



254 LAKE AVENUE WEST
Planning Rationale

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Prepared for:
Escape Homes

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Project Number:
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254 Lake Avenue West

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1 INTRODUCTION

Stantec Consulting Ltd. has been retained by Escape Homes as to prepare the following planning rationale in support of concurrent Plan of Subdivision and Plan of Condominium applications for its property at 254 Lake Avenue West, the site of the former River Breeze Inn.

The proposal will divide the property into seven new development parcels and establish a common elements condominium for the purpose of maintaining a private sanitary collection and pump system for the benefitting parcels. The private sanitary system is required to collect and transfer sanitary flows to an outflow beneath Lyndhurst Street to the east, which is located at a higher elevation. A pressurized sanitary forcemain is located beneath Lake Avenue West to which service laterals cannot be connected.

The seven new parcels will be either sold or developed by Escape Homes once required services are constructed. The parcels have been arranged to accommodate a variety of residential uses including detached, semi-detached, and fourplex dwellings.

This rationale will describe the property's location and context, existing site conditions, and development proposal before detailing how the proposal is consistent with, conforms to, and complies with applicable planning policies and requirements.

2 CONTEXT AND DEVELOPMENT PROPOSAL

2.1 Site Location and Context

The property is located in the Town of Carleton Place approximately 750 m southwest of Bridge Street, the Town's main commercial street. The property, municipally known as 254 Lake Avenue West, is a corner lot located at the southwest corner of the intersection of Lake Avenue West and Mississippi Road. The property is legally described as *Part of Lots 12 and 13, Concession 11, formerly Township of Beckwith, now Town of Carleton Place, County of Lanark.*

The property is exceptionally large with 125.5 m of frontage on Lake Avenue West (to the north), 41.3 m of frontage on Mississippi Road (to the east) an area of 4,892 m². The property is rectangular in shape with a pronounced slope from Mississippi Road downwards to the west.



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Figure 1: Aerial imagery of the subject site and surrounding context.

This area of Carleton Place is characterized by low-rise residential uses, mostly one and two-storey single detached dwellings, and some institutional uses. There is also a large amount of park space available directly abutting the property. The former River Breeze Inn is a larger two-storey detached building located currently located on the east end of the property; the remainder of the site is vacant. The dwelling is serviced by municipal water but maintains a private septic system.

The following uses surround the property:

North: The property is bounded to the north by Lake Avenue West- a collector street with a posted speed limit of 50 km/h. On the opposite side of Lake Avenue West is Riverside Park, a large formal greenspace providing public access to the south shore of the Mississippi River. Riverside Park contains a number of amenities including the Riverfront Trail, municipal boat launch, Carleton Place Canoe Club, and a public beach. Carleton Place High School (Upper Canada District School Board) provides intermediate and secondary education to approximately 900 students.

East: The property is bounded to the east by Mississippi Road- a collector street. On the opposite side of the east are one and two-storey detached dwellings fronting onto Lyndhurst Street and Blair Street to is a single detached dwelling subdivision. Also east is the Riverview Seniors Centre. Further east is the Caldwell Street Elementary School.



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West: Directly abutting the property to the west is 292 Lake Avenue West, a two-storey single detached dwelling on a large lot with private services. Further west is the municipal boat launch, and Roy Brown Park. Further west is the Mississippi Shores development, which consists of 555 residential units in the form of a 78-unit apartment complex, single detached dwellings, semi-detached dwellings, and townhouses.

South: Directly south of the property is open park space occupied by a large multi-purpose sports field and gravel running track

The property is designated Residential District in both the Official Plan and the Development Permit By-law. Lands designated Residential District are intended to be the main locations for housing, permitting a broad range of housing types.

WATER AND SANITARY SERVICES

Water service abutting the site includes a 300 mm watermain beneath Lake Avenue West.

A pressurized sanitary forcemain is located beneath Lake Avenue West and transfers sanitary flows upgrade from the Mississippi Shores subdivision pump station (located near the intersection of Lake Avenue West and O'Donnell Drive) to an existing manhole located east of the Lake Avenue West/Mississippi Road intersection. A forcemain, due to its pressurization, cannot accept gravity flows from abutting developments.

Town staff have confirmed that the closest sanitary connection point to the site is a 200 mm pipe beneath Lyndhurst Street, a single-loaded local street east of the property. The connection location is up grade of the property and will require a pump station to elevate sanitary from generated on the site to Mississippi Road, from where it can flow by gravity to the Lyndhurst Street connection.



2.2 Development Proposal

Escape Homes is proposing to subdivide the property into seven new parcels for residential development. Due to the number of proposed parcels a Plan of Subdivision was considered the most appropriate method of land division. The parcels have been sized to accommodate two detached dwellings, one semi-detached building (two units), and four fourplex buildings (16 units). The existing dwelling on the property will be demolished.

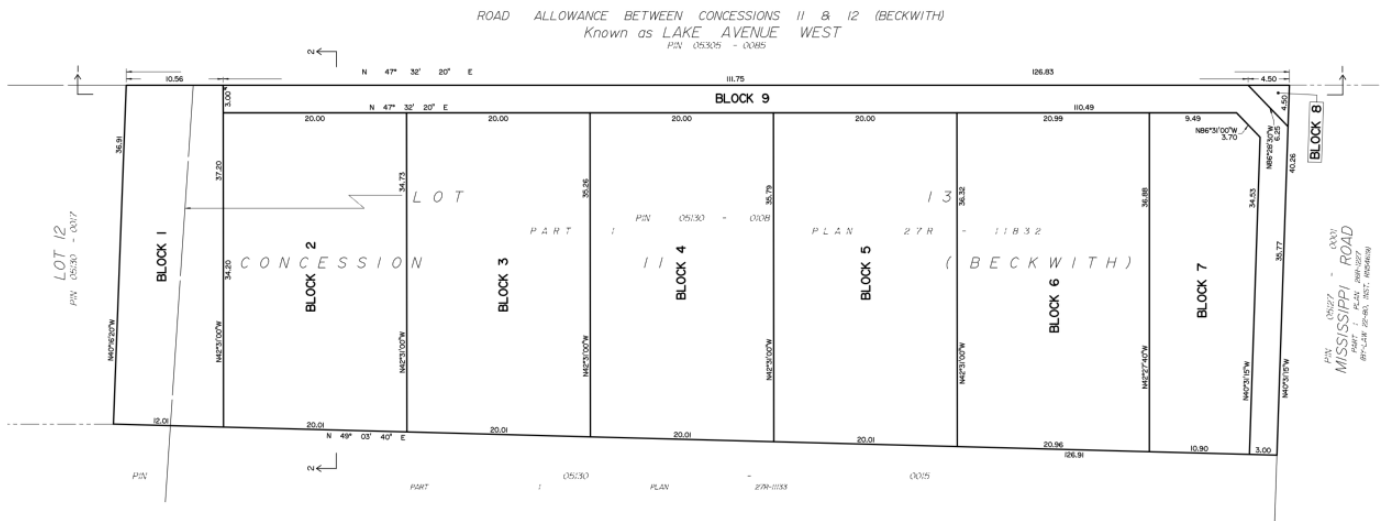


Figure 2: Excerpt of Draft Plan of Subdivision. The parcel would be divided into seven development Blocks.

Table 1: Summary of proposed Blocks and land uses.

Block	Proposed Use	Area	Notes
1	Detached dwelling	418 m ²	
2	Fourplex	689 m ²	Shared driveway with Lot C
3	Fourplex	670 m ²	Shared driveway with Lot B
4	Fourplex	711 m ²	Shared driveway with Lot E
5	Fourplex	721 m ²	Shared driveway with Lot D
6	Semi-detached dwelling	767 m ²	
7	Detached dwelling	423 m ²	
8	Corner sight triangle	10 m ²	Located at intersection of Lake Avenue West and Mississippi Road.
9	Common element block	574 m ²	Accommodate sanitary pipe and pump station



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In addition to the Plan of Subdivision, a concurrent Plan of Condominium application has been submitted to facilitate establishment of a condominium corporation to oversee the sustainable maintenance and operation of private sanitary pipes and a pump station used to service the new development. As discussed in Section 2.1, sanitary flows generated from any development on the site will require collection and pumping in order to discharge to Lyndhurst Street. Staff have confirmed that the Town is unwilling to assume responsibility for such infrastructure and require a condominium be established for the purpose of collecting fees, overseeing maintenance, and managing benefitting parcel owners of the private sanitary system.

The common elements condominium will be established across Block 9, a strip of land abutting Lake Avenue West and Mississippi Road, allowing sanitary laterals to extend from the proposed building into a gravity sewer draining east, then south to a pump station at the southeast corner of the property. The seven development parcels will be considered parcels of tied land (POTL) to the common element condominium.

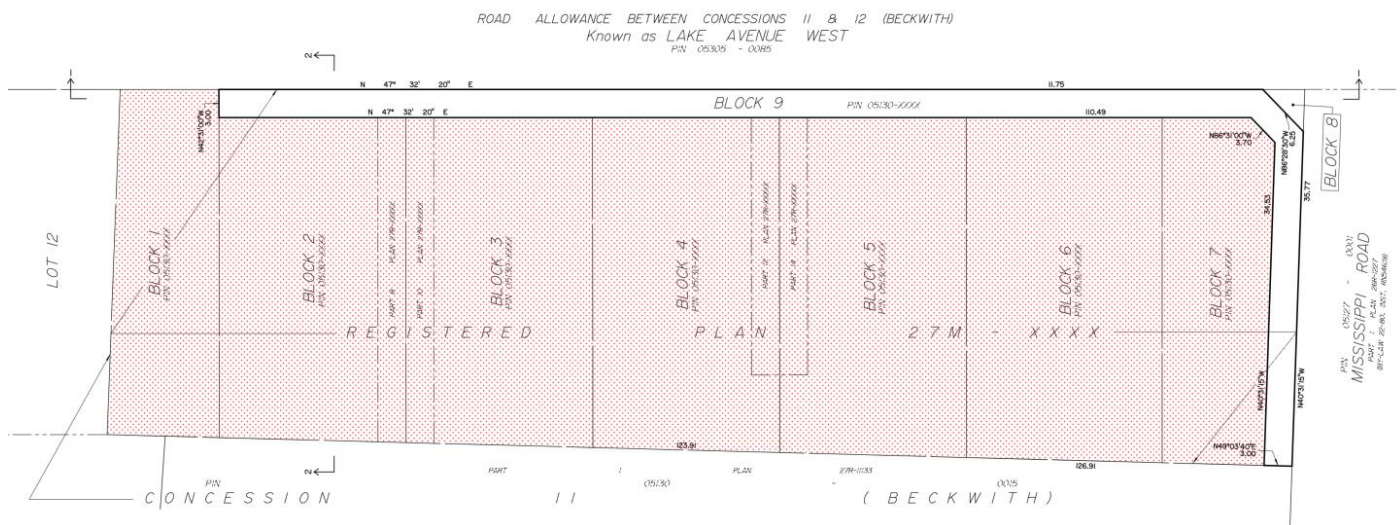


Figure 3: Excerpt from Plan of Condominium application. Blocks 1 to 7 (red stipple) are parcels of tied land (POTLs to the common element condominium over Block 9.

The building types have been arranged with lower density housing forms- detached and semi-detached dwellings, flanking the fourplex buildings; this configuration will allow for a transition in height from abutting one and two- storey detached dwellings to the taller (up to four storeys) fourplex buildings. Development of the parcels will proceed once the subdivision is registered and condominium established in accordance with the Town's Development Permit By-law provisions.

Policy 6.7.2 of the Town's Official Plan states that a Plan of Subdivision application is required for the creation of four or more new parcels. No new streets or parkland area are being proposed. A Plan of Condominium is proposed to manage the common elements of the properties (servicing) together as it provides a sustainable framework to maintenance of the sanitary services.



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The proposed development provides an opportunity for gentle infilling of an underutilized parcel with a range of residential dwelling types and in proximity to a range of amenities, public service facilities, parks, and recreational opportunities.

STREET FRONTAGE AND SHARED DRIVEWAYS

The common element block (Block 9) directly abuts the public streets along most of the property's current frontage. As a result, Blocks 2 to 7 are not directly adjacent to a public right-of-way- a common requirement for lot creation as well as determination of Development Permit By-law provisions such as lot frontage, build-to lines, etc.

Blocks 2 to 7 will be identified as parcels of tied land (POTLs) to the common elements condominium over Block 9. As a result, all parcels without direct frontage on a public street will retain an interest in the interloping parcel. Such an arrangement is similar to common element condominiums with private streets: in such a case, the individual parcel would not directly abut a public street but has legal access by way of the common element from their property to a public street. Locating Block 9 abutting Lake Avenue West and Mississippi Street, as opposed to abutting the rear lot line, has multiple benefits:

- Ease of access for maintenance.
- A shorter lateral from the building to the sanitary pipe means pipes can be shallower (reducing construction and maintenance costs) and/or basements may be deeper (reducing the number of risers to the ground floor).
- Should sanitary pipes be installed in Lake Avenue West in the future, the private sanitary system can be abandoned, and existing laterals extended into the right-of-way.

Blocks 2 and 3, as well as Blocks 4 and 5, are proposed to have shared driveways to required vehicle parking in the rear yard. The shared driveways will make more efficient use of land and minimize the number of driveways crossing the sidewalk. In order to permit the shared driveways a series of reciprocal easements are proposed. More Specifically:

- Easement over part of Block 2 in favour of Block 3
- Easement over part of Block 3 in favour of Block 2
- Easement over part of Block 4 in favour of Block 5
- Easement over part of Block 5 in favour of Block 4



3 POLICY AND REGULATORY FRAMEWORK

3.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) provides policy direction on planning matters for the Province of Ontario. This direction is for the planning of strong, sustainable, and resilient communities for all people, for clean and healthy environments, and for strong and competitive economies. Decisions affecting planning matters shall be consistent with the policies of the PPS.

The below review demonstrates that the proposed site plan is consistent with the applicable policies of the PPS.

Section 1.1.1 of the PPS states that healthy, liveable, and safe communities are sustained by:

- (a) *promoting efficient development and land use patterns which sustain the financial wellbeing of the Province and municipalities over the long term;*
- (b) *accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- (c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- (d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- (e) *promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;*
- (f) *improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;*
- (g) *ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and*
- (h) *promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.*

The proposal is located in a designated settlement area and designed to accommodate a mix of residential typologies. The proposed development makes efficient use of land and resources, limits servicing costs, and is located in an area already served by parks educational facilities, and a range of other amenities. Provisions of the existing Residential District designation will permit the development of a range of housing types in order to create complete and sustainable communities.

Section 1.1.3.2 a) states that land use patterns in settlement areas shall be based on densities and a mix of land uses which:

- a. *efficiently use land and resources;*
- b. *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c. *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d. *support active transportation;*



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- e. are transit-supportive, where transit is planned, exists or may be developed; and
- f. are freight-supportive

The proposed development is consistent with Section 1.1.3.2 as it efficiently uses land and resources through utilizing existing land in an urban area to provide additional housing options. The proposed development utilizes existing infrastructure beneath Lake Avenue West (water and access) and Lyndhurst Street (sanitary).

Section 1.4.1 of the PPS states that planning authorities shall provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, and that such housing types and densities be directed towards lands that are suitably zoned and serviced to accommodate them. The proposed development will provide an appropriate range and mix of housing options and densities on parcels designated for residential development.

Section 1.4.3 of the PPS states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by: directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs; and, promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed. The proposed development provides an appropriate range and mix of housing options and densities on an existing property with existing services.

Section 1.6.6 of the PPS states that infrastructure shall be provided in a coordinated, efficient, and cost-effective manner to accommodate projected needs. Section 1.6.6.2 states that:

“Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services”

The proposed development will be serviced by municipal water from Lake Avenue West, whereas sanitary flows will be collected and pumped through a private network to discharge beneath Lyndhurst Street. The proposed servicing method is consistent with Policy 1.6.6.2 which states that full municipal services are considered the preferred method of servicing development. A Servicing and Stormwater Management Report prepared by Macintosh Perry demonstrates that the development can be adequately serviced, and is summarized in Section 4 of this rationale.

Section 2 of the PPS provides further policies related to the wise management of natural resources, summarized below.

- Section 2.1 (Natural Heritage) prohibits development or site alteration within natural heritage features such as provincially significant wetlands, woodlands, valleylands, wildlife habitat and



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areas of natural and scientific interest unless there will be no negative impacts to natural features or functions. No natural heritage features are located on the property.

- Section 2.2 (Water) states development and site alteration shall be restricted near sensitive surface or groundwater features unless their hydrologic functions are protected, enhanced, or restored. No sensitive surface or groundwater features are located on the property.
- Section 2.3 (Agriculture) protects prime agricultural lands or specialty crop areas, from encroachment by incompatible uses. The property is not identified as prime agricultural land, nor within a specialty crop area.
- Section 2.4 (Minerals and Petroleum) prevents uses which could preclude or hinder the development of known or potential mineral or petroleum resources. There are no mineral or petroleum resources on or near the property.
- Section 2.5 (Mineral Aggregate Resources) protects mineral aggregate resources for long-term use. There are no known mineral aggregate resources on or near the property. The proposed development will not impact areas of mineral aggregate potential.
- Section 2.6 (Cultural Heritage and Archaeology) requires the conservation of significant built heritage resources, cultural heritage landscapes, and archaeological resources. A combined Stage I and II Archaeological Assessment was prepared by Past Recovery and summarized in Section 4 of this rationale. No archaeological resources of concern were recovered during the survey. The subject property has therefore been determined to retain no further cultural heritage value or interest and no further investigation is warranted.

Section 3.0 of the PPS provides policies related to reducing the potential public cost of, and protection of residents from, natural or human-made hazards.

- Section 3.1 (Natural Hazards) directs development to areas outside of hazardous lands, such as flooding or erosion hazards, dynamic beach hazards, or wildland fire hazards. The property is not located on lands impacted by hazardous sites, erosion and/or dynamic beach hazards, large inland lakes, or flooding hazards.
- Section 3.2 (Human-Made Hazards) requires appropriate mediation of human-made hazards such as mine hazards, oil, gas or salt hazards, or former resource extraction operations, prior to development on or abutting these lands. No mining, aggregate operation or petroleum resource operation hazards exist on or near the property.

The proposal is consistent with the policies of the Provincial Policy Statement.



3.2 County of Lanark Sustainable Communities Official Plan

The Lanark County Sustainable Communities Official Plan (SCOP) was adopted in June 2012 and received provincial approval in June 2013. The property is designated 'Settlement Areas' on Schedule A– Land Use Designations of the SCOP.

The SCOP contains policies which direct the Official Plans of lower-tier municipalities, such as the Town of Carleton Place. The SCOP provides a long-term vision, goals, and objectives for the Plan's boundaries. In Section 2 Settlement Policies, the intent of the policies is to create a framework which will encourage and support diversified, mixed-use development in settlement areas. This framework encourages development on the basis of full or partial municipal services and may identify planned population centres to be developed on the basis of sustainable private services.

The proposed applications are intended to subdivide the property while establishing a condominium corporation to oversee the operation and maintenance of infrastructure benefitting multiple parcels. The proposal will facilitate the use of underutilized residential lands within a designated settlement area and public service area.

Section 4.4 of the SCOP provides direction on the development and expansion of water, wastewater, and stormwater services.

- *Development will not be encouraged where such development would result in, or could lead to, unplanned expansions to existing water and wastewater infrastructures.*
- *Development shall generally be directed to communities which can reasonably provide or extend full water and wastewater services.*
- *The allocation of infrastructure capacity for infill and economic development purposes is encouraged.*

The proposed Part Lot Control and Condominium applications are located within an existing settlement area and will make use of existing municipal water, wastewater, and stormwater infrastructure available on and abutting the property.

Section 2.6.2.4 provides criteria for implementation of the SCOP by local planning authorities when creating policies and regulations or reviewing planning applications; these criteria have been adequately addressed through the previous plan of subdivision process. The proposed development is consistent with the intended use of these Blocks and compatible with existing infrastructure, abutting uses, and the character of the developing community.

Section 8.2.1 provides direction for the purposes of considering plan of subdivision applications. The following table provides a summary of plan of subdivision policies and demonstrates how the proposal addresses each.



Table 2: SCOP plan of subdivision policies review.

Policy	Comment
Section 8.2.1.1: Technical Considerations	
<ol style="list-style-type: none"> 1. The application must be complete in accordance with the requirements of Section 51 (17) and applicable regulations under the Planning Act 2. The application must conform to the policies of this Plan and the local Official Plan; where an application does not conform to this Plan or the local Plan an Official Plan Amendment application(s) may be submitted concurrently 3. Consideration of local zoning and other regulations 4. Application of local and county development charges or servicing charge backs where applicable. 	<ul style="list-style-type: none"> • Required plans and studies will be provided to facilitate the Town and County's deeming of the applications adequate • Based on our review the proposal is consistent with the SCOP and Official Plan of the Town of Carleton Place • Based on our review the proposal conforms with the Town of Carleton Place Development Permit By-law. • Acknowledged.
8.2.1.2 Environmental Considerations	
<ol style="list-style-type: none"> 1. Evidence respecting the availability and suitability of water and wastewater services including where appropriate the preparation of a hydrogeological study, terrain analysis and an impact assessment report in accordance with the Ministry of Environment guidelines and regulations 2. Preparation of a servicing options statement 3. Preparation of a preliminary stormwater management plan 4. Completion of studies required under the Natural Heritage policies of this Plan as stated in section 5.0, studies required under the Resources policies of this Plan as stated in section 6.0 or studies required under the Public Health and Safety policies under section 7.0 of this Plan. 	<ul style="list-style-type: none"> • The proposed development will proceed on full municipal services. A Servicing and Stormwater Management Report prepared by Macintosh Perry demonstrates the proposal can be accommodated by existing surrounding infrastructure. • See above. • See above. • The proposal is not affected by, nor will impact, natural heritage features, and; will not impact the ongoing or future development of resources within the County.
8.2.1.3 Planning and Design Considerations	
<ol style="list-style-type: none"> 1. Lot and block configuration 2. Compatibility with adjacent uses 3. Road access, street layout and pedestrian amenities 4. Parks and open space amenities 	<ul style="list-style-type: none"> • Configuration of Parts on the Plan of Subdivision are reflective of the provisions of the Residential designation in the Town's Development Permit By-law. Further discussion has been provided above on how the various parts will provide a sustainable framework for maintenance and stewardship of common elements. • The proposed residential uses are of similar use and form to surrounding dwellings to the east and west with proposed detached dwelling flanking the taller fourplex buildings to provide a transition to abutting dwellings. There are no surrounding uses that would be considered incompatible with the continued use of the property for residential purposes. • No new streets are proposed. Driveways are proposed to access Lake Avenue West. • No new open space or parks are proposed as part of the applications; parkland dedication, or cash-in-



<p>5. Easement and right-of-way requirements</p> <p>6. In considering a draft plan of subdivision, regard shall be had to, among other matters, the criteria of Section 51 (24) of the Planning</p> <p>7. Emergency and secondary accesses</p> <p>8. Additional considerations as may be required in local Official Plans.</p>	<p>lieu, was likely taken at the time of subdivision registration</p> <ul style="list-style-type: none"> • Proposed new easements are summarized in Section 2.2 above. • Considerations of Section 51(24) of the Act apply to plans of subdivision. • There are no site constraints to providing emergency access • A review of other applicable policies of the SCOP have been provided above.
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The proposed development maintains and promotes the policies in the SCOP.

3.3 Town of Carleton Place Official Plan

The Town of Carleton Place Official Plan (OP) is the cornerstone document essential for the management of future growth, development and change in the municipality. The OP provides the policy framework for guiding land use decisions within the Town’s boundaries for the next 20 years. The OP was adopted in July 2013, with its most recent consolidation being in June 2021. The site is designated ‘Residential District’ on Schedule of the OP.

FIG-OP location

The property is designated Residential on Schedule A of the Official Plan; Section 3.5.1 provides objectives for development within the Residential designation:

- *To promote sustainable, efficient, and diverse residential neighbourhoods; and*
- *To provide a diverse range of housing types and densities.*

Residential uses of all density types are generally permitted in the Residential District per Section 3.5.2. The proposed development consists of a range of housing types. The provision of detached, semi-detached, and fourplexes contributes to efficient and diverse residential neighbourhoods.

Policy 3.5.3.1 notes that a range of dwelling types and densities are permitted including single detached, semi-detached, duplex dwellings, triplex dwellings, townhouse dwellings and apartment dwellings. The proposed dwelling types are permitted in the Residential designation.

Section 3.5.4 of the OP provides direction on density targets for new and infill development. Generally, the OP provides a target of 30 units per net hectare with a target density between 26 and 34 units per net hectare. Densities that exceed 34 units per net hectare may be considered for infill projects with areas less than three hectares; Policy 2 states that such development will be controlled through provisions of the Development Permit By-law.



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Based on the current range of proposed dwelling types the project achieves a density of 21.4 units per net hectare ($20 \text{ units} \div 0.4892 \text{ ha}_{\text{net}} = 40.9 \text{ units/ha}_{\text{net}}$); Policy 3.5.4.4 defines densities greater than 35 units per net hectare as high density.

Policy 3.5.4.5 provides criteria for the consideration and design of medium or high density residential development. The following table provides a summary of density policies and demonstrates how the proposal addresses each.

Table 3: Summary of Official Plan policies applicable to medium and high density development.

Policy	Comment
The proposed design of the residential development is compatible in scale with the character of surrounding uses	<ul style="list-style-type: none"> The proposal proposes a gradual increase in building height as the distance increases from abutting residential dwellings. Detached and semi-detached dwellings up to two-storeys in height are proposed on the east and west of the site, with fourplexes up to four storeys in height located in the central four Blocks.
The site is physically suited to accommodate the proposed development	<ul style="list-style-type: none"> The concept plan demonstrates that the proposed development, required parking, setbacks, and amenity areas can be accommodated on the proposed Blocks.
The proposed site can be serviced with adequate water and wastewater services	<ul style="list-style-type: none"> The Servicing and Stormwater Management Report prepared by Macintosh Perry demonstrates that the site can be adequately serviced.
The property shall have appropriate access to an arterial or collector road maintained to a municipal standard with capacity to accommodate traffic generated from the site	<ul style="list-style-type: none"> All Blocks will have access to Lake Avenue West, a collector road. The Transportation Brief prepared by Parsons demonstrates that there are no traffic capacity or safety concerns related to the proposed development
Sufficient off-street parking facilities is provided in accordance with the standards set out in the Development Permit By-law	<ul style="list-style-type: none"> Sufficient space is available to accommodate minimum parking space requirements for the proposed development
The development can take place in accordance with the policies of Section 2.0.	<ul style="list-style-type: none"> Detailed design and approval of individual buildings will be addressed through the subsequent Development Permit review process. The proposed parcel configuration provides a framework within which future development will advance the policies of Section 2.0 (Community Design Framework).

Section 2.3, General Design Policies, Policy 8, states that:

“Proposed development within an established neighbourhood shall be designed to function as an integral and complementary part of that area’s existing development pattern by having regard for:

- massing;*
- building height;*
- architectural proportion;*
- volumes of defined space;*
- lot size;*



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- *position relative to the road; and*
- *building area to size area ratios.”*

The proposed development respects the massing, building height, and setbacks provided by the Development Permit By-law for the respective proposed dwelling types. The layout of the proposed buildings has regard for the surrounding context by providing the lower density use adjacent to existing dwellings to create a transition to the generally higher density fourplexes.

Section 4.3 of the Official Plan provides direction on the provision of built infrastructure such as roads, water, sanitary, and stormwater.

Section 4.3.5- Water, Wastewater and Stormwater Services states that all development shall generally occur on full municipal water and wastewater services. The property may be developed on full municipal services; the proposed common elements condominium will ensure that infrastructure not assumed by the Town will continue to be maintained and operated equitably among the benefitting parties.

Section 4.3.1.3 of the Official Plan is intended to provide further policy in support of the 2014 Rideau-Mississippi Source Protection Plan (SPP).

The SPP identifies the property within the Intake Protection Zone Scored 9 (IPZ9) area. Appendix B- Drinking Water Threat Circumstances of the SPP identifies prescribed drinking water threats and quantifies various circumstances by which such threats would be of concern. No existing or proposed uses on the land meet the threshold of being a drinking water threat. Potential activities on the site- such as salt application or snow storage, do not meet threshold under the summary of circumstances.

Section 6.7.1 provides considerations and criteria for the submission of a complete plan of subdivision application and are largely identical to those provided in the SCOP. Similar to discussion above regarding the SCOP, the plan of subdivision is consistent with the applicable policies. Section 4 of this rationale outlines an overview of the technical plans and studies. The proposed development advances the policies in the OP.

The proposed development is consistent with the policies of the Official Plan.

3.4 Development Permit By-law

The property is within the Residential District designation of Development Permit By-law 12-2015. The Residential District “applies to a number of different types of housing, from low density single dwellings to row dwellings to apartment buildings”. The purpose and intent of the Residential District is to “promote compatible residential development within neighbourhoods”.

The proposed development provides a range of housing densities in a low-rise built form, meeting the performance standards of the Residential District. The tables below outline the required performance standard and the provided performance standard for each proposed Block based on the proposed future dwelling type.



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DETACHED DWELLING			
PROVISION	Required	Provided Block 1	Provided Block 7
LOT AREA (MIN)	Nil	418 m ²	423 m ²
LOT COVERAGE (MAX)	80%	33 %	32 %
LOT FRONTAGE (MIN)	10.6 m	10.6 m	12.0 m
FRONT YARD BUILDIN WITHIN AREA	4.5-7.5 m	5.0 m*	5.0 m*
EXTERIOR SIDE YARD BUILD WITHIN AREA	4.5-7.5 m	N/A	5.1 m*
INTERIOR SIDE YARD (MIN)	1.2 m	1.2 m	1.2 m
REAR YARD DEPTH (MIN)	7.5 m	14.9 m	17.7 m
USEABLE LANDSCAPED OPEN SPACE IN THE REAR YARD (MIN)	50 m ²	173.5 m ²	199.9 m ²
BUILDING HEIGHT (MAX)	11 m	±7.5 m	±7.5 m
DWELLING UNIT AREA (MIN)	92.9 m ²	270 m ²	270 m ²
NO ENCROACHMENT AREA FROM FRONT LOT LINE	2.5 m	3.0 m*	3.0 m*
PARKING SPACES	2 per dwelling unit, one of which may be provided within the garage	2	2
DRIVEWAY (MAX)	45% of lot frontage	28 %	25 %
MAIN GARAGE FOUNDATION	6 m from the front lot line	6.7 m*	6.7 m*

NOTE: * SETBACK INCLUDES DISTANCE TO NEAREST ABUTTING STREET LINE.

SEMI-DETACHED DWELLING			
PROVISION	Required	Provided Block 6W	Provided Block 6E
LOT AREA (MIN)	Nil	415 m ²	351 m ²
LOT COVERAGE (MAX)	60%	34 %	40 %
LOT FRONTAGE (MIN)	7.5 m	11.4 m	9.6 m
FRONT YARD BUILDIN WITHIN AREA	4.5-7.5 m	5.0 m*	5.0 m*
INTERIOR SIDE YARD (MIN)	1.2 m	3.0 m	1.2 m
REAR YARD DEPTH (MIN)	7.5 m	16.8 m	16.8 m
USEABLE LANDSCAPED OPEN SPACE IN THE REAR YARD (MIN)	40 m ²	191 m ²	163 m ²



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BUILDING HEIGHT (MAX)	11 m	±7.5 m	±7.5 m
DWELLING UNIT AREA (MIN)	92.9 m ²	282 m ²	282 m ²
NO ENCROACHMENT AREA FROM FRONT LOT LINE	2.5 m	3.0 m*	3.0 m*
PARKING SPACES	2 per dwelling unit, one of which may be provided within the garage	2	2
DRIVEWAY (MAX)	50% of lot frontage	28 %	25 %
MAIN GARAGE FOUNDATION	6 m from the front lot line	6.5 m*	6.5 m*
NOTE: * SETBACK INCLUDES DISTANCE TO NEAREST ABUTTING STREET LINE.			

TRIPLEX AND QUADPLEX

PROVISION	Required	Provided Block 2	Provided Block 3	Provided Block 4	Provided Block 5
LOT AREA (MIN)	Nil	689 m ²	700 m ²	710 m ²	721 m ²
LOT COVERAGE (MAX)	60%	29 %	28 %	28 %	27 %
LOT FRONTAGE (MIN)	15 m	20 m	20 m	20 m	20 m
FRONT YARD BUILDIN WITHIN AREA	4.5-7.5 m	4.5 m*	4.5 m*	4.5 m*	4.5 m*
INTERIOR SIDE YARD (MIN)	1.2 m	1.2 m, 3.0 m	1.2 m, 3.0 m	1.2 m, 3.0 m	1.2 m, 3.0 m
REAR YARD DEPTH (MIN)	9 m	20.2 m	21.1 m	21.3 m	21.7 m
USEABLE LANDSCAPED OPEN SPACE IN THE REAR YARD (MIN)	30 m ² per dwelling unit, total 120 m ²	219 m ²	226 m ²	163 m ²	173 m ²
BUILDING HEIGHT (MAX)	14m	±12 m	±12 m	±12 m	±12 m
NO ENCROACHMENT AREA FROM FRONT LOT LINE	2.5m	3.0 m*	3.0 m*	3.0 m*	3.0 m*
PARKING SPACES	1.25 per dwelling unit	5	5	5	5
VISITOR PARKING	min. 1 visitor parking space	1	1	1	1

NOTE: * SETBACK INCLUDES DISTANCE TO NEAREST ABUTTING STREET LINE.

As discussed in Section 2.2 of this rationale, the creation of Block 9 to delineate the common elements condominium separates development Blocks 2 to 7 from having direct frontage on Lake Avenue West or Mississippi Road. Blocks 2 to 7 will retain an interest in Block 9 by being parcels of tied land (POTLs) to the common elements condominium. The circumstance is similar to that of common element condominiums with freehold parcels on private streets; the POTLs will maintain access over the common element condominium block with the effect of having direct access to Lake Avenue West. Block 9 will appear and function as a front yard for the parcels. Based on the comprehensive design of the proposal; the requirement to service the site by way of private sanitary services (as opposed to municipal infrastructure within the right-of-way); and continued interest of benefitting parcels in Block 9 by way of



the common elements condominium, it is appropriate to consider Blocks 2 to 7 to have frontage on a public street and review subsequent development accordingly.

The proposed parcels comply with applicable provisions of the Development Permit By-law.

4 OVERVIEW OF TECHNICAL STUDIES

4.1 Archaeological Assessment

A combined Stage I and II Archaeological Assessment was completed by Past Recovery Archaeological Services (8 July 2022, PR22-022) to determine whether the property retained archaeological potential. Initial historical, environmental, and archaeological research concluded that portions of the site possessed potential for pre and post-Contact archaeological resources.

A field assessment was completed on 29 June 2022n by means of a shovel test pit survey at five metre intervals across all parts of the site determined to retain archaeological potential. No archaeological resources of concern were recovered during the survey, and further investigation was not warranted. The assessment was entered into the public register by the Ministry of Tourism, Culture, and Sports (MTCS) on 19 July 2022.

4.2 Servicing and Stormwater Management Report

A Servicing and Stormwater Management Report was prepared by Macintosh Perry (8 February 2023, CCO-22-1448) to demonstrate how the proposed development could be accommodated with existing and proposed water, sanitary, and stormwater management infrastructure.

Water service will be provided by extending a new 38 mm diameter watermain from, and parallel to, the existing 300 mm watermain in Lake Avenue West; lateral connections will then be extended to each of the development Blocks.

Sanitary service will be collected by way of a private 200 mm gravity sewer located in Block 9. The proposed sanitary sewer will lead to a private pump station at the southeast corner of the site. From the pump station, a sanitary forcemain will then discharge to the 200 mm diameter sanitary stub located in the boulevard north of Lyndhurst Street.

Stormwater will be managed using several approaches:

- Deepening of the ditch along the south side of Lake Avenue west from west of the site to the Mississippi Road intersection. Deepening the roadside ditch will create a perimeter drainage system, which will direct site drainage towards the roadside ditch per existing conditions.
- Depressed stormwater areas are proposed to restrict stormwater and provide the necessary storage to meet pre-development flow rates.



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- Runoff collected on the rooves of the proposed quadplexes will be stored and controlled internally using one roof drain per rooftop. The roof drain(s) will be used to limit the flow from the roof to the specified allowable release rate.

In no circumstances will stormwater runoff be directed onto any abutting properties.

4.3 Transportation Brief

A Transportation Brief was prepared by Parsons (11 May 2022, 478279-01000) for the proposed development. The brief concludes that the proposed development can be accommodated by the adjacent road network, with most travel demand over the project buildout timeline (to 2027) being generated by the Mississippi Shores subdivision development to the west. The intersection of Lake Avenue West and Mississippi Road will continue to operate at level of service (LOS) A at full buildout.



5 CONCLUSION

The proposed development for the subject site represents permitted residential uses and a desirable mix of housing options that will contribute to the area. This rationale has demonstrated that the proposed development is consistent with the Provincial Policy Statement, conforms to the Official Plan, and has been designed respecting the relevant guidelines.

As demonstrated by this report and other technical submissions included with the required application, which are to be read in conjunction with this report, the proposal represents an appropriate development that will fit and work well on the site and within the surrounding context.

It is our opinion that proposed development represents good land use planning and is a positive addition to the area.

Respectfully,

Eric A. Bays MCIP, RPP
Senior Planner
Stantec Consulting Ltd.



APPENDICES



254 Lake Avenue West

