

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

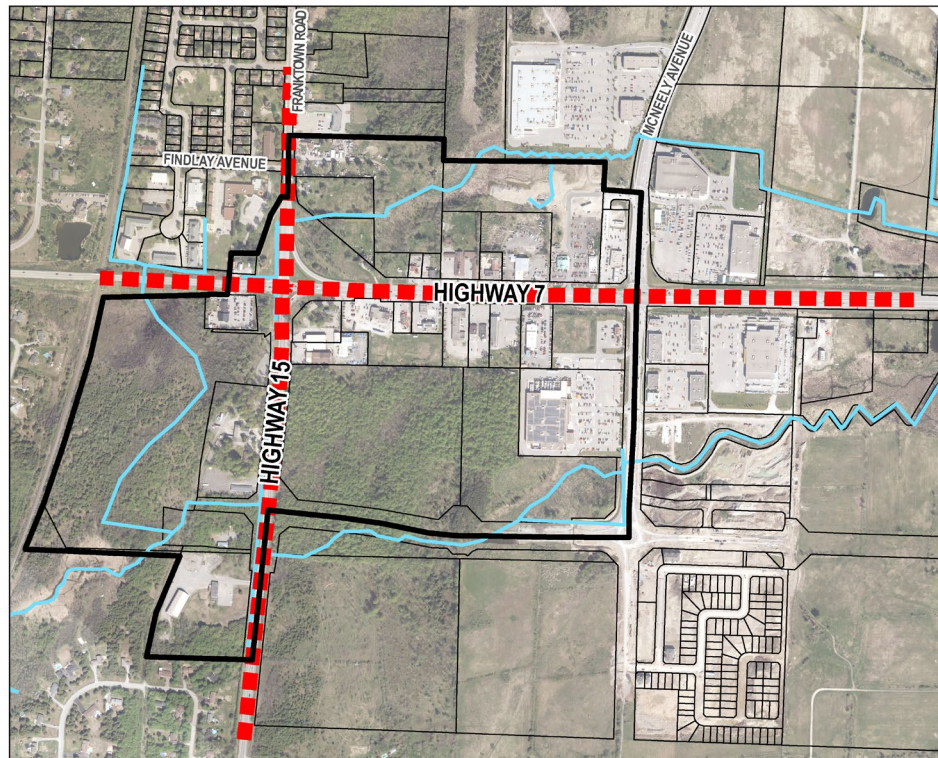


Presentation Overview

- 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

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.

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.~~

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)

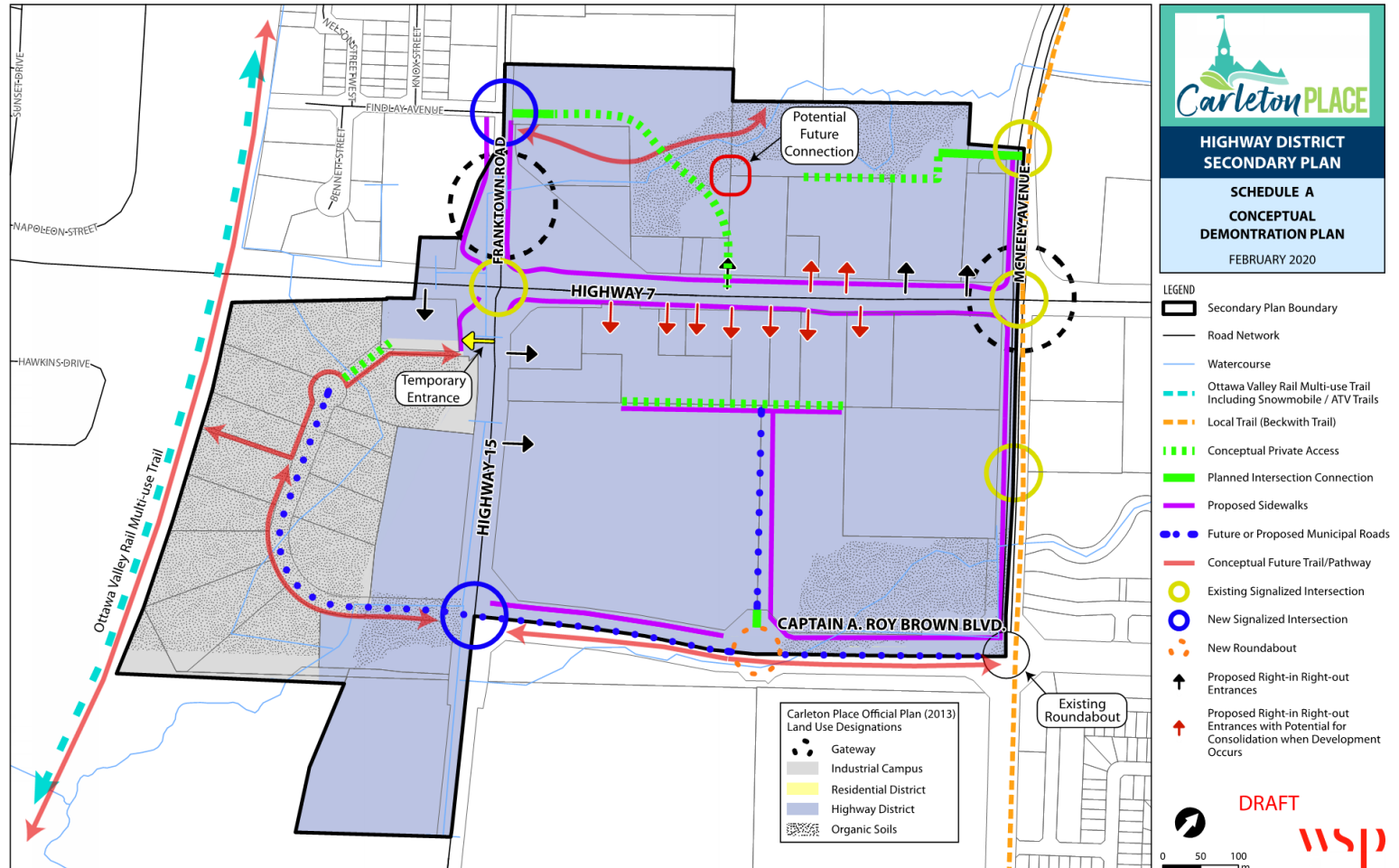
- Moved the red arrow for the conceptual trail to meet Franktown Road.
- Shifted the Beckwith Trail to the east side of McNeely for clarity.
- Continued the sidewalk along the West side of McNeely all the way to Roy Brown.

Schedule E (Gateway Locations)

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

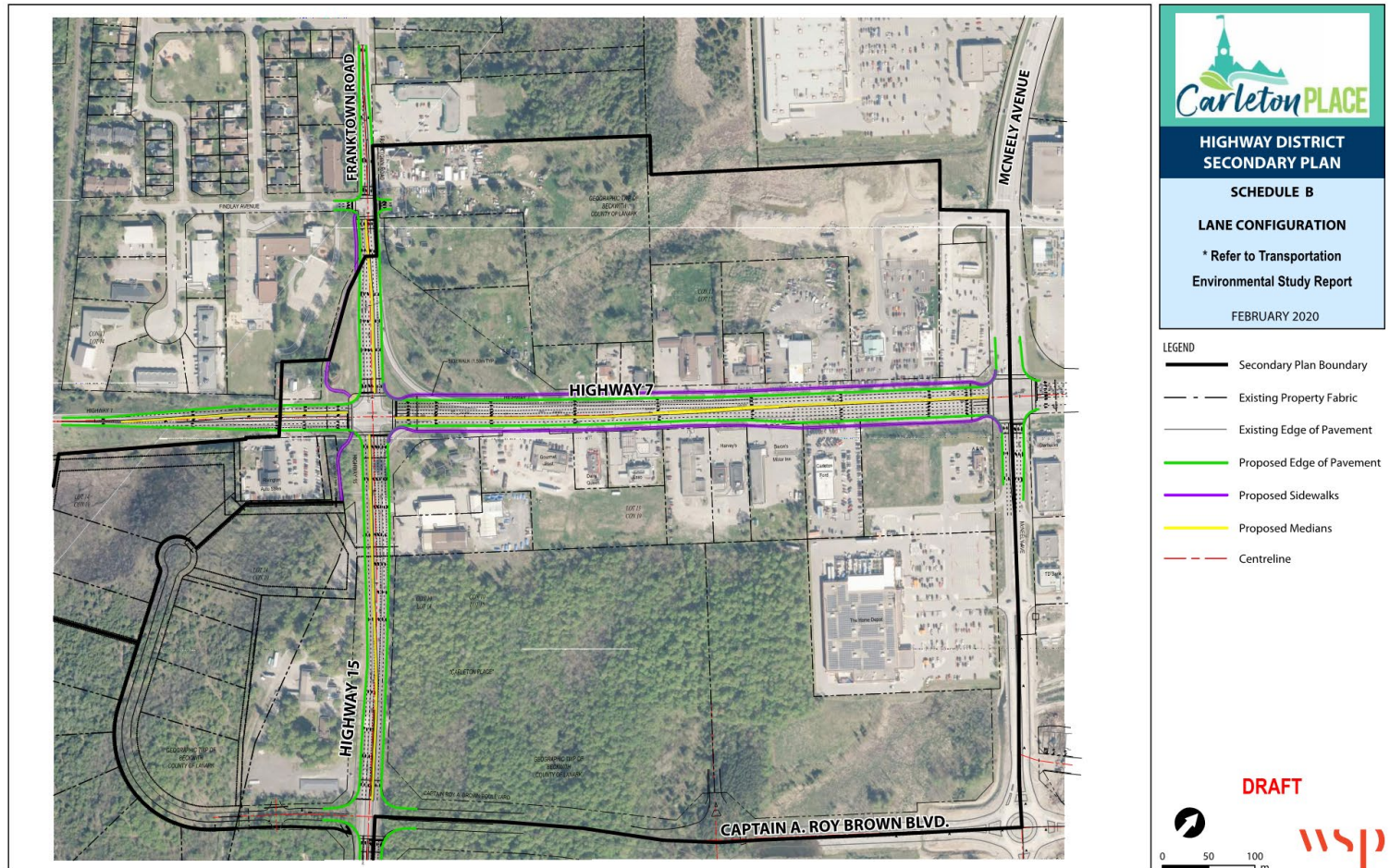
Secondary Plan Schedule A – Conceptual Demonstration Plan

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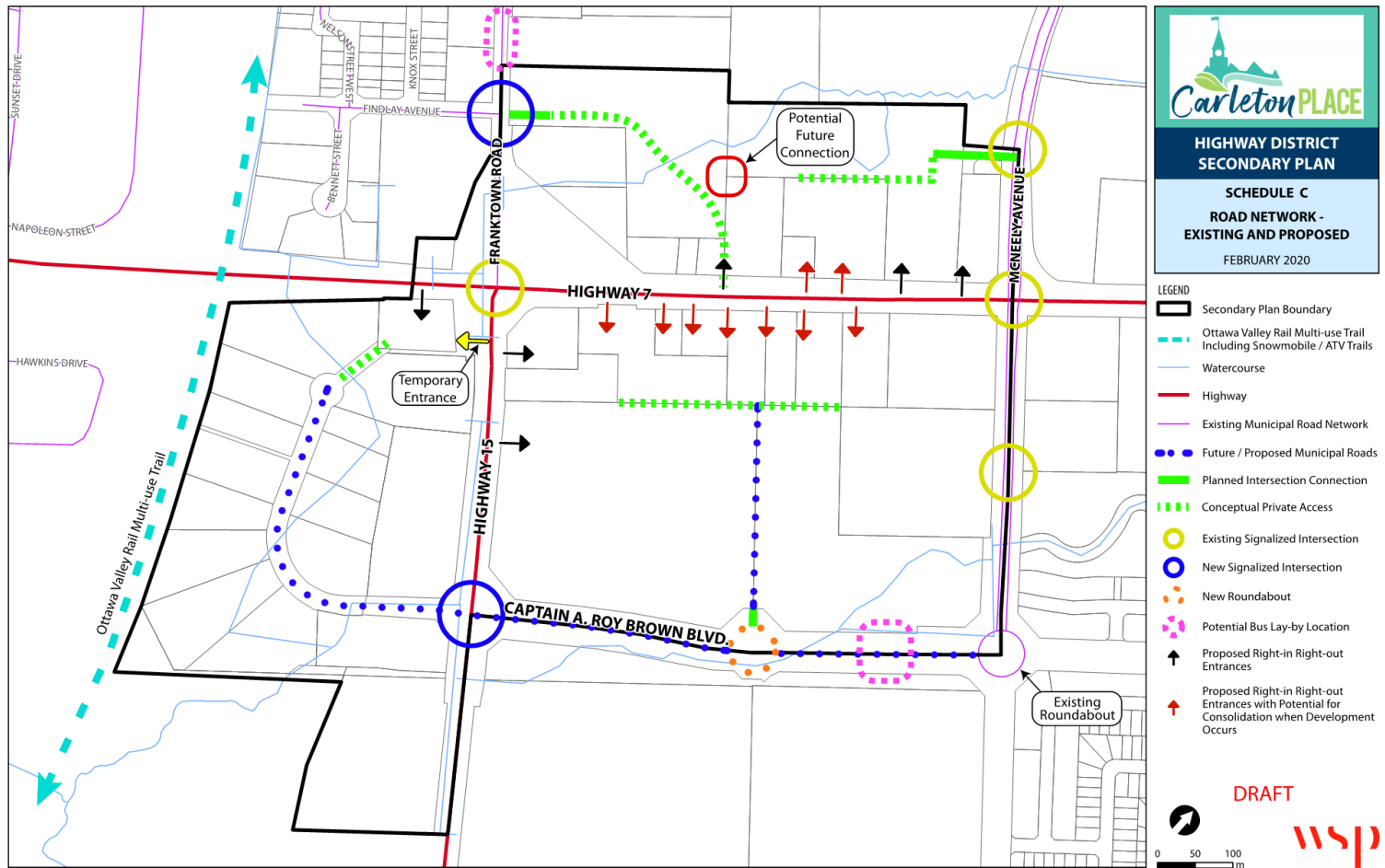


Secondary Plan Schedule B – Intersection Improvements and Highway Widening

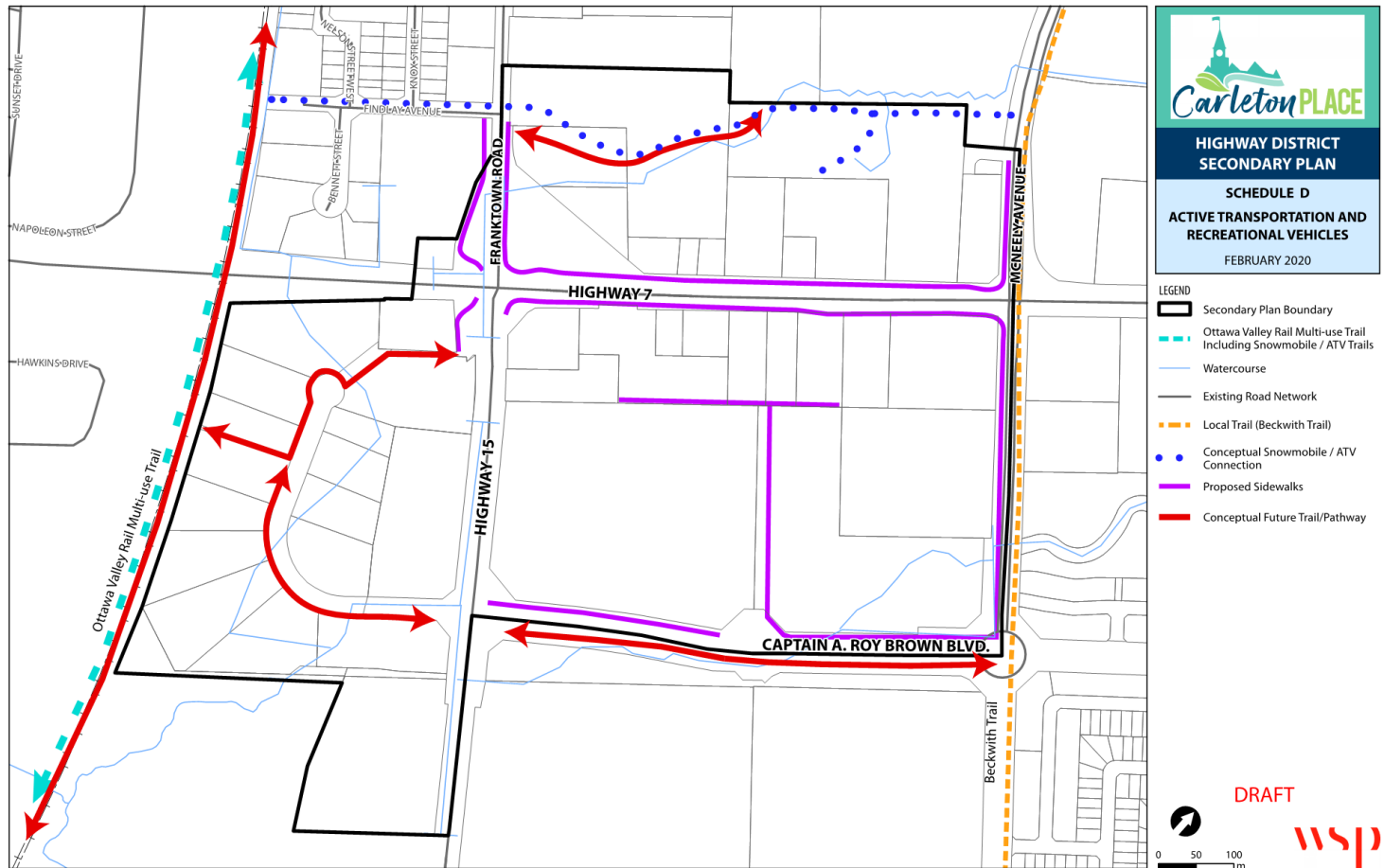
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Secondary Plan Schedule C – Road Network (Existing and Proposed)



Secondary Plan Schedule D – Active Transportation and Recreational Vehicles

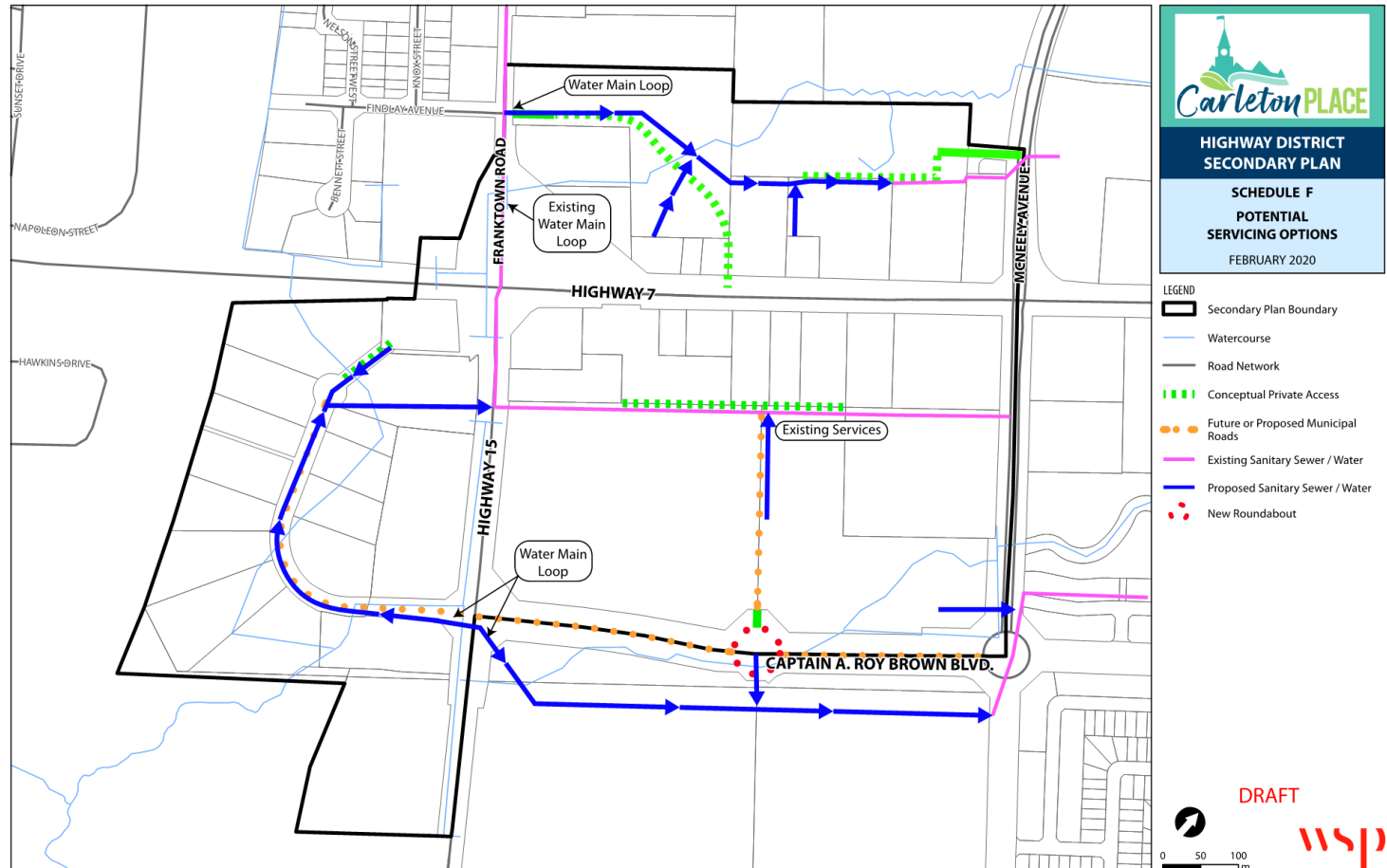


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Secondary Plan Schedule F – Potential Servicing Options

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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

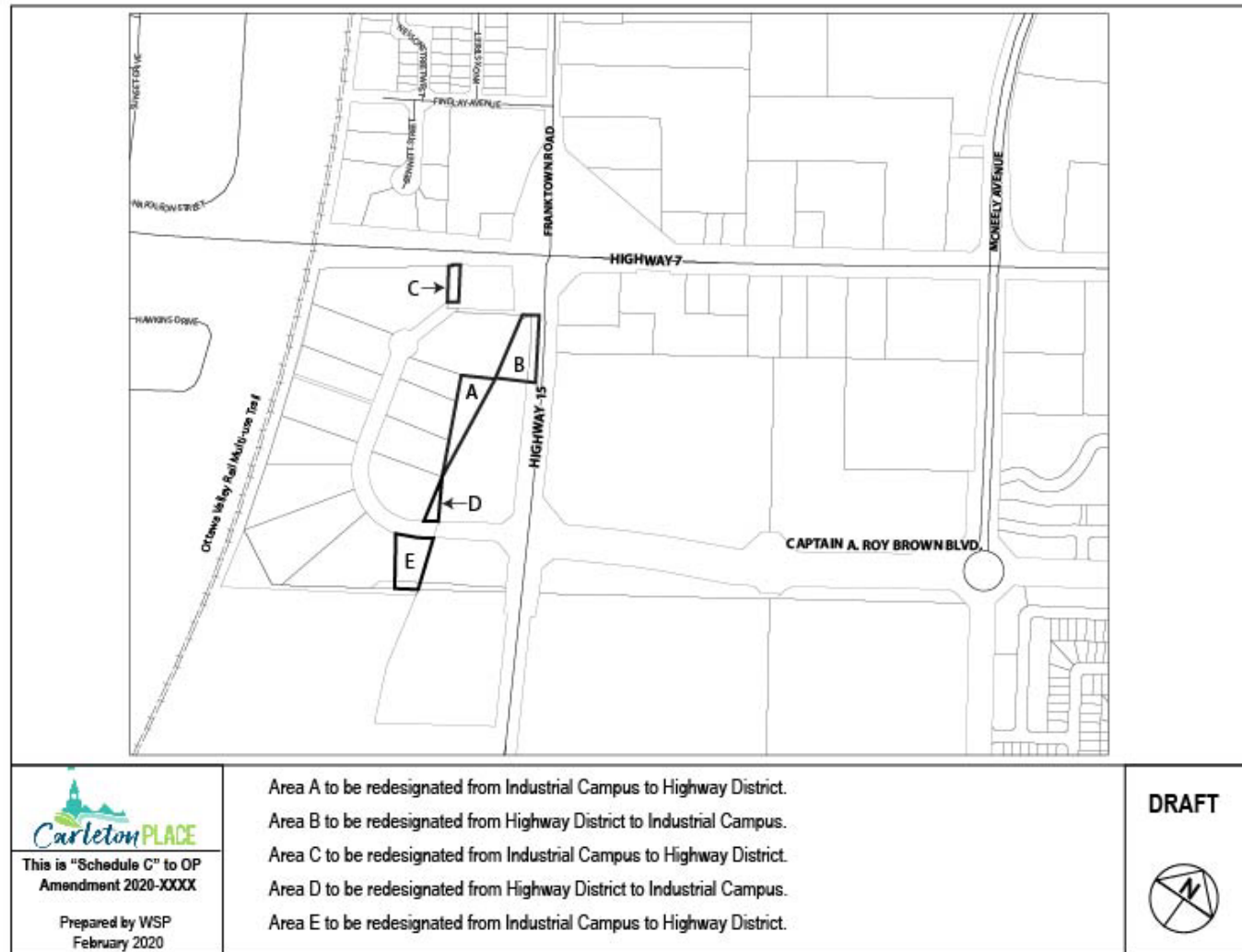
The municipality shall promote gateways as per Schedule E of the Highway District Secondary Plan. The following policies shall also apply:

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.

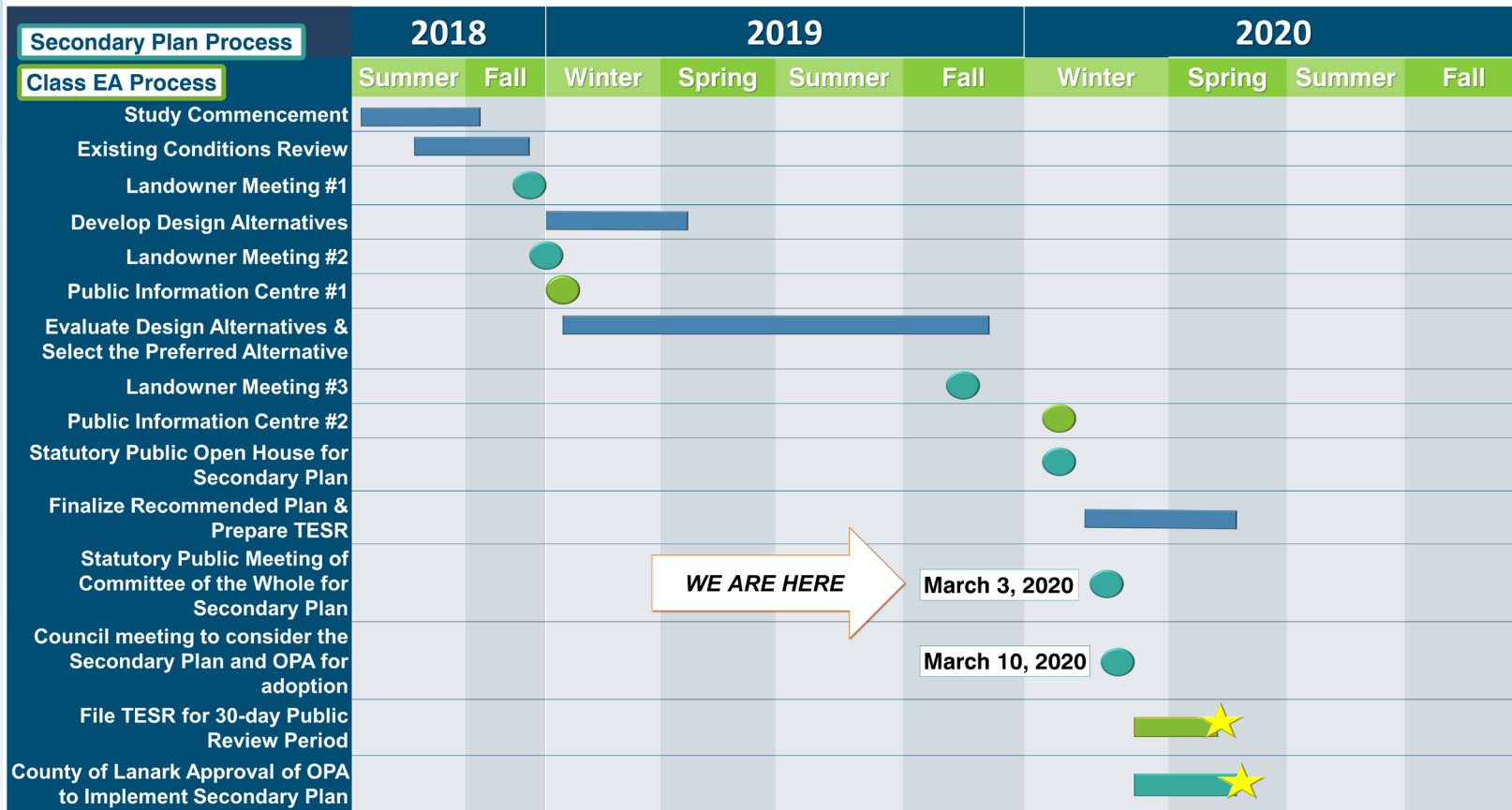
Gateway signage shall:

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



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Thank you