

Carleton Place Official Plan Ad Hoc Committee

Minutes, Meeting 3

Wednesday, September 29th, 11:00 a.m.

Via Zoom

Attendees:

Niki Dwyer - yes

Maggie Yet - yes

Jennifer Hughes - yes

Jean Muncy - yes

Aaron Niedbala - yes

Nahanni McIntosh - yes

Jessica Hansen - yes

Kate Murray - yes

Bill Slade - yes

Janet McGinnis - yes

Shawna Stone - yes

Mark Hinton - yes

Jackie Kavanagh - regrets

Kyle McCutcheon - yes

Duncan McNaughton - regrets

Deputy Mayor Sean Redmond - yes

Eric Forhan - yes

Marc Rivet - yes

1. Summary of findings from Meeting 2: Mississippi District Policy Review: Niki Dwyer

2. Highway District Policy Review: Niki Dwyer

Followed by Roundtable Discussion

- 3 distinct Highway Commercial areas within Town

1. Hwy 7

2. McNeely from 7 to Lake

3. Hwy 15

- Highway 7 redevelopment will add sidewalks
- Corner of 7 and Mississippi will have new development
- Do we look at mixed use residential/commercial in some areas of this area (example corner of McNeely and Cavanagh)?
- Depends what type of residential – medium density is gut reaction
- Need to be aware of buffering, and what type of commercial uses to mix with residential
- General highway commercial uses are not compatible with residential uses
- Walkability is a good first step to soften highway commercial uses – rather than asphalt wasteland. Need to be more pedestrian friendly
- Back lot service/access roads will be run behind existing businesses to help with congestion, dangerous turns, etc. to be primary point of access
- Hwy 7 has been deemed unsafe by MTO in its current form and will be addressed in the redevelopment plans – will eventually be more of a divided highway
- Suggestion of putting parking at back or side rather than along front of any new development

- Want to avoid creating same problems along McNeely that now exist on highway 7, so thoughts about making it a separate designation. No room for access roads on McNeely.
- How important is it to preserve highway commercial on vacant lands down near Bodnar/Mississippi?
- Most don't think of these more western areas as highway commercial
- These areas are surrounded by residential – much like McNeely
- Lot next to MVCA does have highway access so less suited to residential
- Need to clearly articulate in our policy what highway commercial means as opposed to community commercial
- Discussion of reaching out to a retail market consultant about what types of businesses we can expect to see along highway commercial
- JL Richards has reached out to one consulting firm (Altus? Atlas?) to address this from a planning standpoint
- Should we be looking at big box still, or something more pedestrian friendly now?
- Also a plan to install sidewalks along both sides of McNeely
- Hoping for sidewalks along both sides of Hwy 7 as well
- MVCA commercial development could benefit from pedestrian access from Bodnar, depending what type of business goes in there
- Looking at redevelopment of aging existing businesses along main strip of Hwy 7, such as older motels etc.
- Need to keep a closer eye on development of this area, secondary plan is good option
- Trees can make a huge difference to an area such as the highway strip – aesthetically, environmentally
- Need to soften the area through tree planting – sets the tone for community entry point
- Also need to be sensitive to wetlands in the area, as well as stormwater management since water coming from these properties will be contaminated by lots of traffic and parking
- Proximity to Beckwith Drain and other significant wetland areas is a consideration
- Currently envision Hwy 7 strip as service industry, with big box being offset
- Wide boulevard with trees would be attractive to soften commercial look, long term goal of refreshing the look and making it more inviting
- Condominium/stacked townhouse development would be appropriate along McNeely, medium to high density would also address housing supply issues
- Predicting some policy changes for this area