**2. Please rank the following streetscape elements to be considered for the Bridge Street reconstruction in order of importance from 1 to 8. Please use each number once (with "1" being the most important):**

- 7 Additional trees
- 6 Decorative poles for streetlighting and traffic signals
- 3 Gateway feature at Lake Avenue intersection
- 5 Streetscape improvements at Opportunity Areas
- 2 Additional parking spaces
- 4 Architectural planters and street furniture
- 1 Improvements to pedestrian crosswalks
- Other \_\_\_\_\_ (fill in blank)

**3. Please provide any additional comments, questions or concerns that you may have in the space below. Continue writing on back of sheet if you need more space.**

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**Please provide comments by Monday, February 10, 2020 to:** Continue on back →

**By Email:** dosullivan@rvanderson.com

**By Mail:** David O'Sullivan  
 c/o R.V. Anderson Associates Limited  
 2001 Sheppard Avenue East, Suite 300  
 Toronto, ON M2J 4Z8

Please use additional paper if required to complete your comments.

*With the exception of personal information, all comments will become part of the public record.*

**THANK YOU FOR YOUR TIME AND EFFORT!**

## BRIDGE STREET RECONSTRUCTION

### COMMENT FORM

NAME

EMAIL (OPTIONAL)

MAILING ADDRESS (OPTIONAL)

**1. Please check the box that applies to you:**

- Study Area Resident
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - \_\_\_\_\_)

**2. Please rank the following streetscape elements to be considered for the Bridge Street reconstruction in order of importance from 1 to 8. Please use each number once (with "1" being the most important):**

- 6 Additional trees
- 3 Decorative poles for streetlighting and traffic signals
- 4 Gateway feature at Lake Avenue intersection
- 8 Streetscape improvements at Opportunity Areas
- 5 Additional parking spaces
- 7 Architectural planters and street furniture
- 1 Improvements to pedestrian crosswalks
- 2 Other accessibility for disabled & senior folks (fill in blank)

**3. Please provide any additional comments, questions or concerns that you may have in the space below. Continue writing on back of sheet if you need more space.**

- would love to see curb gradients to better support folks with disabilities / senior folks.
- areas to sit & take a break along the downtown route
- doing the work by block to avoid financial loss
- more identified spots for people with disabilities
- ongoing opportunity to be engaged → group email, bia etc

Please provide comments by Monday, February 10, 2020 to:

Continue on back →

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**By Mail:** David O'Sullivan  
c/o R.V. Anderson Associates Limited  
2001 Sheppard Avenue East, Suite 300  
Toronto, ON M2J 4Z8

Please use additional paper if required to complete your comments.

*With the exception of personal information, all comments will become part of the public record.*

**THANK YOU FOR YOUR TIME AND EFFORT!**

**BRIDGE STREET RECONSTRUCTION**

**COMMENT FORM**

NAME:

EMAIL (OPTIONAL):

MAILING ADDRESS (OPTIONAL):

**1. Please check the box that applies to you:**

- Study Area Resident
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - \_\_\_\_\_)

**2. Please rank the following streetscape elements to be considered for the Bridge Street reconstruction in order of importance from 1 to 8. Please use each number once (with "1" being the most important):**

- 5 Additional trees
- 6 Decorative poles for streetlighting and traffic signals
- 8 Gateway feature at Lake Avenue intersection
- 3 Streetscape improvements at Opportunity Areas
- 1 Additional parking spaces
- 4 Architectural planters and street furniture
- 2 Improvements to pedestrian crosswalks
- Other \_\_\_\_\_ (fill in blank)

**3. Please provide any additional comments, questions or concerns that you may have in the space below. Continue writing on back of sheet if you need more space.**

*Parking is already tight, especially late in the week  
Additional parking should be considered.  
Not closing all available municipal lots at the same  
time during construction should be considered  
mandatory*

**Please provide comments by Monday, February 10, 2020 to:**

Continue on back →

**By Email:** dosullivan@rvanderson.com

**By Mail:** David O'Sullivan  
c/o R.V. Anderson Associates Limited  
2001 Sheppard Avenue East, Suite 300  
Toronto, ON M2J 4Z8

Please use additional paper if required to complete your comments.

*With the exception of personal information, all comments will become part of the public record.*

**THANK YOU FOR YOUR TIME AND EFFORT!**

**BRIDGE STREET RECONSTRUCTION**

**COMMENT FORM**

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

**EMAIL (OPTIONAL):** \_\_\_\_\_

**MAILING ADDRESS (OPTIONAL):** \_\_\_\_\_

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- 3 Additional trees
- 6 Decorative poles for streetlighting and traffic signals
- 7 Gateway feature at Lake Avenue intersection
- 4 Streetscape improvements at Opportunity Areas
- 10 Additional parking spaces
- 2 Architectural planters and street furniture
- 1 Improvements to pedestrian crosswalks
- Other \_\_\_\_\_ (fill in blank)

**3. Please provide any additional comments, questions or concerns that you may have in the space below. Continue writing on back of sheet if you need more space.**

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**THANK YOU FOR YOUR TIME AND EFFORT!**



R.V. Anderson Associates Limited  
engineering • equipment • infrastructure

### BRIDGE STREET RECONSTRUCTION

### COMMENT FORM

NAME:

EMAIL (OPTIONAL)

MAILING ADDRESS (OPTIONAL):

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- Additional trees
- 6 Decorative poles for streetlighting and traffic signals
- 7 Gateway feature at Lake Avenue intersection
- 4 Streetscape improvements at Opportunity Areas
- 4 Additional parking spaces
- 5 Architectural planters and street furniture
- 2 Improvements to pedestrian crosswalks
- 3 Other Handicap accessibility (fill in blank)

**3. Please provide any additional comments, questions or concerns that you may have in the space below. Continue writing on back of sheet if you need more space.**

How will businesses that have regular  
deliverys come w be affected & or  
helped?

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**Please provide comments by Monday, February 10, 2020 to:**

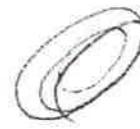
Continue on back →

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**BRIDGE STREET RECONSTRUCTION**

**COMMENT FORM**

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**MAILING ADDRESS (OPTIONAL)**

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- Additional trees
- Decorative poles for streetlighting and traffic signals
- Gateway feature at Lake Avenue intersection
- Streetscape improvements at Opportunity Areas
- Additional parking spaces
- Architectural planters and street furniture
- Improvements to pedestrian crosswalks
- Other \_\_\_\_\_ (fill in blank)

**3. Please provide any additional comments, questions or concerns that you may have in the space below. Continue writing on back of sheet if you need more space.**

- accessibility during reconstruction - our customers not having to park too far away, as many are in wheelchairs / diff. accessibility issues.  
- handicap parking during + after construction  
- would REALLY like keeping handicap outside bowling alley (51 Bridge) as it is used often.

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**THANK YOU FOR YOUR TIME AND EFFORT!**

**BRIDGE STREET RECONSTRUCTION**

**COMMENT FORM**

**NAME** [REDACTED]

**EMAIL (OPTIONAL)** [REDACTED]

**MAILING ADDRESS (OPTIONAL)** [REDACTED]

**1. Please check the box that applies to you:**

- Study Area Resident
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- Business Outside the Area
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- Other (Please Identify - \_\_\_\_\_)

**2. Please rank the following streetscape elements to be considered for the Bridge Street reconstruction in order of importance from 1 to 8. Please use each number once (with "1" being the most important):**

- 7 Additional trees
- 3 Decorative poles for streetlighting and traffic signals
- 4 Gateway feature at Lake Avenue intersection
- 6 Streetscape improvements at Opportunity Areas
- 1 Additional parking spaces
- 5 Architectural planters and street furniture
- 2 Improvements to pedestrian crosswalks
- Other \_\_\_\_\_ (fill in blank)

**3. Please provide any additional comments, questions or concerns that you may have in the space below. Continue writing on back of sheet if you need more space.**

BELL STREET, AS A LOCAL DETOUR, MAY BECOME EXTREMELY CONGESTED, WITH 4 BUSINESSES ALL AT THE BRIDGE STREET END OF BELL AS WELL AS THE STREET BEING USED FOR PARKING (ESPECIALLY DURING THE SUMMER MONTHS). IT MAY BECOME A ZOO. IS THERE ANY WAY OF CHOOSING ANOTHER STREET FOR A LOCAL DETOUR OR POSSIBLY NOT ALLOWING PARKING ON

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 Toronto, ON M2J 4Z8

THE STREET DURING THE CONSTRUCTION TIME?

Please use additional paper if required to complete your comments.

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**BRIDGE STREET RECONSTRUCTION**

**COMMENT FORM**

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- Other (Please Identify - \_\_\_\_\_)

**2. Please rank the following streetscape elements to be considered for the Bridge Street reconstruction in order of importance from 1 to 8. Please use each number once (with "1" being the most important):**

- 5 Additional trees
- 1 Decorative poles for streetlighting and traffic signals
- 5 Gateway feature at Lake Avenue intersection
- 2 Streetscape improvements at Opportunity Areas
- 4 Additional parking spaces
- 3 Architectural planters and street furniture
- 7 Improvements to pedestrian crosswalks
- Other \_\_\_\_\_ (fill in blank)

**3. Please provide any additional comments, questions or concerns that you may have in the space below. Continue writing on back of sheet if you need more space.**

- I would like to see street/business signage being addressed at the same time.

- Whenever possible, restaurant patios should be encouraged.

- Less planters needed, appears on renderings like more of a barrier, not very inviting.

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## BRIDGE STREET RECONSTRUCTION

### COMMENT FORM

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**MAILING ADDRESS (OPTIONAL)**

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- Other (Please Identify - \_\_\_\_\_)

**2. Please rank the following streetscape elements to be considered for the Bridge Street reconstruction in order of importance from 1 to 8. Please use each number once (with "1" being the most important):**

- Additional trees
- Decorative poles for streetlighting and traffic signals
- Gateway feature at Lake Avenue intersection
- Streetscape improvements at Opportunity Areas
- Additional parking spaces
- Architectural planters and street furniture
- Improvements to pedestrian crosswalks
- Other (replace interlock) (better lighting) (fill in blank)

**3. Please provide any additional comments, questions or concerns that you may have in the space below. Continue writing on back of sheet if you need more space.**

more crosswalks than present.

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**BRIDGE STREET RECONSTRUCTION**

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- Other (Please Identify - \_\_\_\_\_)

**2. Please rank the following streetscape elements to be considered for the Bridge Street reconstruction in order of importance from 1 to 8. Please use each number once (with "1" being the most important):**

- 3 Additional trees
- 1 Decorative poles for streetlighting and traffic signals
- 4 Gateway feature at Lake Avenue intersection
- 2 Streetscape improvements at Opportunity Areas
- 7 Additional parking spaces
- 5 Architectural planters and street furniture
- 6 Improvements to pedestrian crosswalks — stamp NOT INTERLOCK
- 8 Other Street Lighting Intensity - we are unacceptable DARK now (fill in blank)

**3. Please provide any additional comments, questions or concerns that you may have in the space below. Continue writing on back of sheet if you need more space.**

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- Study Area Business
- Business Outside the Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - \_\_\_\_\_)

**2. Please rank the following streetscape elements to be considered for the Bridge Street reconstruction in order of importance from 1 to 8. Please use each number once (with "1" being the most important):**

- 7 Additional trees
- 4 Decorative poles for streetlighting and traffic signals
- 3 Gateway feature at Lake Avenue intersection
- 5 Streetscape improvements at Opportunity Areas
- 1 Additional parking spaces
- 6 Architectural planters and street furniture
- 2 Improvements to pedestrian crosswalks
- Other \_\_\_\_\_ (fill in blank)

**3. Please provide any additional comments, questions or concerns that you may have in the space below. Continue writing on back of sheet if you need more space.**

PLEASE DON'T PUT A TREE IN FRONT OF OUR STORE.

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Continue on back →

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**BRIDGE STREET RECONSTRUCTION**

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- Other (Please Identify - \_\_\_\_\_)

**2. Please rank the following streetscape elements to be considered for the Bridge Street reconstruction in order of importance from 1 to 8. Please use each number once (with "1" being the most important):**

- 6 Additional trees
- 3 Decorative poles for streetlighting and traffic signals
- 5 Gateway feature at Lake Avenue intersection
- 1 Streetscape improvements at Opportunity Areas
- 7 Additional parking spaces
- 2 Architectural planters and street furniture
- 4 Improvements to pedestrian crosswalks
- Other \_\_\_\_\_ (fill in blank)

**3. Please provide any additional comments, questions or concerns that you may have in the space below. Continue writing on back of sheet if you need more space.**

*- worried about tree scape and impact to business signage.*

*- access needed associated with steps into downtown businesses*

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**BRIDGE STREET RECONSTRUCTION**

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- 3 Additional trees
- 2 Decorative poles for streetlighting and traffic signals
- 5 Gateway feature at Lake Avenue intersection
- 4 Streetscape improvements at Opportunity Areas
- 6 Additional parking spaces
- 1 Architectural planters and street furniture
- 7 Improvements to pedestrian crosswalks
- 8 Other \_\_\_\_\_ (fill in blank)

**3. Please provide any additional comments, questions or concerns that you may have in the space below. Continue writing on back of sheet if you need more space.**

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- 2 Decorative poles for streetlighting and traffic signals
- 5 Gateway feature at Lake Avenue intersection
- 4 Streetscape improvements at Opportunity Areas
- 7 Additional parking spaces
- 3 Architectural planters and street furniture
- 6 Improvements to pedestrian crosswalks
- Other \_\_\_\_\_ (fill in blank)

**3. Please provide any additional comments, questions or concerns that you may have in the space below. Continue writing on back of sheet if you need more space.**

Please be aware and preserve the black cast iron "planter" on the sidewalk across from the old post office (now Keil + Associates?) It has historical significance. Built at the local Findlay Foundry. Was originally a watering vessel for horses.

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BRIDGE STREET RECONSTRUCTION

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- Business Outside the Area
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- Other (Please Identify - STUDY AREA BUILDING OWNER)

2. Please rank the following streetscape elements to be considered for the Bridge Street reconstruction in order of importance from 1 to 8. Please use each number once (with "1" being the most important):

- 7 Additional trees
- 1 Decorative poles for streetlighting and traffic signals
- 5 Gateway feature at Lake Avenue intersection
- 2 Streetscape improvements at Opportunity Areas
- 8 Additional parking spaces
- 3 Architectural planters and street furniture
- 6 Improvements to pedestrian crosswalks
- 4 Other SOMEHOW CLEVER & UNIQUE LIGHTING (fill in blank)

FUN  
DECORATIVE  
LIGHTS ALONG  
LIGHT STANDARD  
POLES

~~STREET LIGHT~~  
~~STAFF~~

3. Please provide any additional comments, questions or concerns that you may have in the space below. Continue writing on back of sheet if you need more space.

- I AM CONCERNED ABOUT HAVING HEALTHY TREES  
THEY NEED WATER CONSISTENTLY UNTIL THEY  
SETTLE IN

- GRATES ~~OVER~~ FOR TREES ARE TRIPPING HAZARD.

- TOWN NEEDS TO COMMIT TO MAINTAINING  
GARDENS + TREES. IT MUST LOOK GOOD

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THANK YOU FOR YOUR TIME AND EFFORT!

- GROUND LEVEL GARDENS ARE NOT  
MAINTAINABLE. RAISED BEDS ARE GOOD

- ~~THE~~ SUBSTANTIAL TREES.

**BRIDGE STREET RECONSTRUCTION**

**COMMENT FORM**

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- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - \_\_\_\_\_)

**2. Please rank the following streetscape elements to be considered for the Bridge Street reconstruction in order of importance from 1 to 8. Please use each number once (with "1" being the most important):**

- 5 — Additional trees
- 4 — Decorative poles for streetlighting and traffic signals
- 7 — Gateway feature at Lake Avenue intersection
- 6 — Streetscape improvements at Opportunity Areas
- 2 — Additional parking spaces
- 3 — Architectural planters and street furniture
- 1 — Improvements to pedestrian crosswalks
- 8 — Other \_\_\_\_\_ (fill in blank)

**3. Please provide any additional comments, questions or concerns that you may have in the space below. Continue writing on back of sheet if you need more space.**

• What's the construction time frame?  
 • What end of the street will construction start at?  
 • Will there be a period of time there will be no access to bridge st. during construction?  
 • Will we be notified when construction is in front of our business?

**Please provide comments by Monday, February 10, 2020 to:**

Continue on back → ↗

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**THANK YOU FOR YOUR TIME AND EFFORT!**

- how long will street improvements take?
- will there be compensation for businesses that may have to close during this time frame?
- will there be marketing & advertisement help from the town to get community to continue to shop/eat/use services in the downtown?
- my business is noise sensitive & will directly affect my services as a massage therapist. as much notice to work close/in front of my store front will be helpful.
- Overall I'm really looking forward to all the improvements.

Thankyou

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**APPENDIX 4**

**GENERAL PUBLIC COMMENT FORM  
RESULTS & RESPONSES**

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## GENERAL PUBLIC COMMENT FORM RESULTS

### Question 1 – Please check the box that applies to you:

- Study Area Resident
- Resident Living Outside Study Area
- Study Area Business
- Business Outside Study Area
- Technical Agency/Interest Group Representative
- Other

### Question 1 – Results

You are	Number of Responses
Study Area Resident	7
Resident Living Outside Study Area	16
Study Area Business	0
Business Outside Study Area	0
Technical Agency/Interest Group Representative	0
Other	1
No Answer	2

### Question 2 - Please rank the following streetscape elements to be considered for the reconstruction in order of importance (1 being the most important)

- Additional Trees
- Decorative Poles for Streetlight and Traffic Signals
- Gateway Feature at Lake Avenue Intersection
- Streetscape Improvements at Opportunity Areas
- Additional Parking Spaces
- Architectural Planters and Street Furniture
- Improvements to Pedestrian Crosswalks

### Question 2 – Results

Ranking	1	2	3	4	5	6	7	Overall ranking (Lowest as Most Important)
Additional Trees	4	0	3	2	2	6	1	4.5
Decorative poles for streetlighting and traffic signals	0	7	4	2	2	2	2	3.9
Gateway feature at Lake Avenue Intersection	0	2	1	1	2	7	6	5.7

Streetscape improvements at opportunity areas	3	2	3	2	7	2	0	4.0
Additional Parking Spaces	4	0	3	2	1	3	3	4.9
Architectural planters and street furniture	2	2	2	6	3	2	2	4.3
Improvements to Pedestrian Crosswalks	5	7	2	3	1	1	1	3.0
Other	3	1	0	0	0	0	2	5.9

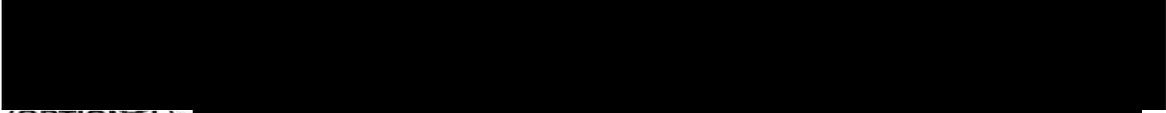


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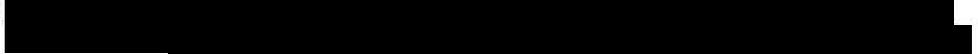
## BRIDGE STREET RECONSTRUCTION

### COMMENT FORM

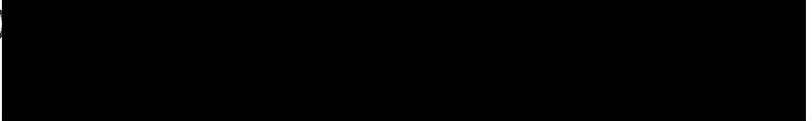
NAME:



EMAIL (OPTIONAL):



MAILING ADDRESS (OPTIONAL):



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- Study Area Business
- Business Outside the Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - \_\_\_\_\_)

**2. Please rank the following streetscape elements to be considered for the Bridge Street reconstruction in order of importance from 1 to 8. Please use each number once (with "1" being the most important):**

- 1 Additional trees
- 3 Decorative poles for streetlighting and traffic signals
- 5 Gateway feature at Lake Avenue intersection
- 4 Streetscape improvements at Opportunity Areas
- 8 Additional parking spaces *(Research argues traffic congestion is good for business/economic development)*
- 2 Architectural planters and street furniture
- 6 Improvements to pedestrian crosswalks
- 7 Other *Winter improvements (lighting etc)* (fill in blank)

**3. Please provide any additional comments, questions or concerns that you may have in the space below. Continue writing on back of sheet if you need more space.**

*Comments to follow by email*

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**Please provide comments by Monday, February 10, 2020 to:**

Continue on back →

**By Email:** dosullivan@rvanderson.com  
**By Mail:** David O'Sullivan  
 c/o R.V. Anderson Associates Limited  
 2001 Sheppard Avenue East, Suite 300  
 Toronto, ON M2J 4Z8

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**THANK YOU FOR YOUR TIME AND EFFORT!**

## BRIDGE STREET RECONSTRUCTION

### COMMENT FORM

**NAME:** [REDACTED]

**EMAIL (OPTIONAL):** [REDACTED]

**MAILING ADDRESS (OPTIONAL):** [REDACTED]

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**2. Please rank the following streetscape elements to be considered for the Bridge Street reconstruction in order of importance from 1 to 8. Please use each number once (with "1" being the most important):**

- 6 Additional trees
- 2 Decorative poles for streetlighting and traffic signals
- 7 Gateway feature at Lake Avenue intersection
- 5 Streetscape improvements at Opportunity Areas
- 1 Additional parking spaces
- 4 Architectural planters and street furniture
- 3 Improvements to pedestrian crosswalks
- Other \_\_\_\_\_ (fill in blank)

**3. Please provide any additional comments, questions or concerns that you may have in the space below. Continue writing on back of sheet if you need more space.**

*PRESENTATION @ ARENA COUPLED WITH COUNCIL MEMBERS EXPLANATIONS WERE EXTREMELY INFORMATIVE. APPRECIATE THE TIME & CONSIDERATION THAT HAS GONE INTO PREPARATIONS. VERY HAPPY TO HEAR THAT BUSINESSES SEEM ON BOARD AND POSITIVE ABOUT THE UPCOMING CHANGES.*

*HOPING THERE WILL BE INCENTIVES TO BUSINESS OWNERS TO HELP OUT DURING THE CONSTRUCTION PERIOD.*

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- 4 Improvements to pedestrian crosswalks
- 5 Other \_\_\_\_\_ (fill in blank)

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Communication in regards to time line  
keeping public informed on delays.

- Incentives for businesses to help bring  
in public to shop.

- Continue with "downtown" parks even if relocated.

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- 1 Additional trees
- 4 Decorative poles for streetlighting and traffic signals
- 3 Gateway feature at Lake Avenue intersection
- 5 Streetscape improvements at Opportunity Areas
- 100 Additional parking spaces
- 6 Architectural planters and street furniture
- 2 Improvements to pedestrian crosswalks
- 7 Other concrete sidewalks? stamped concrete  
Interlock would have looked nicer.  
(fill in blank)

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*Very pleased that the town is taking on this project. Would be nice to see art installations similar to Preston Street in Ottawa.*

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\* NOT A FAN OF CONCRETE SIDEWALKS. Interlock better / Cobblestone  
 \* Consider "DONATION STONES/BRICKS" Interspersed along SIDE WALKS or STAMPED Concrete

\* MORE CONFIRMATION TO "HERITAGE"

\* CONSIDER SCULPTURES/ART -- Painted MURALS

\* STORE FRONT UPGRADES TO "CLEAN UP" DOWNDOWN

\* Planters ... STONE?? or Wood?? Stone better

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- 5 Additional trees
- 7 Decorative poles for streetlighting and traffic signals
- 6 Gateway feature at Lake Avenue intersection
- 2 Streetscape improvements at Opportunity Areas
- 3 Additional parking spaces
- 4 Architectural planters and street furniture
- 1 Improvements to pedestrian crosswalks
- Other \_\_\_\_\_ (fill in blank)

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- I hope that the style of lights chosen will be dark sky friendly (not cause light pollution unnecessarily).
- The stone in the illustrations is very yellow - will it be chosen to complement the historical buildings?
- Appreciate the additional pedestrian crosswalk

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- ④ Gateway feature at Lake Avenue intersection
- ⑥ Streetscape improvements at Opportunity Areas
- ④ Additional parking spaces
- ⑤ Architectural planters and street furniture
- ① Improvements to pedestrian crosswalks
- Other \_\_\_\_\_ (fill in blank)

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\* Four way stop at corner of Beckwith & Franklin. Lots of traffic on Beckwith. Difficult to cross when on Franklin St.

\* House on Franklin St, right blocks view onto Beckwith.

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engineering • environment • infrastructure

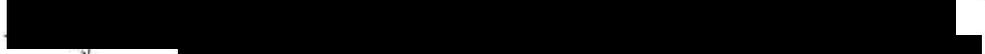
## BRIDGE STREET RECONSTRUCTION

### COMMENT FORM

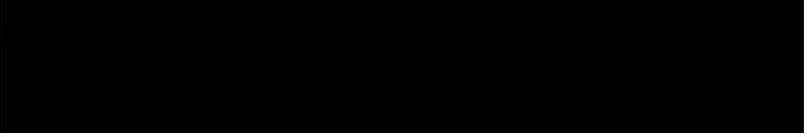
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- 1 Additional trees
- 6 Decorative poles for streetlighting and traffic signals
- 2 Gateway feature at Lake Avenue intersection
- 6 Streetscape improvements at Opportunity Areas
- 6 Additional parking spaces
- 1 Architectural planters and street furniture
- 2 Improvements to pedestrian crosswalks
- Other \_\_\_\_\_ (fill in blank)

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- Other (Please Identify - Councillor)

**2. Please rank the following streetscape elements to be considered for the Bridge Street reconstruction in order of importance from 1 to 8. Please use each number once (with "1" being the most important):**

- 7 Additional trees
- 7 Decorative poles for streetlighting and traffic signals
- 5 Gateway feature at Lake Avenue intersection
- 5 Streetscape improvements at Opportunity Areas
- 8 Additional parking spaces
- 6 Architectural planters and street furniture
- 2 Improvements to pedestrian crosswalks
- 1 Other senior amenities (fill in blank)

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- Additional trees
- 2 Decorative poles for streetlighting and traffic signals
- 4 Gateway feature at Lake Avenue intersection
- 1 Streetscape improvements at Opportunity Areas
- 2 Additional parking spaces
- 3 Architectural planters and street furniture
- 4 Improvements to pedestrian crosswalks
- Other \_\_\_\_\_ (fill in blank)

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- 3 Additional trees
- 2 Decorative poles for streetlighting and traffic signals
- 7 Gateway feature at Lake Avenue intersection
- 8 Streetscape improvements at Opportunity Areas
- 6 Additional parking spaces
- 4 Architectural planters and street furniture
- 1 Improvements to pedestrian crosswalks
- Other \_\_\_\_\_ (fill in blank)

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- Gateway feature at Lake Avenue intersection
- Streetscape improvements at Opportunity Areas
- Additional parking spaces
- Architectural planters and street furniture
- Improvements to pedestrian crosswalks
- Other No parking on bridge except municipal lots. (fill in blank)

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- No more parallel parking on Bridge
- consistant signs — get rid of grandfather clause for tacki-lyt signs.
- property std → owners of vacant buildings should be req'd to upgrade — including used for storage (eg. Olympia)

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- Decorative poles for streetlighting and traffic signals
- Gateway feature at Lake Avenue intersection
- Streetscape improvements at Opportunity Areas
- Additional parking spaces
- Architectural planters and street furniture
- Improvements to pedestrian crosswalks
- 2 Other ADDITIONAL BIKE PARKING. (fill in blank)

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- 2 Gateway feature at Lake Avenue intersection
- 5 Streetscape improvements at Opportunity Areas
- 7 Additional parking spaces
- 1 Architectural planters and street furniture
- 4 Improvements to pedestrian crosswalks
- Other \_\_\_\_\_ (fill in blank)

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- Gateway feature at Lake Avenue intersection
- Streetscape improvements at Opportunity Areas
- Additional parking spaces
- Architectural planters and street furniture
- Improvements to pedestrian crosswalks
- Other Bike Lanes (fill in blank)

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- 1 Streetscape improvements at Opportunity Areas
- 3 Additional parking spaces
- 4 Architectural planters and street furniture
- 2 Improvements to pedestrian crosswalks
- Other \_\_\_\_\_ (fill in blank)

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*Implementing the full concept makes the most sense. Cost would be much more effectively utilized during this construction, and design would be "of a piece".*

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- 1 Additional parking spaces
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- 2 Improvements to pedestrian crosswalks
- 8 Other \_\_\_\_\_ (fill in blank)

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*Would be nice to see incentives for businesses to improve store fronts facing Bridge St. - looking a little shabby with new infrastructure.*

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- 7 Additional parking spaces
- 2 Architectural planters and street furniture
- 4 Improvements to pedestrian crosswalks
- Other \_\_\_\_\_ (fill in blank)

**3. Please provide any additional comments, questions or concerns that you may have in the space below. Continue writing on back of sheet if you need more space.**

*On the one way detour, be sure the one-way traffic system is sign-posted well at the trail from Rossmore St. to Bell St. We don't want a lot of lost vehicles going straight on Rossmore and missing the turn*

**Please provide comments by Monday, February 10, 2020 to:** Continue on back →

**By Email:** dosullivan@rvanderson.com  
**By Mail:** David O'Sullivan  
 c/o R.V. Anderson Associates Limited  
 2001 Sheppard Avenue East, Suite 300  
 Toronto, ON M2J 4Z8

Please use additional paper if required to complete your comments.  
 With the exception of personal information, all comments will become part of the public record.

**THANK YOU FOR YOUR TIME AND EFFORT!**

**BRIDGE STREET RECONSTRUCTION**

**COMMENT FORM**

**NAME:** [Redacted]

**EMAIL (OPTIONAL):** [Redacted]

**MAILING ADDRESS (OPTIONAL):** [Redacted]

**1. Please check the box that applies to you:**

- Study Area Resident
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - Accessibility)

**2. Please rank the following streetscape elements to be considered for the Bridge Street reconstruction in order of importance from 1 to 8. Please use each number once (with "1" being the most important):**

- Additional trees
- Decorative poles for streetlighting and traffic signals
- Gateway feature at Lake Avenue intersection
- Streetscape improvements at Opportunity Areas
- Additional parking spaces
- Architectural planters and street furniture
- 1 Improvements to pedestrian crosswalks
- Other \_\_\_\_\_ (fill in blank)

**3. Please provide any additional comments, questions or concerns that you may have in the space below. Continue writing on back of sheet if you need more space.**

There needs to be safeguards on accessibility like this whole idea should aim for a barrier-free!! Having signs that are clear in big letters/Font!! - Also there should be a sign above the Detour that says Business's Open... Finally I would like Dave Young and Team to come to the Accessibility Committee

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*Continue on back →*  
 \*Having the Sidewalks widening  
 \*Working with Business on Improving Accessibility

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**THANK YOU FOR YOUR TIME AND EFFORT!**

**BRIDGE STREET RECONSTRUCTION**

**COMMENT FORM**

**NAME:**

**EMAIL (OPTIONAL)**

**MAILING ADDRESS (OPTIONAL)**

**1. Please check the box that applies to you:**

- Study Area Resident
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - \_\_\_\_\_)

**2. Please rank the following streetscape elements to be considered for the Bridge Street reconstruction in order of importance from 1 to 8. Please use each number once (with "1" being the most important):**

- Additional trees
- Decorative poles for streetlighting and traffic signals
- Gateway feature at Lake Avenue intersection
- Streetscape improvements at Opportunity Areas
- Additional parking spaces
- Architectural planters and street furniture
- Improvements to pedestrian crosswalks
- Other \_\_\_\_\_ (fill in blank)

**3. Please provide any additional comments, questions or concerns that you may have in the space below. Continue writing on back of sheet if you need more space.**

*At intersection of Mill Street & Bridge Street, when travelling West (toward Bridge) it is always difficult to turn left b/c of vehicle parked in front of floral shop at last parking space. This parking space should be eliminated to prevent line of site obstruction at this intersection.*

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**THANK YOU FOR YOUR TIME AND EFFORT!**

**BRIDGE STREET RECONSTRUCTION**

**COMMENT FORM**

**NAME:**

**EMAIL (OPTIONAL)**

**MAILING ADDRESS (OPTIONAL)**

**1. Please check the box that applies to you:**

- Study Area Resident
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - \_\_\_\_\_)

**2. Please rank the following streetscape elements to be considered for the Bridge Street reconstruction in order of importance from 1 to 8. Please use each number once (with "1" being the most important):**

- 6 Additional trees
- 3 Decorative poles for streetlighting and traffic signals
- 5 Gateway feature at Lake Avenue intersection
- 4 Streetscape improvements at Opportunity Areas
- 7 Additional parking spaces
- 7 Architectural planters and street furniture
- 2 Improvements to pedestrian crosswalks
- 8 Other \_\_\_\_\_ (fill in blank)

**3. Please provide any additional comments, questions or concerns that you may have in the space below. Continue writing on back of sheet if you need more space.**

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**THANK YOU FOR YOUR TIME AND EFFORT!**

**BRIDGE STREET RECONSTRUCTION**

**COMMENT FORM**

**NAME:**

**EMAIL (OPTIONAL)**

**MAILING ADDRESS (OPTIONAL)**

**1. Please check the box that applies to you:**

- Study Area Resident
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - \_\_\_\_\_)

**2. Please rank the following streetscape elements to be considered for the Bridge Street reconstruction in order of importance from 1 to 8. Please use each number once (with "1" being the most important):**

- Additional trees
- Decorative poles for streetlighting and traffic signals
- Gateway feature at Lake Avenue intersection
- Streetscape improvements at Opportunity Areas
- Additional parking spaces
- Architectural planters and street furniture
- Improvements to pedestrian crosswalks
- Other Increase tourism, business, jobs to downtown core (fill in blank)

**3. Please provide any additional comments, questions or concerns that you may have in the space below. Continue writing on back of sheet if you need more space.**

5 year plan → 10 year plan → 20 year plan for downtown core

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## BRIDGE STREET RECONSTRUCTION

### COMMENT FORM

NAME:

EMAIL (OPTIONAL)

MAILING ADDRESS (OPTIONAL):

**1. Please check the box that applies to you:**

- Study Area Resident
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - \_\_\_\_\_)

**2. Please rank the following streetscape elements to be considered for the Bridge Street reconstruction in order of importance from 1 to 8. Please use each number once (with "1" being the most important):**

- 5 Additional trees
- 6 Decorative poles for streetlighting and traffic signals
- 7 Gateway feature at Lake Avenue intersection
- 2 Streetscape improvements at Opportunity Areas
- 8 Additional parking spaces
- 4 Architectural planters and street furniture (not under the drip of buildings)
- 3 Improvements to pedestrian crosswalks (additional?)
- 1 Other maximize pedestrian width on sidewalks (fill in blank)  
planters, lighting + benches either one side or the other.

**3. Please provide any additional comments, questions or concerns that you may have in the space below. Continue writing on back of sheet if you need more space.**

- happy that reconstruction design for storm water-traditional gutter along sidewalk.
- provide bike racks (lockable) • links to bike routes to down town.
- provide garbage receptacles in designs compatible with street <sup>recycle</sup> <sup>land uses</sup> <sup>scapes</sup>
- green designs for watering planters? Can we use any roof run off? <sup>trees</sup>
- like "lookout" ideas

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**THANK YOU FOR YOUR TIME AND EFFORT!**

- any new signage to reflect historic style.
- engage youth or local artists for planters or garbage/recycle enclosures?
- support outdoor patio potential / opportunities.
- off-street parking opportunities in close proximity to businesses.
- are cross walk raised for speed bump ~~for~~ effect.  
(narrowing or bumping out of sidewalk proposal may effect same result)
- bus stops (Ha! Ha!) We can dream!

Great project! - looking forward to seeing/watching the transformation.

## BRIDGE STREET RECONSTRUCTION

### COMMENT FORM

NAME:

EMAIL (OPTIONAL)

MAILING ADDRESS (OPTIONAL):

**1. Please check the box that applies to you:**

- Study Area Resident
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - \_\_\_\_\_)

**2. Please rank the following streetscape elements to be considered for the Bridge Street reconstruction in order of importance from 1 to 8. Please use each number once (with "1" being the most important):**

- 4 Additional trees
- 2 Decorative poles for streetlighting and traffic signals
- 6 Gateway feature at Lake Avenue intersection
- 5 Streetscape improvements at Opportunity Areas
- 7 Additional parking spaces
- 3 Architectural planters and street furniture
- 1 Improvements to pedestrian crosswalks
- Other \_\_\_\_\_ (fill in blank)

**3. Please provide any additional comments, questions or concerns that you may have in the space below. Continue writing on back of sheet if you need more space.**

MORE LIGHTING — IMBEDDED IN CROSSWALK PAVEMENT  
— LIGHTING IN PLANTERS, SIDEWALK EDGES

FORGET USELESS BULKY RECYCLING CONTAINERS  
→ EVEN THOSE OF US REASONABLY INTELLIGENT  
AND ENVIRONMENTALLY CONCERNED CAN'T FIGURE OUT

Please provide comments by Monday, February 10, 2020 to:

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Toronto, ON M2J 4Z8

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**THANK YOU FOR YOUR TIME AND EFFORT!**

CONT'D.

WHICH SLOT TO USE + MOST DON'T CARE.

HAVE ATTRACTIVE WASTE CONTAINERS FOR NOW.

**BRIDGE STREET RECONSTRUCTION**

**COMMENT FORM**

**NAME:**

**EMAIL (OPTIONAL)**

**MAILING ADDRESS (OPTIONAL)**

**1. Please check the box that applies to you:**

- Study Area Resident
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - Carleton Place Environmental Advisory Committee - Secretary)

**2. Please rank the following streetscape elements to be considered for the Bridge Street reconstruction in order of importance from 1 to 8. Please use each number once (with "1" being the most important):**

- 4 Additional trees
- 7 Decorative poles for streetlighting and traffic signals
- 6 Gateway feature at Lake Avenue intersection
- 3 Streetscape improvements at Opportunity Areas
- 8 Additional parking spaces
- 5 Architectural planters and street furniture
- 2 Improvements to pedestrian crosswalks
- 1 Other No street parking on Bridge St (downtown) (fill in blank)

**3. Please provide any additional comments, questions or concerns that you may have in the space below. Continue writing on back of sheet if you need more space.**

Widening the sidewalks by capturing space currently used for on-street parking would allow for more pedestrian traffic and an opportunity for larger outdoor patios, street vendors etc. Sidewalks on both sides of the street could be widened and steps going into buildings could be widened and less steep.

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**THANK YOU FOR YOUR TIME AND EFFORT!**

Adding a right turning lane at Lake Ave instead of the Yield (at the gas bar) would improve traffic flow and make the intersection safer.

Having steps made less steep and wider/deeper going into businesses would make buildings ~~or~~ more accessible.

Improve lighting on paths between buildings that go to parking behind businesses.

Have signs that show where off-street parking is.

More garbage + recycling receptacles.

Water bottle filling station

Make sure bridge will withstand 300 year flood plan → fast water and high levels.

Pedestrian crossings well marked and well lit. ~~text~~ Have accessibility indicators (audible signals for sight impaired)

Maximize greenspace and use mature trees that will provide lots of shade. Consider fruit trees to provide food (snack) for those who want/need it.

Gated Street so that Bridge Street can easily be closed for events + festivals. Open during the day for deliveries etc. but closed after 4pm and Pedestrian Only. (May to October)

~~PC/SA~~



## BRIDGE STREET RECONSTRUCTION

### COMMENT FORM

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

EMAIL (OPTIONAL): \_\_\_\_\_

MAILING ADDRESS (OPTIONAL): \_\_\_\_\_

**1. Please check the box that applies to you:**

- Study Area Resident
- Resident Living Outside the Study Area
- Study Area Business
- Business Outside the Area
- Technical Agency/Interest Group Representative (Please Identify - \_\_\_\_\_)
- Other (Please Identify - \_\_\_\_\_)

**2. Please rank the following streetscape elements to be considered for the Bridge Street reconstruction in order of importance from 1 to 8. Please use each number once (with "1" being the most important):**

- ~~8~~ Additional trees
- ~~8~~ Decorative poles for streetlighting and traffic signals
- ~~8~~ Gateway feature at Lake Avenue intersection
- ~~28~~ Streetscape improvements at Opportunity Areas
- 1  Additional parking spaces
- ~~8~~ Architectural planters and street furniture
- 1  Improvements to pedestrian crosswalks
- ~~—~~ Other \_\_\_\_\_ (fill in blank)

**3. Please provide any additional comments, questions or concerns that you may have in the space below. Continue writing on back of sheet if you need more space.**

~~The Bridges are both a necessity to repair and to replace as required for the safety and operation of the town.~~

~~Roads throughout the town are always needing repair and sometimes get into a bad state before money is available for their upkeep. As a taxpayer the roadways and walkways are very important as they are what we use every day to get around the town.~~

~~With Climate Change, we are experiencing different types of weather. The winters~~

**Please provide comments by Monday, February 10, 2020 to:**

Continue on back →

By Email: dosullivan@rvanderson.com

By Mail: David O'Sullivan  
c/o R.V. Anderson Associates Limited

## BRIDGE STREET RECONSTRUCTION COMMENT FORM

have changed. There are many more streets and snow removal has become a different kind of problem for the Town. Many streets are hard to get around, sidewalks are not usable or unsafe in some areas. Bridge Street hadn't been cleared away last Saturday for the merchants to do business. Now don't get me wrong. I am not complaining. I am just recognizing another area of concern as it is a difficult job to predict and manage and will most likely need a larger budget to cope with this aspect of Town Services as we deal with climate change.

There are other expenses that come with the increase in population. One example is the need of a new Arena or some major repairs to the one we have.

As a taxpayer, I want my money to be used wisely.

Our Main (Bridge) Street, has been quite a worry for many years. There were many empty buildings and the buildings were becoming quite run down looking because the owners couldn't afford to keep them up. Making Bridge Street a beautiful place to look at and sit around on will not make it a successful place. I give you the examples of Sparks Street and the Rideau Street. These are perfect examples of that. The council and business organizations worked hard to

## COMMENT FORM

redevelop the towns business core on Main (Beckwith) Street and had a lot of success. However, it is not a wonderfully successful place yet and if the cost of owning a building in that area goes up we will again see we are on shaky ground as far as keeping these businesses viable. You could say -"If we build it they will come." perhaps but history shows it differently.

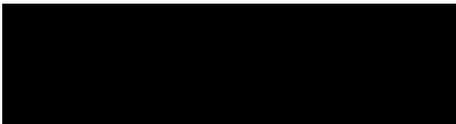
Young people aren't wanting to stroll along the street. They want to get what they need and get out on their bikes on the great trails which are available now or off to the park areas or their children's activities. If you are thinking that having a lovely looking downtown will bring these new residents there to shop, I believe, you are wrong. Merchandise and Services are what will bring the people.

Our community is growing and growing fast. We need to be looking at the money available for updating our water and sewage facilities. Yes, we do get money from the developers. However, will it really be enough when we start the up grading? I for one do not think it will and the taxpayers do not want to have to put out large sums of money to fund this process as they did in the past.

COMMENT FORM

I believe that the majority of tax payers in this town would not vote to have all the major changes you are proposing for Bridge (Main) Street. I also feel that the majority of tax payers have not been made well aware of what you are proposing and that is wrong as they are the ones paying for it.

Sincerely,



---

**APPENDIX 5**

**ONLINE COMMENT FORM RESULTS &  
RESPONSES**

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## ONLINE COMMENT FORM RESULTS

### Question 1 – Please check the box that applies to you:

- Study Area Resident
- Resident Living Outside Study Area
- Study Area Business
- Business Outside Study Area
- Technical Agency/Interest Group Representative
- Other

### Question 1 – Results

You are	Number of Responses
Study Area Resident	98
Resident Living Outside Study Area	86
Study Area Business	4
Business Outside Study Area	5
Technical Agency/Interest Group Representative	3
Other	9
No Answer	3

### Question 2 - Please rank the following streetscape elements to be considered for the reconstruction in order of importance (1 being the most important)

- Additional Trees
- Decorative Poles for Streetlight and Traffic Signals
- Gateway Feature at Lake Avenue Intersection
- Streetscape Improvements at Opportunity Areas
- Additional Parking Spaces
- Architectural Planters and Street Furniture
- Improvements to Pedestrian Crosswalks

### Question 2 – Results

Ranking	1	2	3	4	5	6	7	Overall ranking (Lowest as Most Important)
Additional Trees	29	23	29	24	21	28	17	3.8
Decorative poles for streetlighting and traffic signals	15	27	27	33	30	26	15	4.0

Gateway feature at Lake Avenue Intersection	9	16	13	27	24	25	52	5.0
Streetscape improvements at opportunity areas	13	32	49	3	28	12	10	3.5
Additional Parking Spaces	39	24	13	12	19	30	3	3.4
Architectural planters and street furniture	15	22	37	21	30	28	17	4.1
Improvements to Pedestrian Crosswalks	59	33	18	17	14	19	17	3.1

**Question 3 - Please Identify any element you feel is of importance but was not listed above**

- Ballygiblin Riot sign to be replaced, Roy Brown statue should be placed in Roy Brown Park as area designated was a problem for vandalism in the past when a planter was installed at that site; Downtown sign (to be placed at bridge) will spoil area, a fountain feature could be installed at falls with lights underneath to shine at night giving the area a touch of class and something other towns do not have; and also light up town hall using different theme lights to emphasize it's beauty. Has anyone thought of restoring the clock at the old post office?
- Clean off sidewalks.... delete sidewalk patios...advertising billboards...planters and garden objects.... make room for pedestrians.
- Annual Street Closure for month in Summer to allow street seating, bistro etc.
- Improving property standards for homeowners and landlords. Driving in and out of Bridge Street, there are several run-down properties that make Carleton Place look ghetto. Some are unoccupied, some riddled with litter and falling apart. The town is only now going to look nice if everyone is held accountable.
- Accessibility into store fronts
- ALLOW FOR SIDEWALK CAFES IF POSSIBLE
- More pedestrian crosswalks
- Building facades
- Plenty of room for accessibility
- Tree lighting year-round was a beautiful feature! Would love to see that continue.
- A walking bridge across the river such as a Bailey bridge for people who don't drive, way to far for people off Bridge St west to get to trail every day
- Sidewalks are in fine shape but road needs paving.
- Artwork representing history on side of buildings, as well as the cultural and historical components of the downtown. I really enjoyed seeing the veteran flags.
- Better winter maintenance to assist access to businesses
- Ability to hang banners on light poles. Example: Legion veteran banners around Remembrance Day, seasonal banners throughout the year.

- If not already included in the design, crosswalks should include pedestrian activated lights, similar to intersections
- Slower speed limit. Should be no higher than 40.
- A clever decorative lighting feature. Such as LED lighting lining the streetlamps or flowerpots
- Re-pavement of the entire street, as it is far too bumpy and many of us avoid Bridge Street when possible.
- 1. area maps showing attractions, merchants, services 2. heritage interpretation boards outlining activities, lifestyles, and streetscapes of prior eras
- Bicycle accommodation
- Building face lifts
- Make Bridge St. one way from Mill Street to Lake Ave with Beckwith St. as it's complimentary reverse direction street.
- where space is possible outdoor cafes would be nice
- Allocating space for future transit stops (shelters or space for pick up/drop off) for both local, commuter and charter buses. Bike racks!
- Elimination of random advertising signs and sidewalk signboards, or enforcement of bylaw if it already exists. Improving accessibility for those with mobility issues
- Parking, mainly loosing parking spots in front of the Carleton Place, Masonic Temple (Above Coldwell Bankers and Apple Cheeks)
- I wish there is some way you could have a parking area where disabled people could enjoy the view of the river while having a coffee or sandwich etc.
- Sidewalk maintenance/improvement
- Prohibit trucks on Bridge St and the bridge with the exception of emergency vehicles and local deliveries.
- Extra set of streetlights on Corner of Bridge and Allan street
- Sidewalk upgrade
- One way on bridge St with Slanted parking on one side. NO PARKING ON EITHER SIDE OF LAKE AVE, EVER!
- I don't think a lot of money needs to be spent on "beauty" or modern features. We need a safe, easily accessible bridge and downtown core with visible corners and crosswalks for pedestrians and drivers.
- clear path down sidewalks
- Maintenance to existing buildings and stores
- accessibility for those in a wheelchair
- Refurbishing some of the dingy storefronts and buildings
- Accessibility!!!! To stores, sidewalks, etc.
- good flow of traffic without school busses stopping or delivery trucks blocking traffic
- Handicap accessibility
- Increased visibility at each intersection. If increasing visibility is too tough maybe increase amount of traffic lights. More lighting at night. It's too dark.
- Creating an identity for the downtown core to attract residents & visitors
- Hwy7 Townline traffic signal
- Importance of the Trees to Bridge Street. This is more important than Additional Trees.
- Have it be wheelchair and stroller accessible.
- No crosswalk in front of Chasin Turkeys & Applecheeks - we both have a lot of clients that need close parking Handicap parking spot to remain I front of chasin Turkeys. We

have daily programs from LCSS that require close parking in order to bring clients in and out of facility

- Storefront aesthetic standards
- lower the speed limit and enforce it
- Even, level ground
- Accessibility into businesses for wheelchair / strollers
- Clean up the houses - like paint
- Improvements to Storefronts for esthetics
- Cross walk lights
- Note was not sure what streetscape improvements at opportunity areas is
- More overnight parking available!
- Would be nice if some means of locking bicycles that didn't impede pedestrians could be incorporated into the design.
- Keep the bridge open during renovations. Not everyone can drive and use the back bridges
- Bike lane, Better signage to promote downtown core along hwy7 and Trans Canada trail. Reusable totes or baskets to encourage shopping with less waste. Music piped through downtown to create ambience and encourage pedestrian traffic. Park and Walk lot in central location (old Tim Horton's/high street lot).
- Get rid of all on street parking, widen the sidewalks significantly and expand patios, increase parking on parallel and side streets commensurately with some well lit/decorated alleys to pass through.
- More benches everywhere
- one-way street to give more parking
- Would like the street to be pedestrian traffic only.
- Walking bridge over Mississippi and possibly dock or park
- we should have recycle bins big one as we are a area who recycles a lot of items and most people are throwing out trash that is really mostly recycle because they don't have a recycle area to put it.
- Wider sidewalks
- Bridge St needs to accommodate bikes. We already have lots of parking for visitors and merchants in and around the core of downtown.
- Refurbishing of Bridge street all the way to Townline as its also an entrance to the business area of main street at the same time.
- COST. Please remember that our taxes are high enough. I pay more here than in the city
- Decorative lighting, on featured buildings , old Comba facade , Presbyterian church, From across the street to the Granary , murals , and the waterside of the old Fleming building .

**Question 4 - Please Identify any element you feel is of importance but was not listed above**

- Every care must be taken to ensure that businesses along Bridge St. are accessible during the period of construction.
- Bridge Street should be one way between Lake and Mill Street. More sidewalk space and parking would be available.
- I feel that the parking in front of our store - Natural Pet Foods is vitally important as customers are carrying large bags of food and litter, some of them elderly or handicapped. Occasionally staff have to help and to walk some distance is not practical. Survival of small business is important for Bridge Street and accessibility for customers is essential. Survival of one small business indirectly affects all especially as "big box stores" have ample parking. Please reconsider removing the parking in front of our store on Bridge Street. Thank you.
- The existing green signs at corner of Bridge and Townline are often missed by drivers; change to draw attention to downtown area. The courtesy walks need to have flashing lights to call attention to drivers to stop! Trash bins at corners of residential areas would help, enforce fines for littering and poop and scoop. Areas of town have turned into dog parks and the stench is really bad in the springtime. Speed limit should be lowered in downtown area; drivers continue to leave open doors of vehicles; double-parked vehicles are also a problem on Bridge Street. Encourage another restaurant/grocery store into area. Copies of maps/tour guides need to be replenished more often available for tourists.
- Tear down or burn the old Olympia Restaurant. The boarded old house on Bridge Street across the road from William Street.
- I have big concerns about property maintenance standards around town. The length of time properties are left unoccupied and falling down is unacceptable.
- OVERALL, I FEEL THIS WILL BE A GREAT IMPROVEMENT FOR OUR COMMUNITY
- Little consideration of how new businesses might be accommodated.
- I don't believe that taxpayers should pay for businesses to have additional sidewalk space for cafes.
- Would love the stores to stay open later
- I think better accessibility to shops on main street should be addressed. With the increased traffic in town the on street parking on main street is becoming more dangerous as people just open their doors and get out of their cars, not aware of on coming traffic and the increased use of trucks unloading merchandise to stores blocking whole lanes on the street. Can combo garbage/recycle bins be installed on main street.
- Please consider the waste of energy from the tree lights left on year-round. They are lit in the evening, when at least 3/4 of the BIA is closed after 5 (except Thursday's). It's like highlighting "welcome to our beautiful, but closed, downtown Carleton place". Perhaps a plan of how to better utilize the lights, maybe on Thursday's, Saturday's and Sunday's would be a better strategy.
- 4-way Stop - because of the Detour route, a 4-way stop should be considered on the corner of Beckwith and Franklin streets. Beckwith St. is busy; cars are fast and there is a blind corner due to the house opposite the dental office making it difficult to proceed through the intersection.
- Again, lower the speed limit.

- Think it is important but think we should keep total cost in mind and work within a budget and not go too far over approved spending limits. We can go back and add other elements at a later date
- Ground level gardens will be hard to maintain and look junky after a few years. There needs to be a good size of new trees 100 mill so we can be proud of them. Many of the new trees that have been recently planted are small sticks with not decorative value.
- I would like the plaque currently installed on the bridge retired to the Museum, if it won't be reinstalled.
- Same as question 6.
- I think every effort should be made to make our Main Street pedestrian-friendly and add additional parking on Beckwith and Victoria streets
- Sidewalks that are accessible and manoeuvrable regardless of mobility levels.
- Save existing trees!!
- Make the disruption as short as you can for existing merchants & business on Bridge St. They will benefit from the improvements over time but have to be able to survive the transition to eventually recover their losses suffered during construction.
- As the Owner of 53, 55 and 57 Bridge street we have concerns in ref to losing the parking spots in form of this building. The Masonic Lodge holds 3 meetings per month of which a majority of the members are above 50 years old. One the parking spots out front is for handicap, which the lodge has a few members that require this.
- I think this is a great start to making Carleton place a destination place!!! I love the ideas you are coming up with...please, please keep the old fashioned look ( like Niagara on the lake) we need this and more areas too....but this is a great start!!
- If you are committed to making the downtown more pedestrian friendly and liveable as set out in the Official Plan and Development Permit Bylaw, then take the through town truck traffic out of the downtown. Redirect it around the downtown onto McNeely, Town Line and Highway 7.
- Our Business The Carleton Place Denture Clinic requires more parking for our patients and we need a ramp out front for our patients to enter our building. Many of our patients are not mobile. Without a ramp it becomes very dangerous for our patients to enter and leave the clinic.
- Please learn from Arnprior's downtown redevelopment mistakes. Do NOT put narrowing "bulbs" of sidewalk at the intersections. It causes havoc when trying to turn corners. The design is ridiculous and does not give barely enough room to turn a corner with a car in the adjacent lane (especially in winter with snow accumulation). They have had to reroute truck traffic because they can't make the turns. Wide sidewalks are great but when it compromises the width of the driving lanes then it needs to be reconsidered.
- The area in front of 51,53,55,57, and 61 Bridge Street will lose the parking spots in front of their locations in the proposal that was shown to us. The spots that will added to the municipal parking lot will not make up for the lose of those spots. The parking spots are used all day long by patrons of Chasin' Turkeys, Apple Cheeks, Coldwell Banker, Natural Pet Foods as well as to other area businesses. The clientele that I see using those spots would not park in the municipal lots and walk down. I see people getting out with their dogs, people carrying large bags of dog food to their cars from Natural Pet Foods. People are in and out of Chasin' Turkeys all day long and into the evenings too. A lot of the seniors have a hard time walking to far. Many people who are having birthday parties park out front making it easy to unload party supplies and pack things up again when the party is over.as the owner of Apple Cheeks I decided on that location because there was parking right in front of the store,. I run a consignment store so drop

offs are major part of my business. Try crossing the road or walking up after parking in one of those extra spots created in the municipal parking lot with your items to drop off and your small children in tow. In front parking is much easier and something that I think is required for my business. Also required is to maintain a disabled parking spot as close to the current one as possible. It is an essential spot that can not be lost in the revamp. I see no reason why two parking spots can not remain in front of AppleCheeks and Coldwell Banker. It would allow the required distance on each side of the crosswalk and the required distance from the corner of Albert Street. I don't see why we would need sidewalk all the way from the crosswalk to the corner of Albert St.

- Street lighting should be more beneficial as opposed to decorative. Decorative is good, but please make sure it lights up and gives the downtown a place you feel like walking to in the dark.
- Are the small business going to be helped through the process? It would be a shame to lose what little small business we have left because of a project that takes too long.
- A well treed Bridge street is extremely important as in discussing why families moved here it was because of trees on Bridge Street. I can name the individual, but I won't. It is nice to see you using the open planter idea in areas that you can. This will increase survival and growth of the trees. There seems to be open grass areas near 92 Bridge street. Can this not be utilized for trees. Also, area of existing trees in front of H&R Block We recommend you get in touch with Kitchener and Bellville who have gone through reconstruction of their main street and planting of trees. What was their experience Remove of existing trees must be done using professionals and planted on town property. Professionals who have done street scaping must be used when planting trees and use structural soils. Species to be planted must be approved by the Urban Forest Advisory Committee.
- How will access to local stores be impacted during the construction phase?
- Parking is already a BIG problem for us. Removing spaces would impact our business.
- love the flower boxes on the bridge
- I don't think much is needed to improve it. Flowers are put on streetlamps and lights on the trees in the winter make it look lovely.
- Quicker they start the better
- See above
- Spend less on looks and more on practical. No more flowers, more towards helping those in need
- Less obstructions (parking space, sign boards etc) near pedestrian crossing. The crossings should be 'vehicle stopping required - NOT optional'.
- Sidewalks everywhere please. Most importantly on Hwy 7.
- Parking parking and more parking
- we should have recycle bins big one as we are a area who recycles a lot of items and most people are throwing out trash that is really mostly recycle because they dont have a recycle area to put it.
- I was not happy with the new bridge design. Too theatrical and somewhat tacky. While I agree and appreciate trying to preserve the masonry and historical feel.
- Complete refurbishment from lake to Townline to keep symmetry and lifetime the same
- Again, please be conscious of the costs
- Do not do what Arnprior did with the gutter to the left of on street parking spaces. It makes getting in and out of a vehicle hard for elderly drivers and makes you step out of your car into a slush filled ditch in the winter
- Parking is definitely a huge challenge on Bridge st

- More outdoor, spaces to sit, relax and enjoy the townscape, be that benches, more outdoor cafe spaces , or street art.

**COMMUNICATION 131037**

Received From: Dave Young, Director of Public Works  
Addressed To: Committee of the Whole  
Date: March 3, 2020  
Topic: 2020 Overlay Program

**SUMMARY**

Town Staff have evaluated a number of streets and have developed a recommendation relating to the 2020 Asphalt Overlay Program.

**COMMENT**

After evaluating streets for consideration for the 2020 overlay program, staff is recommending Patterson Crescent from the intersection of Francis Street to the most western limit, at the intersection with Begley Street.

The scope of work would include the complete removal of existing asphalt and replacement with new asphalt. This section of road was originally constructed in various phases, but all segments are over 20 years old. The road base is still in good condition therefore the replacement of the asphalt surface should extend the lifespan of the road section for a number of years.

This road section was previously identified by staff but could not be completed due to budgetary constraints. It is felt that if this section is not completed soon then it would require increased rehabilitation to replace the road base which increases the construction cost per meter.

Staff has developed a conservative cost estimate for this work and if pricing is favourable, the limits of work could be amended easily in order to take advantage of cost savings.

Work is progressing on other elements of the 2020 Capital program. Staff is working on the design for the final section of High Street. This project will be combined with the overlay program in the tender with work being administered by Staff.

The Bell Street design is also progressing well. This project has been incorporated with R.V. Anderson's scope of work, with the intent of combining this project with the Gillies Bridge Rehabilitation and McArthur Island Watermain Crossing.

Staff is making plans to host a Construction Open House in April in order to provide residents and businesses an opportunity to view construction plans and address any questions and/or concerns relating to the proposed work. This event will be advertised for the general public and direct notification will be provided to residents and businesses who are directly affected by these projects.

**FINANCIAL IMPLICATIONS**

The current cost estimate for this proposed Overlay Project is just under \$300,000 with an approved budget amount of \$325,000. Staff feels it is preferable to keep the scope of work under the proposed budget and if pricing received through the tender process is favorable, limits of work can be expanded.

**STAFF RECOMMENDATION**

THAT staff be directed to incorporate Patterson Crescent from Francis Street to the most westerly limit at the intersection of Begley Street into the Town's 2020 Capital Overlay Program.

**COMMUNICATION 131038**

Received From: Dave Young, Director of Public Works  
Addressed To: Committee of the Whole  
Date: March 3, 2020  
Topic: Award of Solid Waste Collection and Disposal Tender

**SUMMARY**

The Town’s current solid waste collection and disposal contracts expire May 31<sup>st</sup>, 2020. The Town received four (4) bids in response to its solid waste collection and disposal tender. Staff is recommending Council accept the lowest bid from GFL Environmental (with TOPPs Environmental Services as its subcontractor for collection) in the amount of \$361,342.20 for the first year of the a 5-year contract.

**BACKGROUND**

Tenders were received up until 11:00 a.m. on Friday, February 21<sup>st</sup>, 2020 for the provision of Solid Waste Collection and Disposal Services. This tender was developed in partnership with Montague Township, as both municipalities require similar services. The tender was structured such that each municipality enters into its own separate contract. This ensures that each municipality’s unique requirements are met and allows each party to accept the most favourable submission. The following bids were submitted:

<b>RANK</b>	<b>CONTRACTOR</b>	<b>PRICING FOR THE FIRST YEAR OF SERVICE</b>
1	GFL Environmental	\$361,342.20
2	Tomlinson	\$657,999.60
3	Glenview Iron and Metal	\$661,416.00
4	Waste Management	\$951,198.00

Note: HST is in addition to the above prices

**COMMENTS**

Staff has reviewed the tender submissions and have found them to be complete. The low bid received is from the Town’s current contractors, GFL Environmental with Topps Environmental Services (TES) as the subcontractor that provides the collection services.

The tender allowed for the option of the bidder making alterations to the current collection routes. As part of the tender submission, GFL has indicated that they would propose to keep current routes in place.

Currently solid waste services are provided through two (2) separate contracts, one for collection services, and a separate contract for disposal. Staff has combined both into one (1) contract for a 5-year term, with the ability to extend the new contract for two (2) further 1-year terms subject to the agreement of both parties. There are also provisions within the new contract that would require the contractor to enter into negotiations

should the Town wish to pursue a pilot project such as an organics program during the term of the contract.

The Town's current contracts end May 31st, 2020, with the new contract commencing June 1<sup>st</sup>, 2020.

### **FINANCIAL IMPLICATIONS**

The lowest bid received in response to the Town's solid waste collection and disposal tender is \$361,342.20 plus HST. After taking into account the Town's net share of HST, the amount to be funded from the budget is \$367,701.82. The Town's total budget for Solid Waste Collection and Disposal is \$485,000, therefore it is anticipated that there will be a cost savings for these services of just over \$117,000. This cost will be adjusted annually as per the terms of the contract to recognize new stops for collection due to growth within Town. Also, the tender included provisions for Consumer Price Index and Fuel Cost Adjustments over the life of the contract.

Staff is still in the process of reviewing submissions relating to the Recycling Material Collection and Processing RFP which closed at the same time as the Solid Waste Collection and Disposal Tender however, it appears that there will be significant cost increases relating to these services that will require redistribution of the solid waste disposal and collection cost savings to the recycling material collection and processing services.

### **STAFF RECOMMENDATION**

THAT Council authorize the Mayor and Clerk to enter into a 5-year agreement with GFL Environmental for the provision of Solid Waste Collection and Disposal Services.

# Town of Carleton Place Draft Highway District Secondary Plan and Draft Official Plan Amendment

## Statutory Public Meeting

Town of Carleton Place, Town Hall  
Council Chambers, 175 Bridge Street, Carleton Place

Special Committee of the Whole Meeting – March 3, 2020

Presented by: Nadia De Santi, MCIP, RPP

Michael Hanifi, MPI

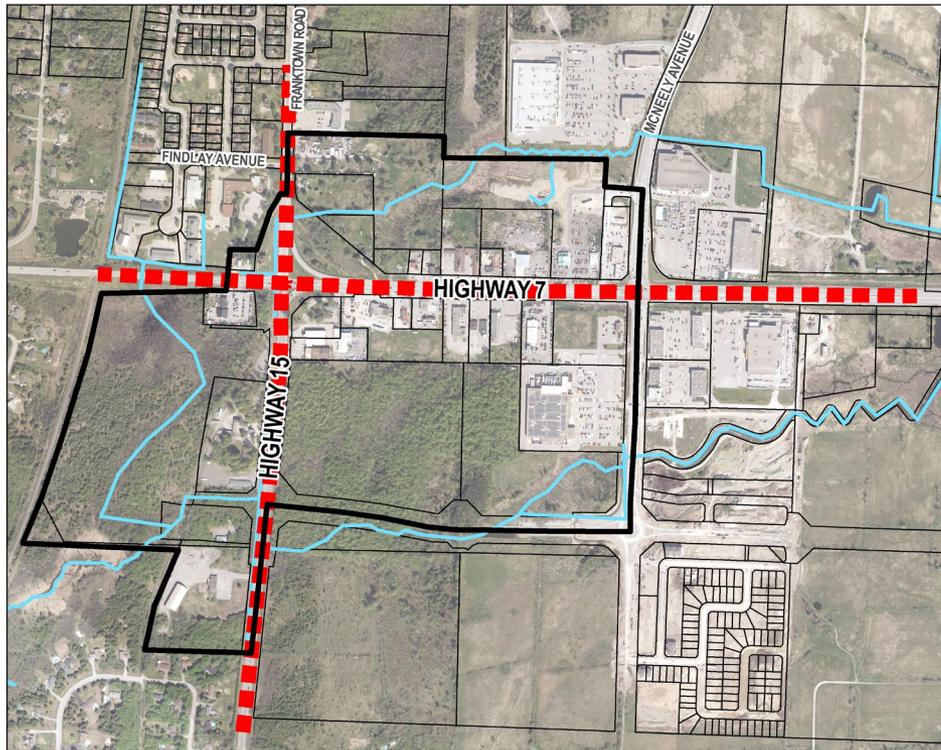
# Presentation Overview

- 1 Project Overview and Process
- 2 Key Changes from Draft Secondary Plan (Jan. 16, 2020) to Revised Draft Secondary Plan (Feb. 11, 2020)
- 3 Schedules (Maps) from Secondary Plan
- 4 Official Plan Amendment
- 5 Next Steps

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# Project Overview and Process

- This Plan was developed in parallel to MTO's Highway 7 and Highway 15 Intersection Improvements Preliminary Design and Class EA Study as a separate study, through an integrated Planning and Class EA process.



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

Secondary Plan Study Area:  
Approx. 74 hectares (182 acres)

# Secondary Plan Vision and Guiding Principles

## Vision:

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

## Guiding Principles:

- Create a safe, welcoming, and accessible area that provides all modes of travel with convenient access through the area.
- Provide opportunities for properties to be accessed by active modes of transportation.
- Enhance redevelopment opportunities for vacant and underutilized properties with safe access and design.
- Create gateway and wayfinding signage that is visible and welcoming.
- Establish alternative access points to reduce potential conflict and meet driver and land owner expectations.
- The Highways are expected to carry large volumes of traffic, between principal areas of traffic generation, regionally and interregional. Access to these roads shall be limited to a level that will not interfere with the primary function of moving traffic.

# Public Consultation Process

- Three (3) landowner meeting sessions were held in 2018 and 2019 to discuss the vision of the Secondary Plan, review alternative options for the Secondary Plan Study Area, and discuss the Draft Secondary Plan.
- Two (2) Public Information Centres as part of the Preliminary Design and EA Study were also held as part of the Integrated Planning Act and EA approach in 2018 and 2020.
- Individual landowner meetings and numerous discussions were also held throughout the process.
- A Statutory Public Open House and Council Meeting were held on January 30, 2020.
- Statutory Public Meeting at a Special Committee of the Whole – Today.

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# Key Text Changes - From Draft Secondary Plan (Jan. 16, 2020) to Revised Draft Secondary Plan (Feb. 11, 2020)

## Section 5.1.4 Active Transportation and Recreational Vehicle Routes Policies

The northerly trail, as outlined on **Schedule D**, is expected to follow a required drain, which includes a 30-metre setback of undevelopable land.

The trail will also continue north of Findlay Avenue and connect to the OVR Multi-use Trail, subject to further community consultation and determination of design details. The following policies apply:

4. Trails are to be made accessible to all, with adequate surfaces and widths to accommodate all pedestrian movement.

# Key Text Changes - Cont.

## Section 5.1.8: Streetscaping Concept Policies

3. Landscaping will be incorporated at the two intersections, where property is available, at Highway 7/Highway 15 and Highway 7/McNeely Avenue., as per the Concepts illustrated in **Figure 5-1** and **Figure 5-2** are conceptual illustrations of potential landscaped areas.

# Key Text Changes - Cont.

## Section 6.5: ~~Secondary Plan~~ Official Plan Amendment

An Official Plan Amendment (OPA) to the Town's Official Plan is required to implement the Secondary Plan. The effect of the OPA would be to:

- Add a new Section 8 to reference Secondary Plans in general, and add a new subsection 8.1 to reference the Highway District Secondary Plan;
- Amend Section 2.4 Gateways to add policies pertaining to gateways and wayfinding signage; and
- Amend Schedule A of the Town's Official Plan to correct the boundary of the Highway District and Industrial Campus designations to follow the new property lines west of Highway 15.

The Secondary Plan adoption will result in a new Section 8 within the OP. Section 8.1 of the OP will include reference to this Secondary Plan and will also state, "This Secondary Plan was based on the existing land use designations from the Town's Official Plan. Any changes to the land use designations would be contemplated at the time of a municipal comprehensive review".

Schedule A of this Plan, once adopted by the Town of Carleton Place Council and approved by Lanark County, will also amend Schedule A of the Official Plan to have the ~~Business Park Campus~~ Highway District and Industrial Campus designations follow the new property lines west of Highway 15, as per Schedule A of the Highway District Secondary Plan. and the Residential District be entirely south of ~~Captain A. Roy Brown~~.

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# Key Schedule Changes

## Schedule A (Conceptual Demonstration Plan)

- Added existing intersection on McNeely where the Home Depot is.
- Updated Schedule A to change some land use designations based on Paul's markup for the Official Plan amendment corrections.
- Shifted the Beckwith Trail to the east side of McNeely for clarity.
- Continued the sidewalk along the West side of McNeely all the way to Roy Brown.

## Schedule C (Road Network – Existing and Proposed)

- Added existing intersection on McNeely where the Home Depot is.

## Schedule D (Active Transportation and Recreational Vehicles)

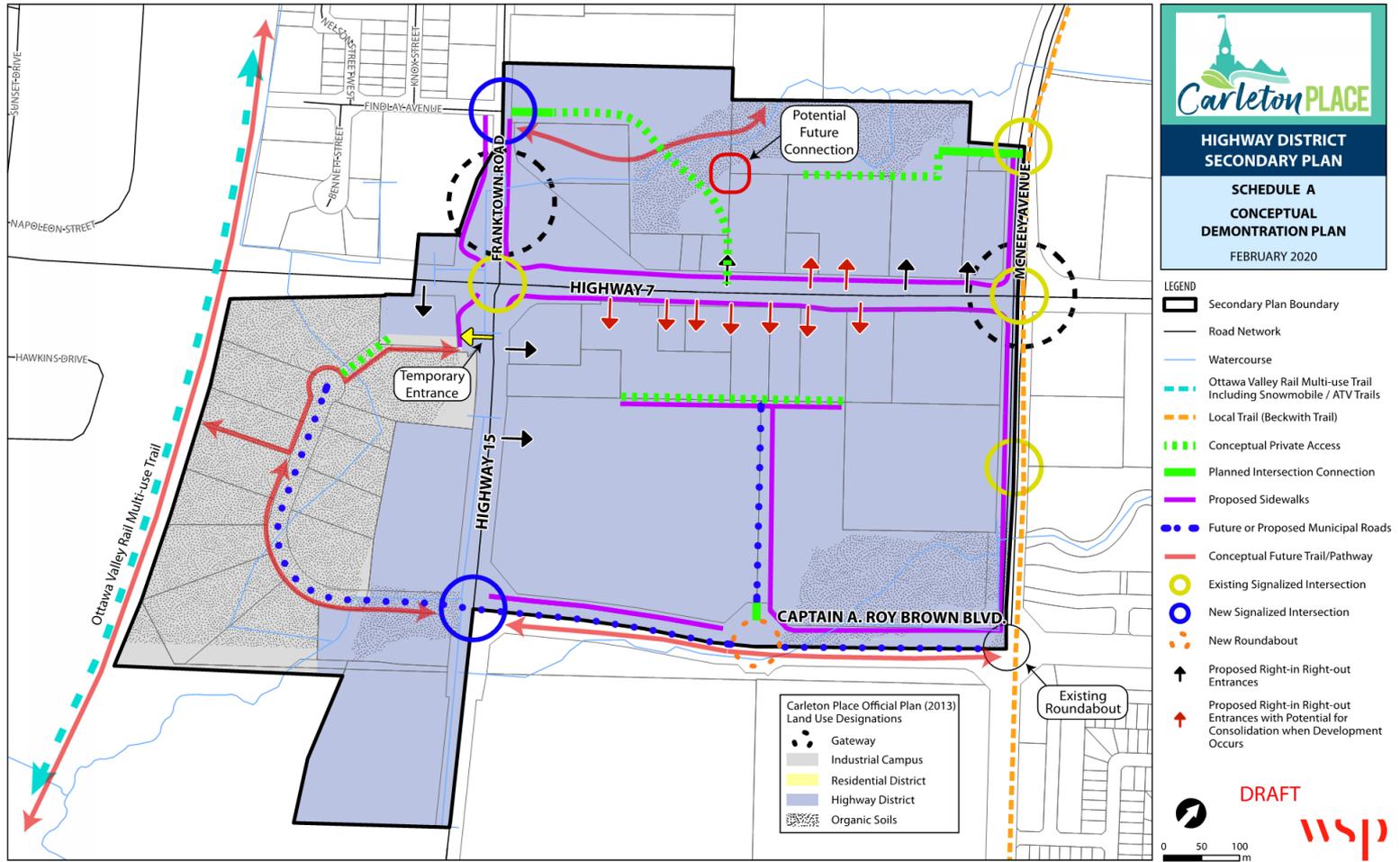
- Moved the red arrow for the conceptual trail to meet Franktown Road.
- Shifted the Beckwith Trail to the east side of McNeely for clarity.
- Continued the sidewalk along the West side of McNeely all the way to Roy Brown.

## Schedule E (Gateway Locations)

- Removed the yellow icon “Proposed Gateway Sign Locations” at Highway 15 and Franktown.

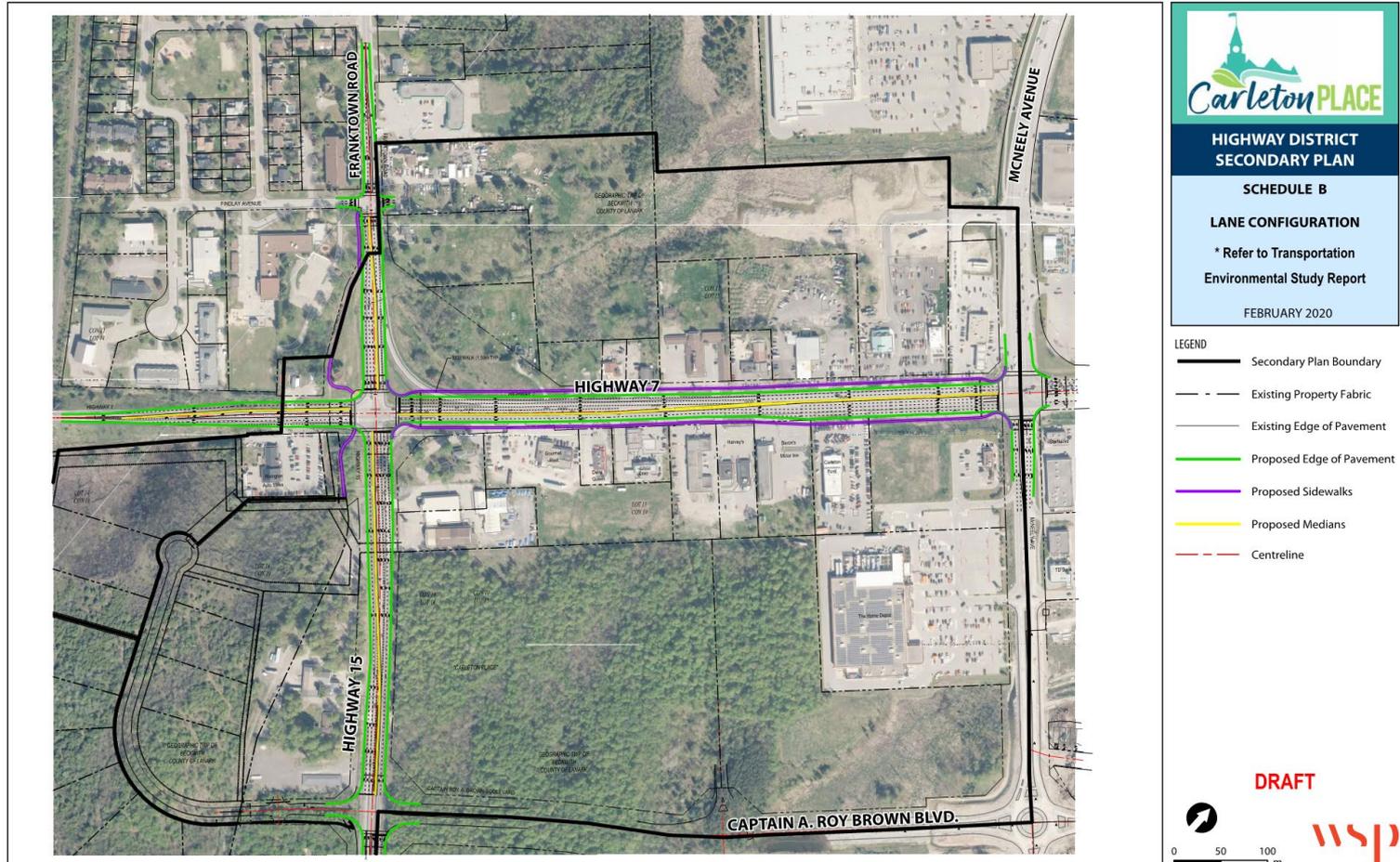
# Secondary Plan Schedule A – Conceptual Demonstration Plan

10



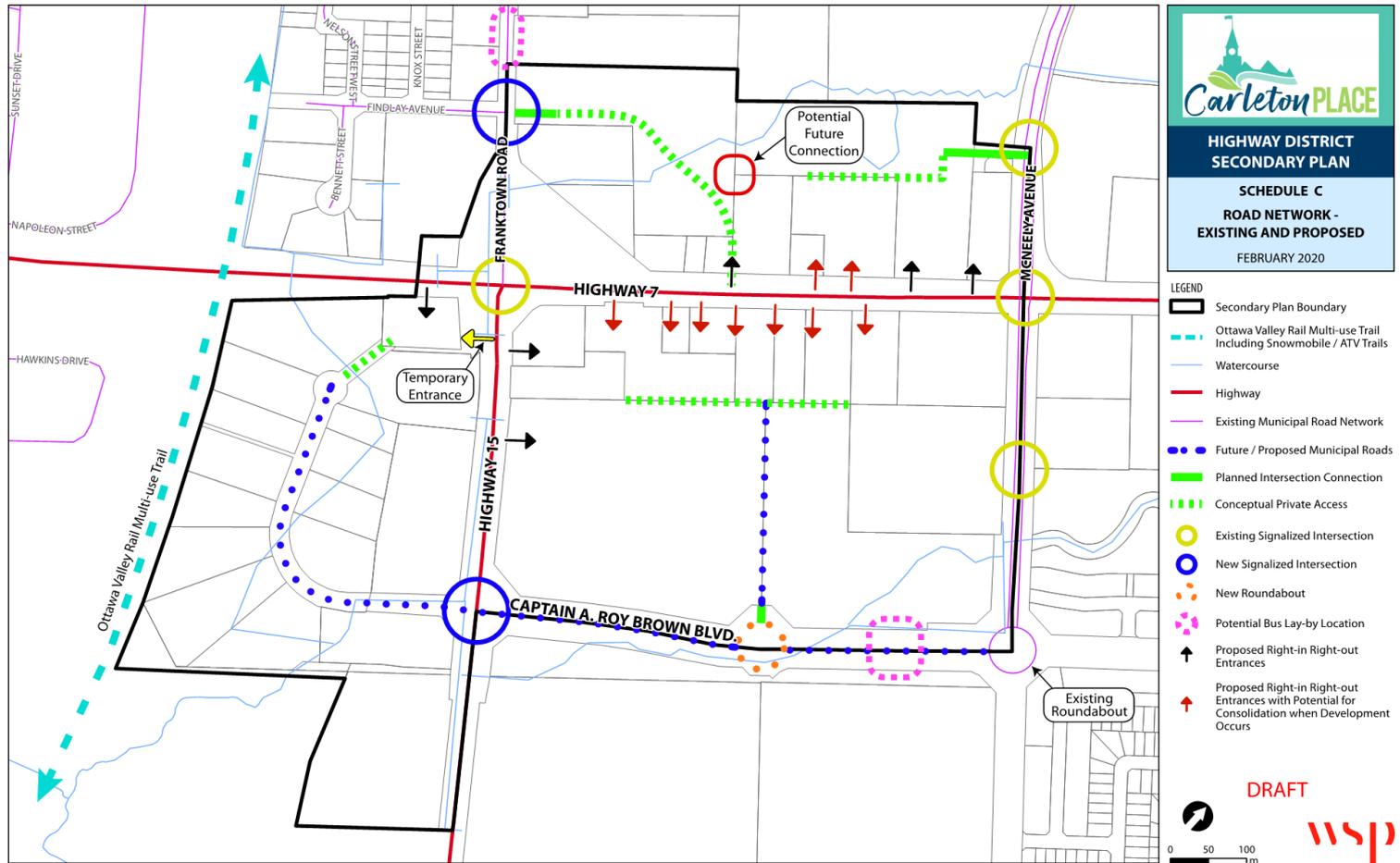
# Secondary Plan Schedule B – Intersection Improvements and Highway Widening

11



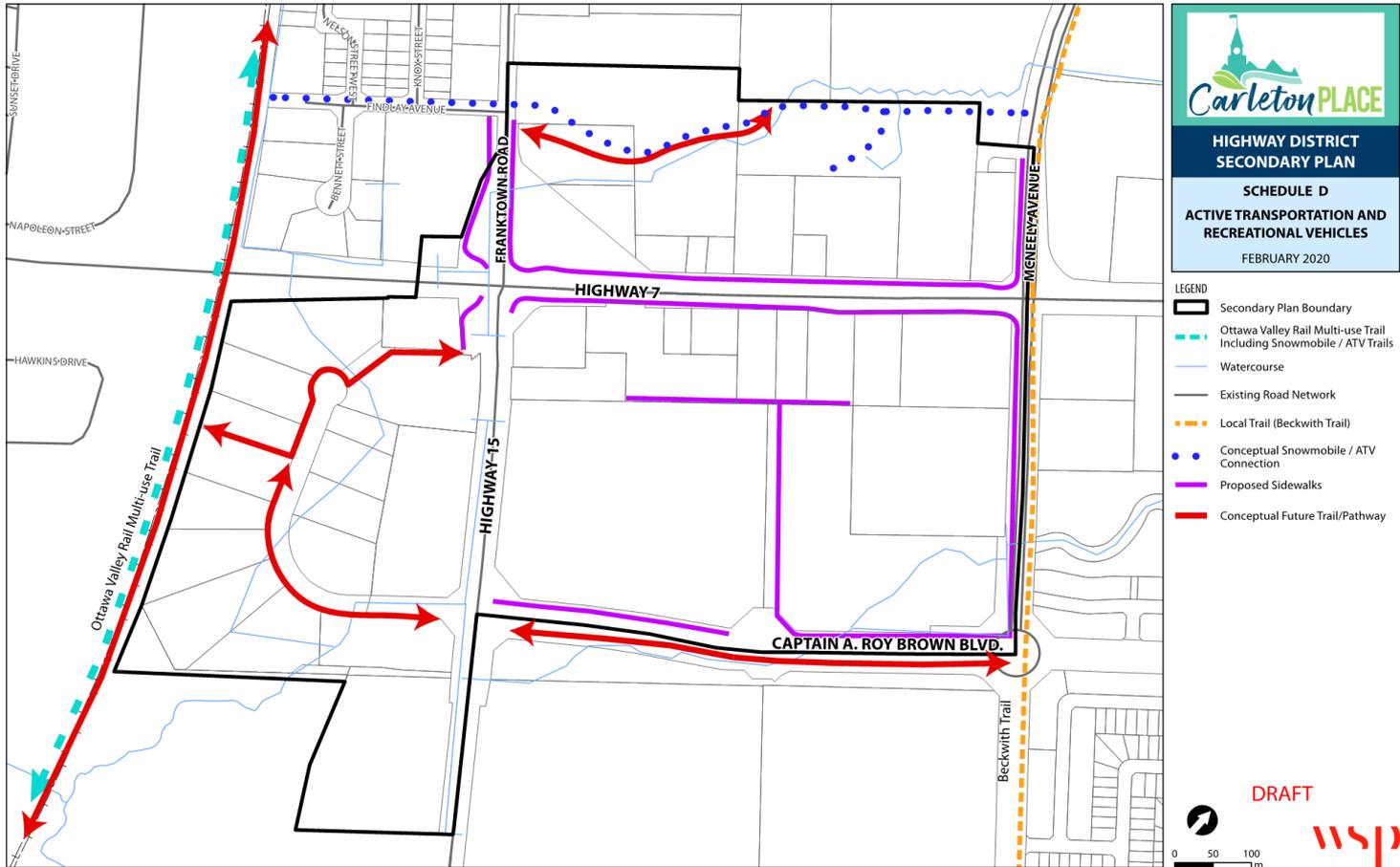
# Secondary Plan Schedule C – Road Network (Existing and Proposed)

12



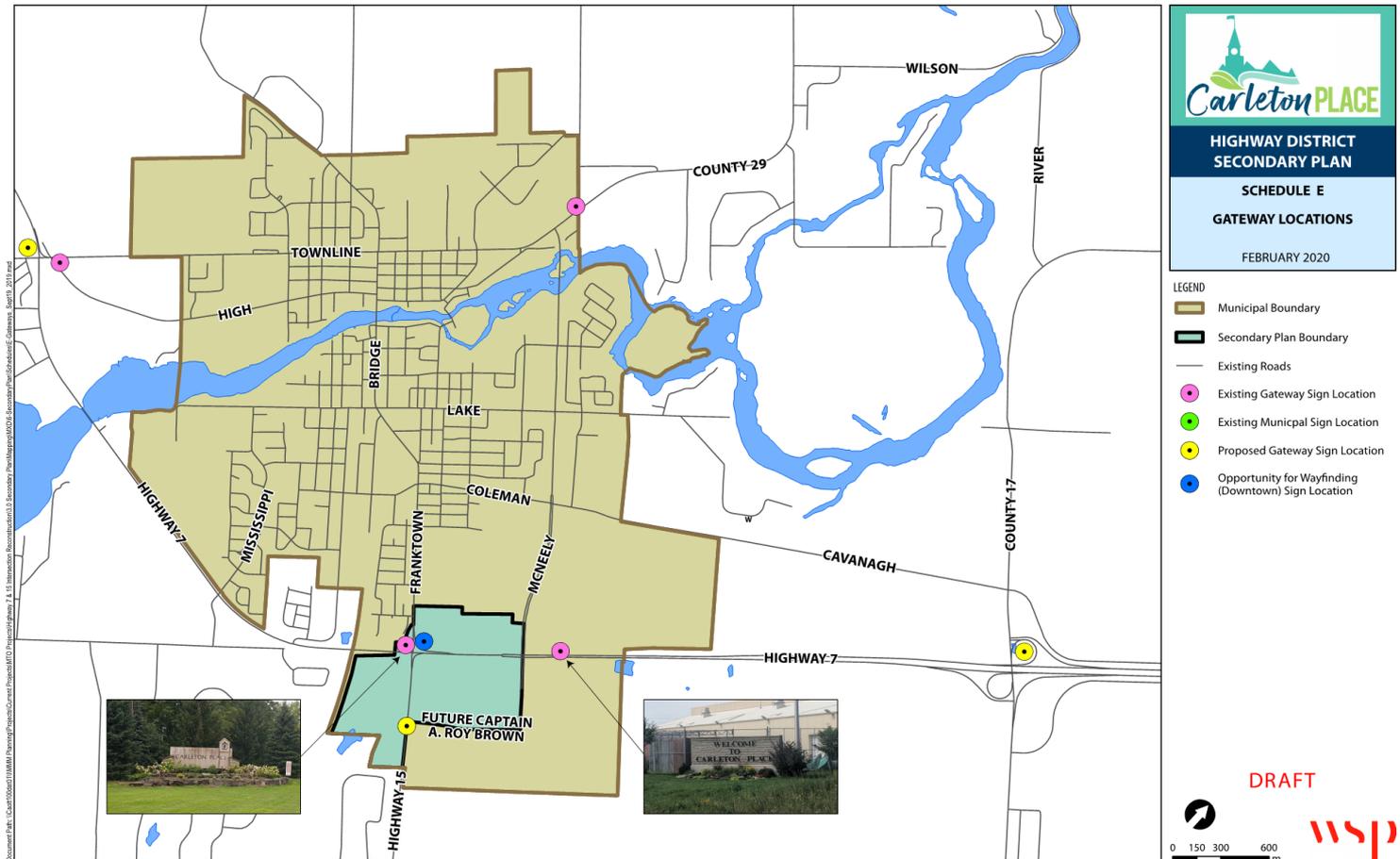
# Secondary Plan Schedule D – Active Transportation and Recreational Vehicles

13



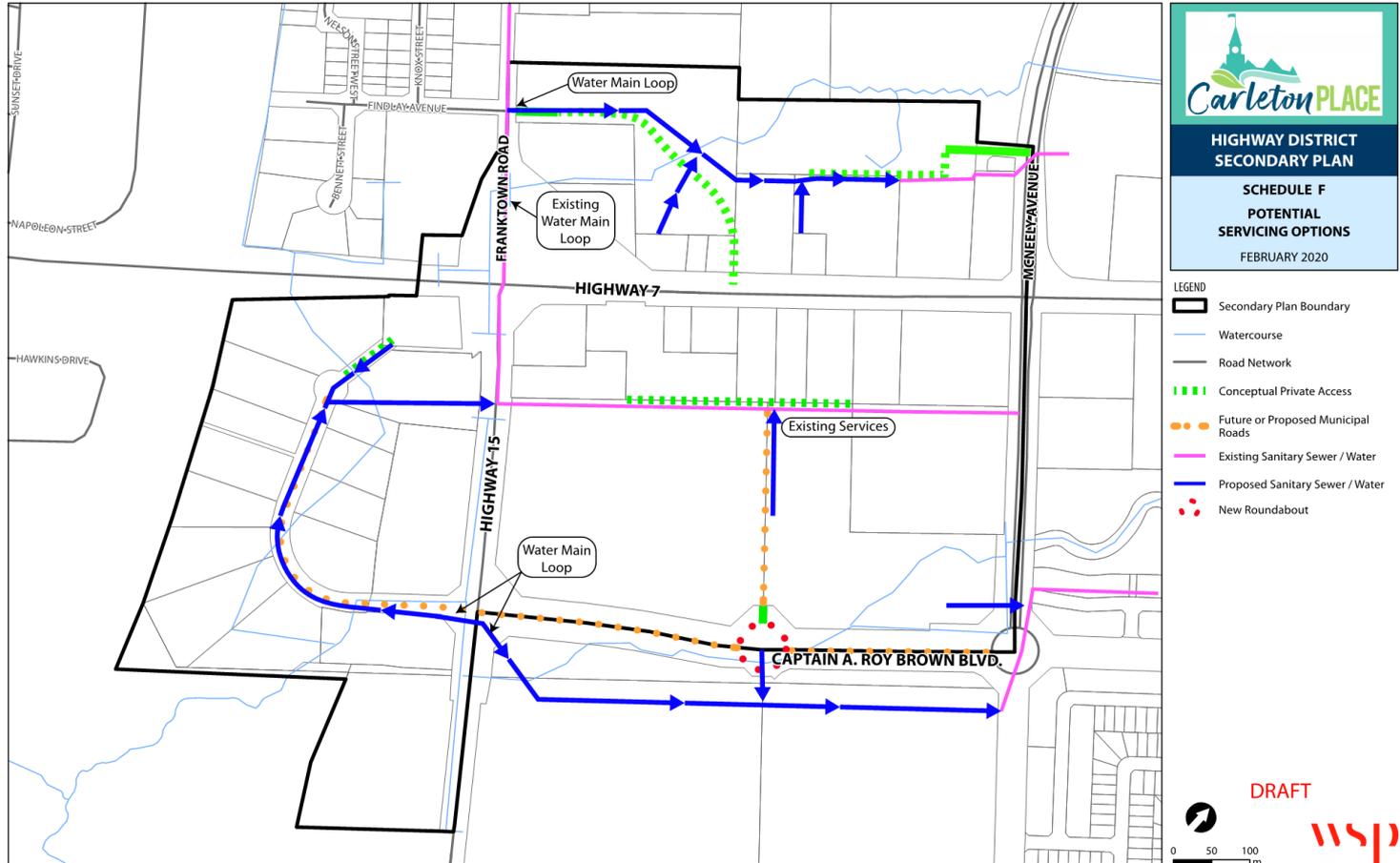
# Secondary Plan Schedule E – Gateway Locations

14



# Secondary Plan Schedule F – Potential Servicing Options

15



# Official Plan Amendment (OPA)

- Add a new Section 8 to reference Secondary Plans in general, and add a new subsection 8.1 to reference the Highway District Secondary Plan;
- Amend Section 2.4 to add policies pertaining to gateways and wayfinding signage; and
- Amend Schedule A to correct the boundary of the Highway District and Industrial Campus designations to follow the new property lines west of Highway 15, as per Schedule “C” of the proposed Official Plan Amendment.

# Proposed OPA – Text to be Added to Section 8

## 8.0 Secondary Plans

A Secondary Plan is a planning document illustrating a vision and guiding principles for development and redevelopment in the Secondary Plan Area.

Development Applications for Draft Plan of Subdivision, Site Plan and Development Permit Approval within the Secondary Plan Area shall include a description and/or illustration as to how the development proposal conforms with the Town's Secondary Plans, where applicable.

Any amendment to the text or Schedules of the Secondary Plans constitutes an amendment to the Town of Carleton Place Official Plan and requires approval from Lanark County. Further, any applications to amend the Secondary Plans shall be subject to all of the applicable policies of the Secondary Plans, as well as all the applicable policies of the Town of Carleton Place Official Plan Amendment and approval from Lanark County.

# Proposed OPA – Text to be Added to Section 8.1

## 8.1 Highway District Secondary Plan

This Highway District Secondary Plan is a Council adopted planning document and therefore forms policy. Any development and/or redevelopment shall be subject to the policies of the Highway District Secondary Plan.

The Highway District Secondary Plan Study Area includes Highway 7, Highway 15, local municipal roads (including McNeely Avenue, and the Franktown Road and Findlay Avenue intersections), and the right-of way for the future Captain A. Roy Brown Boulevard. It also includes existing commercial properties to the north and south of Highway 7, and lands intended for commercial development to the north of the proposed Captain A. Roy Brown Boulevard, between Highway 15 and McNeely Avenue.

This Secondary Plan was based on the existing land use designations from the Town's Official Plan. Any changes to the land use designations would be contemplated at the time of a municipal comprehensive review.

# Proposed OPA – Text to be Added to Section 2.4

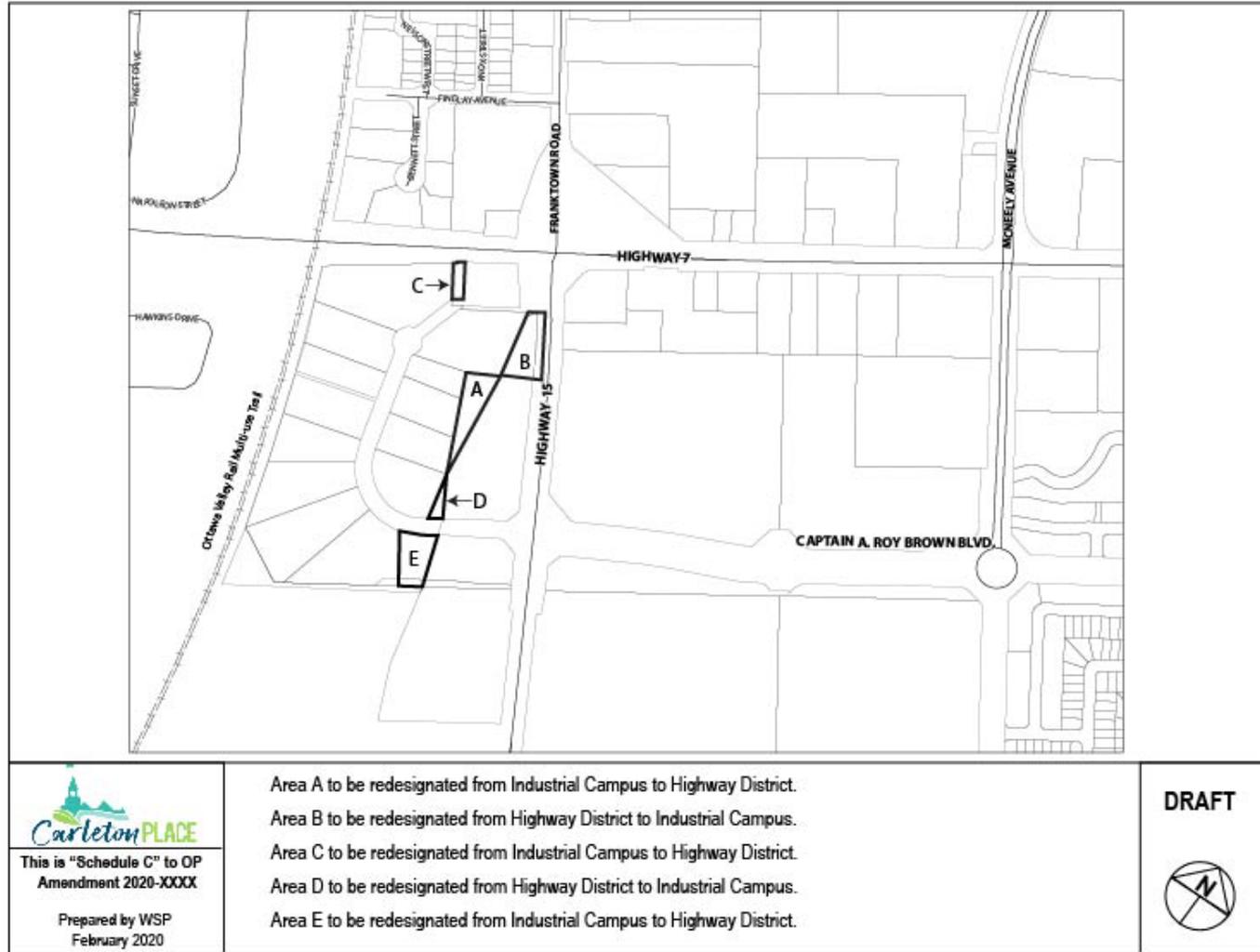
The municipality shall promote gateways as per Schedule E of the Highway District Secondary Plan. The following policies shall also apply:

1. Gateway and wayfinding signage should be in high visibility areas.
2. Signage shall be context sensitive and minimize adverse impacts to adjacent land uses.

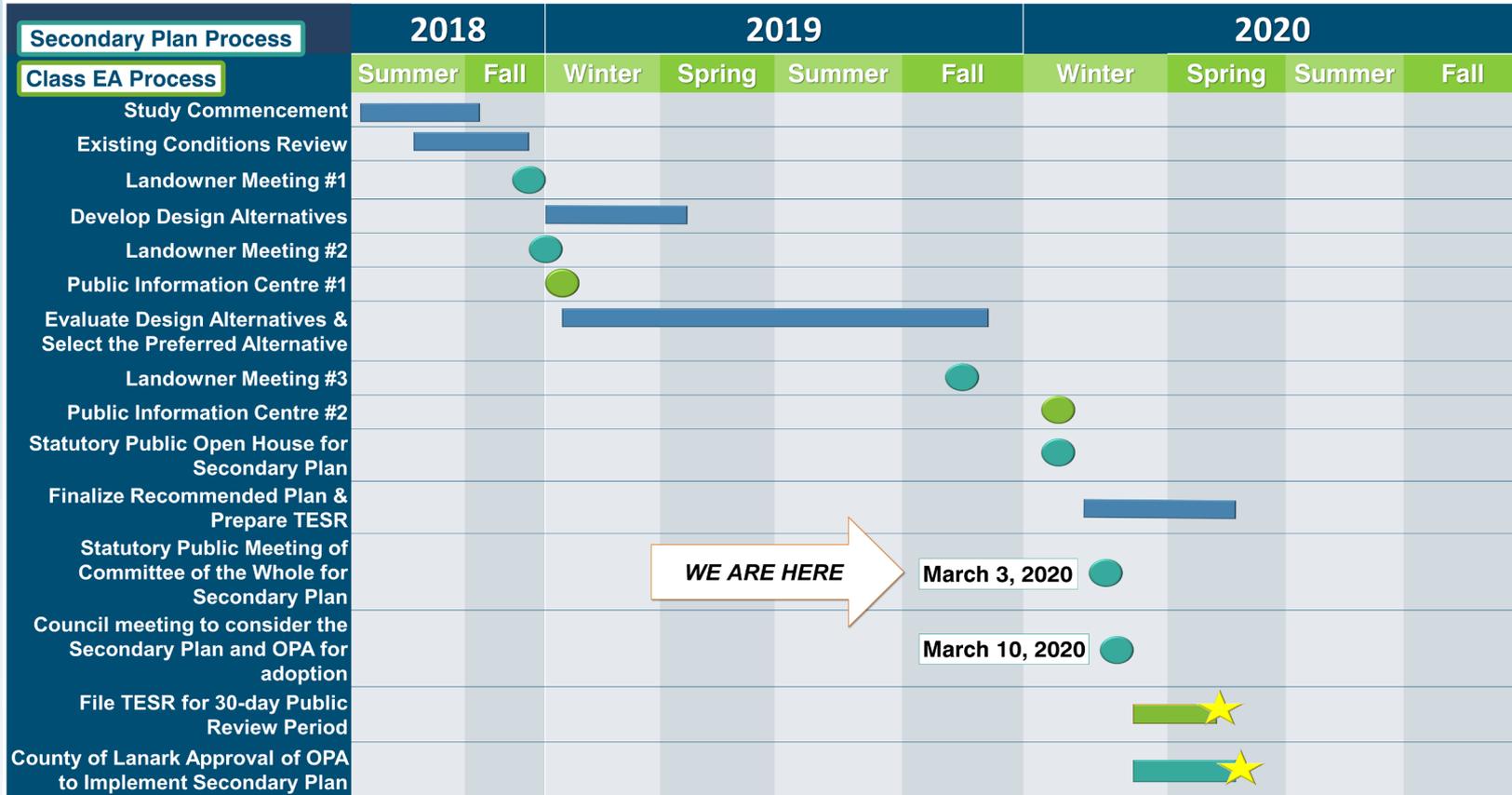
Gateway signage shall:

1. Be developed in conjunction with future works and MTO standards.
2. Be designed to meet Context Sensitive Design Objectives, complementary to the local context.
3. Contribute to a positive ‘Sense of Arrival’ to the Town through a unified style and look.
4. Adhere to the Town’s brand colours, fonts and logo while conforming with MTO requirements.
5. Be scaled appropriately to cater to both pedestrian and vehicular traffic in terms of its visibility, legibility and destination points.
6. Adhere to relevant MTO requirements, with appropriate relationship to the MTO right-of way along Highway 7 and Highway 15.
7. Be located outside clear zones at intersections while being sited to provide clear wayfinding to the community.
8. Be enhanced by landscape planting that is salt tolerant and hardy to the site conditions in keeping with MTO safety and maintenance requirements.
9. Be planted in a manner such that the height of plant groupings do not exceed three (3) metres from the surrounding grade to its highest element, and not exceed six (6) metres in length.

# Proposed OPA – Boundary Corrections to Schedule A of the Official Plan



# Next Steps



**WE ARE HERE** →

March 3, 2020

March 10, 2020

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# Thank you