

Carleton Place Official Plan Ad Hoc Committee

Minutes, Meeting 4

Wednesday, October 27th, 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 - regrets

Bill Slade – yes

Janet McGinnis - yes

Shawna Stone - yes

Mark Hinton - yes

Jackie Kavanagh - yes

Kyle McCutcheon - yes

Duncan McNaughton - yes

Deputy Mayor Sean Redmond - yes

Eric Forhan - yes

Marc Rivet - yes

1. Summary of findings from Meeting 3: Highway District Policy Review: Niki Dwyer

2. Residential District Policy Review: Niki Dwyer
Followed by Roundtable Discussion
 - Resident of newer subdivision – parking always an issue within tight new subdivisions with only single vehicle driveway, if there is a second vehicle it gets bumped to the street which becomes a problem especially in winter
 - New residents coming from city seem unaware of this issue coming in to our Town
 - Need to be realistic and practical – these people aren't driving compact cars and many are commuting to the city, have two vehicles per household
 - Need incentives to help developers see the advantage of developing strategic properties
 - Longer driveways to accommodate two vehicles on smaller residential lots?
 - Narrow units mean single width driveways, 6.5m setback means homes closer to the street
 - Ensure transportation master plan aligns with Official Plan
 - (FB comment) I would love to see some provision in the future for accountability to the builders of new subdivisions using the infrastructure of existing older subdivisions, i.e using roads to bring supplies and what not and destroying the pavement with no plan to fix it...also parks should be mandatory without the option to buy out of it
 - (FB comment) What parking policies are in place to protect the mid to high-density residential developments against the current problem in several other new communities of having way too few parking spaces for the number of vehicles in the

community. 1 side residential parking permit zones is a common solution to the existing problem.

- Would be nice to see more single family homes in new developments, seems to be a lot of townhomes and semis and there is nowhere to upgrade for families unless they move to older neighbourhoods
- Schools – there is a need for more schools very soon
- French Catholic school board has expressed interest in some lands south of highway 7
- Public and catholic boards have not expressed need for new schools within town at this time. This info is publicly available on the board's websites
- Back to parking – townhouses across from townhouses doesn't work
- Ensure buildings with garages are actually usable garages – looks good on paper but often not realistic when built
- Transportation master plan wants to increase options for commuters into the city – could decrease the need for more vehicles
- [FB comment] With increasing population, definitely need more bus scheduling including weekends. Many people don't drive for a variety of reasons. With the cost of fuel it will be an incentive to have only one car and help with parking problem
- In older neighbourhoods, homes are close to the street and driveways are at the side, which allows for longer driveways
- Need to be aware that the parking issues are also road safety issues. Young families with children playing in front of homes, need to get as much parking off the streets as possible.
- Single detached dwellings come with a much higher price point but we need to consider what is an appropriate mix of housing in new developments
- New developments seem very insular and not part of town – not sure what can be done to remedy this, or what causes this aside from location
- Separation by major arterial roads doesn't help this issue (highway 7 or McNeely)
- Some easy ways to integrate is street pattern and connectivity
- Parks and rec master plan – pathway links to use locally for example – make them a destination point
- Trails and pathways going through neighbourhoods – people don't want cars driving through their neighbourhoods anyway
- Many visitors ask about trails in and around town
- Demographics snapshot would help to know what future housing needs might be – young families, seniors, etc.
- We are awaiting new census data to know what the change has been in last several years
- Thoughts about where in the process of new subdivisions being built that the park gets finished – might be more about contract negotiations and phasing agreements at planning level

- Walkability is part of what makes a great neighbourhood. Grid layout in older neighbourhoods is good for this. In newer neighbourhoods, any cul de sacs need walkthrough capability for example
- New subdivisions are far out from shops etc for walking
- Mature shade trees need to be protected. Obviously these aren't possible in new subdivisions
- Heterogeneity look and feel – don't like a homogenous look of a bunch of townhomes close together
- [FB comment from a realtor]



- A lot of cities are looking at kicking their addiction to single family homes as not sustainable or affordable, as well as parking not being sustainable environmentally
- Cost of single-family home is getting closer to a million dollars so lacking affordability
- Question of walkability – can residents in these new subdivisions walk to a corner store to buy a loaf of bread? Or do they have to get in the car and drive? Touches on local commercial uses and if we allow this within newer subdivisions. Some suggest it should be encouraged. Seems to be discouraged in current policies.
- [FB comment] we seem to be running out of commercial and professional space as well. To help bring in new industry but as importantly allow those that are here already to right size either up or down
- Need think of rental options as well, as rental stock in CP is extremely scarce right now. Easier to find rental units in Kanata or Stittsville right now.
- Bedroom community aspect is affecting house pricing in town
- For a long time the north end of town has been disadvantaged for commercial shopping etc aside from Macs/Circle K so should put some strategies in place for that side of town to access services and shopping
- Realistic to encourage more infill, for example secondary units or granny suites or coach house units? Again parking becomes a problem
- [FB comment (realtor)] Being able to convert some single family homes into secondary dwellings legally is a great approach as well that works well in Hamilton. YES there is a good appetite to this request
- As affordability continues to become a squeeze, we will see more people become open to this secondary unit or transition to rental idea
- Home occupations also need to be a consideration
- Map we are working with is very generalized, and suggests that some properties are open to development when they are not – maybe there could be an overlay with more detail – schools, rinks, sewage treatment plant all show yellow