

October 2, 24

Egis File: CCO-22-0957

Koren Lam, Senior Planner
Lanark County
99 Christie Lake Road
Perth, ON K7H 3C6

Ms. Lam,

Re: Comment Response Letter – 400 Lanark Street (Wintergreen Ridge Ltd.)

Egis Canada Ltd. (Egis) has reviewed the comments provided for the above noted Draft Plan of Subdivision application by the following agencies and is pleased to provide the itemized responses within this Comment Response Document.

- Town of Carleton Place (November 21, 2023)
- Town of Carleton Place – Urban Forest/River corridor Advisory Committee (November 20, 2023)
- Lanark County Public Works (December 21, 2023)
- Mississippi Valley Conservation Authority (December 14, 2023)
- Enbridge (October 30, 2023)
- Bell- WSP (November 2, 2023)
- Hydro One (November 2, 2023)
- Public (November 8, 2023 and December 14, 2023)

In addition to the responses to the comments above, please find enclosed the following revised submission items:

- Environmental Impact Statement and Tree Preservation Plan (August 22, 2024)
- Transportation Impact Study (September 27, 2024)
- Servicing Report (October 2024)
- Stormwater Management Report (October 2, 2024)

The following section provides itemized responses to comments:

TOWN OF CARLETON PLACE COMMENTS

Overall Comments

1. The overall density of the subdivision does not conform to the Town of Carleton Place Official Plan. As a result, an Official Plan Amendment is required prior to the consideration of the plan of subdivision. Alternatively, the applicant may wish to alter the proposed plan to reduce the density of the subdivision to be consistent with the Official Plan. Staff also note that the applicant should consider the proposals conformity with the amended Official Plan as adopted by Town Council in August 2023. A copy of the amended Official Plan is attached for reference.

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Egis Response: As discussed with Town Staff by way of correspondence in April, May, and June, the proposed plan of subdivision has been modified to address the comments provided. These modifications include a unit count reduction that promote the conformity of the subdivision proposal with applicable Official Plan policies.

2. The Town is not supportive of the use of a wet pond for stormwater management purposes. The proposal will be required to be amended to reflect the design of a dry pond. Coordination should also be undertaken with the property owners to the east of the site (Inverness Homes) to design and construct a shared oil-grit separator to accommodate the needs of both subdivisions.

Egis Response: A dry pond is proposed within the wintergreen site. Upon coordination with the adjacent site, it was noted this site is to provide its own treatment unit.

3. The Town's preference is to receive the dedication of a consolidated parkland block and that block should be adjacent to the dry pond.

Egis Response: A central park block is now proposed within the northern portion of the proposed subdivision with direct access for nearly half of the units proposed. A smaller park block is proposed adjacent to Lanark Street, opposite the stormwater pond – on a portion of the property that may be otherwise awkward to develop, and it is anticipated that the apartment block will be developed with private amenity.

4. The Town is not willing to accept Street D with the proposed road width of 35.93m. The subdivision should be redrawn to design an alternative lot and street configuration.

Egis Response: This portion of the subdivision has been revised.

5. It appears that the stacked towns of Blocks P, Q and R front on the un-opened Edmond Street road allowance. This will need to be removed or reconfigured to front on Street C.

Egis Response: This portion of the subdivision has been revised.

6. Watermain looping is required to connect to the existing Edmond Street 150mm watermain.

Egis Response: The watermain has been updated to connect to the 150mm watermain on Edmund St.

7. Drawing D1 (Density Calculations) references 168 stacked townhomes in the "High Density" Block. This built form is not presently recognized in the Town's Development Permit Bylaw and as such a Development Permit Amendment will be required to permit this type of built form. The Town's definition of "Townhomes" also permits up to eight (8) attached units. This submission proposes up to 64 units attached between Blocks A-K.

Egis Response: Although the land use concept has been revised, it is acknowledged that the development as proposed does not necessarily comply with all provisions of the Town's Development Permit By-law.

This is particularly the case with the back-to-back townhouse units, which are proposed in a Planned Unit Development format. It is understood that the Town of Carleton Place is presently embarking upon a project to update the Development Permit By-law and that this update may address built forms not presently captured. Regardless, it is acknowledged that the proposal does not presently comply and that an amendment is required.

8. Staff recommend a condition of draft approval which references a maximum number of units contemplated for the block as well as a Development Permit Amendment and Class 3 permit to govern the site design.

Egis Response: This unit type is no longer proposed.

9. Each of the submitted studies and reports refers to a different total unit yield (ie the Urban Design Brief notes 256 units while the Traffic Statement notes 248 units). Please amend all studies to be consistent with the request number of units.

Egis Response: Acknowledged.

10. The timing of this development is contingent on the upgrade to the Industrial Street Pumping Station which does not have residual capacity to accommodate this development in its existing condition. The detailed design and tender preparation will be proceeding this year with construction likely for 2024.

Egis Response: Acknowledged.

11. Applicant to confirm that the existing overhead wires identified on the survey are intended to be buried or re-located as part of the scope of work.

Egis Response: Egis has reached out to Hydro One for coordination on this item.

12. Upon re-submission, please provide an on-street parking plan and roadway crosssections consistent with the Town's Transportation Master Plan.

Egis Response: It is suggested that an on-street parking plan would be most suitable at the detailed design phase of approvals, when additional information will be available including but not limited to utilities, driveway locations, and community mailboxes.

13. Given the limited property width on the southern end of the site (Street B loop), the applicant may wish to consider a private road configuration through a plan of condominium to more efficiently use the space.

Egis Response: This portion of the subdivision has been revised.

14. The Town notes that the proposal has indicated a tight-building envelope to the northern property limit. The lands immediately to the north of the subject lands are owned by the Town of Carleton Place and are actively used for winter operations as a snow-dump. As a result the site generates noise (backup

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alarms, tail gate slamming etc) and light (headlights and flashing truck lights etc). This site is also identified as the future home of the Household Hazardous Waste Depot and compost site as well as the future permanent public works yard (re-locating from Franklin Street).

Egis Response: This portion of the subdivision has been revised, pursuant to discussions with Town staff, to include a lower profile built form. Back-to-back townhouses are now proposed with opportunities for fencing and to limit the placement of window openings adjacent to the Town's property.

It is understood that the Town is presently pursuing Environmental Compliance Approval for the construction of a new household hazardous waste (HHW) transfer station/depot on this property. Could staff please confirm the status of the approvals and if conditions addressing the proximity of the depot to residential lands were introduced?

15. The applicant is encouraged to consider siting low-profile building which can be buffered by vegetation and rear-yard setbacks to minimize the impact of the industrial site.

Egis Response: This comment has been implemented within the revised design.

16. The Town appreciates the walkway connections throughout the site but would like to see them connect to sidewalk infrastructure to create continuity in the pedestrian infrastructure.

Egis Response: Sidewalks will be included within the Street A and Street B rights-of-way pursuant to municipal requirements. Walkway connections within the apartment block will be proposed at the time that block is developed, following subdivision registration.

Planning Rationale

17. The Planning Rationale should consider how the apartment dwellings (high density) and townhomes/stacked townhomes (medium density) are consistent with the siting requirements of the Official Plan. The applicant is encouraged to explore re-locating Blocks L and J closer to the entrances of the subdivision.

Egis Response: This portion of the subdivision has been revised per the comment above. The high density portion of the subdivision has been relocated in consideration for applicable Official Plan policies, including those within subsection 3.5.3.

18. Stacked townhomes are not a recognized built form and will be subject to a Development Permit Amendment to evaluate the use. As a result, at this time staff cannot confirm the viability of the proposed unit yield on the stacked townhouse dwelling blocks.

Egis Response: Stacked townhomes are no longer a proposed built-form; however, back-to-back townhomes are proposed and it is expected that Staff's comment applies to this unit type. It is acknowledged that an amendment to the Development Permit By-law will be required.

19. First level parking garages are not consistent with the Built Form Design Standards of the Development Permit Bylaw. A Class 3 Development Permit will be required to consider the impacts of varying the standards which may or may not be approved. As a result, at this time staff cannot confirm the viability of the proposed unit yield on the apartment dwelling blocks.

Egis Response: This portion of the subdivision has been revised.

20. Applicant should review the proposed building layout for townhomes to ensure that the lotting provides sufficient room for 3.0m easements between units for access and stormwater infrastructure easements as appropriate.

Egis Response: Sufficient room for easements will be demonstrated during the detailed design phase of development approvals.

21. The applicant is asked to provide additional information regarding opportunities to accommodate accessory residential units within the proposed built form.

Egis Response: Accessory residential units are generally pursued to provide supplementary housing solutions within existing built-up neighbourhoods. Accessory residential units are often smaller than – and secondary to – a principal dwelling. The built form proposed incorporates housing solutions, including apartment and back-to-back townhouse dwellings, that may be suitable for those who might otherwise consider accessory residential units. It is worthwhile noting that basement apartments may be practical for the single, semi and townhouse dwellings proposed.

22. Additional information regarding the provision of affordable housing is requested – types of units, price points, proposed distribution across the site etc.

Egis Response: Affordable housing is anticipated to be pursued by way of the Canadian Mortgage and Housing Corporation (CMHC) Mortgage Loan Insurance (MLI) incentives; however, the particulars are not yet known. In part, this is because the project is still in the Draft Plan of subdivision phase of approvals. Although the reduction in the number of proposed units from 250 to 204 improves the conformity of the project with the Official Plan, it also negatively impacts the proponents' ability to include affordable housing. This being said, our client has communicated a willingness to discuss potential bonusing scenarios with staff.

23. The report needs to consider the impacts of adjacency of a new sensitive use to the existing industrial uses in accordance with the Ministry of Environment Land Use Planning Guidelines (D-Series). The review should also address whether additional studies are required in accordance with the guidelines (ie. Noise Attenuation Study).

Egis Response: The subject lands are currently designated residential in both the Town's Official Plan and Development Permit By-law. Further, it is understood that the Town of Carleton Place is presently undertaking to expand their industrial use. It is expected that the Town will need to consider impact

upon the subject lands by way of their proposed expansion of the industrial use. As it concerns the proposed subdivision, the land use concept has been revised pursuant to Town staff comments in order to incorporate lower profile dwelling units in closer proximity to the municipality's snow storage facility. Opportunities to further buffer the development from the Town's property by way of the planting of vegetation and to attenuate noise, as needed, can be pursued at the detailed design phase of development approvals once additional information regarding the Town's depot proposal has been made available.

Traffic Impact Study

24. The report is littered with spelling mistakes and improperly spelled street names. The report should be reviewed and resubmitted at time of resubmission.

Egis Response: Traffic report has been updated for resubmission.

25. The Town would appreciate receiving comments from the County's Public Works Department on the study as it pertains to vehicular movement on Townline Road.

Egis Response: Acknowledged

Environmental Impact Study and Tree Conservation Report

26. Note: Any site alteration or vegetation removal will require a Class 1 Development Permit prior to undertaking.

Egis Response: This has been acknowledged within the updated Environmental Impact Statement.

27. As this property was previously used as a Christmas Tree farm, the Town's Urban Forest Committee inquiries as to whether there is a plan in place for the remaining Christmas Trees prior to development. Can the remaining trees be scheduled for removal and donation prior to the holidays?

Egis Response: This suggestion has been referenced within the updated Environmental Impact Statement. However, it is important to note that the Christmas trees have not been maintained in recent years; accordingly, it is unlikely that they will be suitable for donation.

Servicing and Stormwater Management Report

Sewer and Water

28. Sanitary and storm sewers should extend along the frontage of Block D and be serviced from Street B.

Egis Response: Block 40 (formerly Block D) will have sanitary and water services extending to Townline Road. Storm runoff will be outlet through Block 41 and ultimately to the pond.

29. In the Preliminary Plan of Services, it indicates a 1050mm diameter storm pipe as the outlet which ties into the existing Carleton/Lanark development, but the grading plans shows a 900mm. This will need to be confirmed as the current Lanark/Carleton Street development drawings indicate a 900mm.

Egis Response: Coordination is ongoing with the adjacent development. As we are aware, the current storm outlet is a 1350mm diameter.

30. The site should be designed to provide 0.3m separation between the underside of footing and 100-year hydraulic grade line to avoid the need for sump pumps.

Egis Response: Acknowledge. This will be confirmed during detailed design however it should be noted that sump pumps may be required.

31. A wet pond is not permitted; dry pond will be required with an oil grit separator. Discussions need to take place with adjacent developer to have one oil grit separator installed within the Lanark/Carleton Street development. The unit will need to be adequately sized to provide quality control for both sites.

Egis Response: A dry pond is proposed within the wintergreen site. Upon coordination with the adjacent site, it was noted this site is to provide its own treatment unit.

32. Watermain should be looped back to Edmund St. stub and not the hydrant as this is a private hydrant, the loop back to Street C should be removed. Boundary conditions will need to be evaluated by the Town's consultant to ensure this loop provides an adequate level of service.

Egis Response: The watermain layout has been revised and now connects to Edmund Street.

Roads

33. Sidewalk connection should be made from west side of Edmund St. to Street A.

Egis Response: Sidewalk will be provided within the entire length of Street A.

34. Street D 24m wide asphalt platform is not permitted.

Egis Response: This portion of the subdivision has been revised.

35. Sidewalk should be continuous on Street A along the frontage of Block C.

Egis Response: Sidewalk will be provided within the entire length of Street A.

Utilities

36. The utilities located off Edmund will need to be relocated prior to development. This will need to be coordinated with hydro as this may be challenging since its directly located off their hydro station.

Egis Response: Egis has reached out to Hydro One for coordination on this item.

37. This development is contingent on the industrial avenue pumping station upgrades which are currently planned for 2024-2025.

Egis Response: Comment noted.

38. There will be applicable cost sharing components for the pump station upgrades as well as the benefit for the downstream sewer installation by the adjacent developer.

Egis Response: Comment noted. Please provide additional information regarding the cost for the pump station for consideration.

MISSISSIPPI VALLEY CONSERVATION AUTHORITY COMMENTS

1. Soils mapping has been used to assign a hydrological soil group. That soil group is used, subsequently, to determine runoff volume. Regional mapping is a useful tool however on-site conditions can be variable. Site investigations may be appropriate to confirm site soils and hydrological properties.

Egis Response: Noted. Geotechnical investigations shall be conducted in the detailed design stage to appropriate the proposed SWM design and LID controls. The BMP design will be reconfigured based on the investigation findings.

2. Page 3, Section 5, Table 9: “the amount of runoff generated may vary depending on the actual percentage of directly connected impervious area”. Reporting notes that layouts of lots and units will be optimized in final design. Once established, a calculation of directly connected impervious area would help substantiate calculation of runoff volume and quality storage.

Egis Response: The proposed retention basin and treatment unit have been adjusted based on the directly connected impermeable area. This information was obtained from the latest subdivision layout plan.

3. Page 4/5: The existing site drainage is characterized including area outside of the development site. It is noted “The external drainage areas EXT1 through EXT5 are to remain unchanged under post-development conditions.” The post development condition includes “unchanged” area which accounts for a significant portion of the total drainage area. The low runoff factors for those areas contribute to a relatively low total site runoff factor. Area outside the development can be expected to be developed and drainage will be incorporated into the design of new drainage systems. This will remove area from the total drainage area of facilities proposed in this report and as a result the remaining area will have a higher imperviousness factor. As imperviousness factor is a component of determining quality control solutions. A calculation of post-development conditions excluding the EXT1 to EXT5 areas and a revised and smaller drainage area and higher imperviousness may be appropriate to confirm future performance of quality measures.

Egis Response: At this stage, it is proposed to install a Jellyfish JF12-20-5 unit at the entrance of the retention basin to ensure stormwater quality control. This treatment unit is sized according to the actual

area intercepted by the structure and can treat up to 90% of the captured runoff volume. Thus, runoff from the external catchments EXT1 to EXT3 will be collected and directed to the retention basin, and will therefore be included in the sizing of the treatment unit. On the other hand, runoff from areas EXT4 and EXT5, which are redirected to an underground chamber, will not be included in the calculation for the treatment unit.

4. Page 8: "Additional collaboration with the design consultant of the neighboring development will be required to address these concerns and formulate a storm sewer infrastructure design with tie-ins that are mutually advantageous." And Report #1 goes on to recommend consideration of changes to the Carleton/Lanark pond, a bypass sewer and a possible need to modify existing sewers outside of the subdivision to accommodate this development. The current reporting does not provide an indication of communication with the Town or the adjacent land developer on comments related to a need to change the approved downstream infrastructure.

Egis Response: Egis has reviewed the SWM design proposed by Robinson Land Development (April 2024) for the neighbouring development and incorporated their assumptions and model into our overall SWM design. A detailed section (section 4.3) discussing the design constraints, connection consideration and potential impacts have been included to the SWM report.

5. We understand there is an updated version of the Carleton/Lanark report dated August 2023 not referred to in current reporting.

Egis Response: This report incorporates the most recent version of the Carleton/Lanark report, which is dated April 2024.

6. Information about overland flow paths and capacities in the Carleton/Lanark subdivision are not provided in Report #1. It is not clear to us how this author has assessed and accounted for major overland flow from the Wintergreen subdivision into the Carleton/Lanark subdivision including sizing of the Wintergreen stormwater management pond to control outflow "safely convey all design storm outflows without overtopping Lanark Street." (page 9).

Egis Response: The proposed storm sewers throughout the subdivision will be designed to handle both minor and major storm events without overflowing. In the case of events exceeding the 100-year design storm or in the event of blockages, stormwater flow will exceed capacity and overflow onto the roadway. The surface lot plans and road profiles will be designed to direct the overflow towards the stormwater management (SWM) facility, which is sized to manage the 100-year rainfall. The outlet storm sewer from the SWM to the neighboring subdivision will be designed to safely convey all design storm flows without overflowing onto Lanark Street.

CARLETON PLACE URBAN FOREST COMMITTEE COMMENTS

1. 1. There is a bit of confusion as the map for the EIS(hatched in red) does not seem to match the development site plan coming from Lanark St. There are mature Norway Spruce along the fence row
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which are larger than 20 cm which should be protected with fencing prior to construction starting and during the construction period.

Egis Response: It will be recommended to protect these trees prior to and during construction

2. Agree that white spruce should be fenced off in the Green Spaces prior to construction starting and remain fenced during construction. Existing trees along the periphery of the property and if possible those near backyards should also be maintained

Egis Response: It will be recommended to protect these trees prior to and during construction

3. Where is the storm water going to flow? We should be trying to use as many LID features as possible to protect some of the sites.

Egis Response: The land grading is designed to channel surface water into the storm sewer system, ensuring a sufficient slope to prevent stagnant water accumulation. The subdivision project focuses on implementing Low Impact Development (LID) practices to manage runoff as close to its source as possible. It employs a chain treatment approach by disconnecting downspouts at the lot level and incorporating Jellyfish treatment units upstream of a retention basin, which effectively filter out contaminants and guarantee that the water entering the network meets quality standards. Furthermore, the project aims to capture runoff from specific external watersheds and direct it into an underground chamber designed to handle 100-year storm events. This chamber helps regulate runoff while mimicking natural processes of infiltration and storage. In the case of heavy rainfall exceeding the anticipated storm event, an emergency overflow system will redirect excess water to the drainage network on Edmond Street, ensuring effective runoff management while minimizing environmental impact.

4. Is there anyway of utilizing the young spruce where development is going to take place.

Egis Response: It can be recommended to transplant trees, if appropriate, and if the timing of development, and transplanting the trees coincide. The trees should be transplanted in the fall or the early spring before new growth starts

5. We will require a landscape plan for this development.

Egis Response: Acknowledged. It is expected that the landscape plan will be required at the detailed design phase of development, following Draft Plan of Subdivision Approvals.

6. In the current design , pedestrian and active circulation is cut off. Lots 24,25,26 should be converted to green space to join block G(Park Space). If necessary, Block H Park Space can be lotted instead. and street B to Townline road so that the proposed road layout does not discourage pedestrian travel.

Egis Response: This aspect of the subdivision has been revised. Sidewalks will be provided within proposed public rights-of-way.

7. Block D (Apartment Units) should provide a pathway connection from Townline Road to give access to Block C green space and the trails beyond this proposed subdivision.

Egis Response: The possibility of incorporating a pathway connection in this location will be considered during the detailed design phase of approvals. Challenges could include slope, maintenance, and ownership.

8. Consideration should be given to a small amount of "fine grained" or flexible commercial space that fronts onto Townline road on Block D.

Egis Response: There is currently no commercial proposed within the proposed subdivision.

9. On Edmund Street, the transition from single detached (at Townline) to higher density should be gradual. Suggest all street towns be placed closer to Townline and stacked towns on dog park side.

Egis Response: This aspect of the subdivision has been revised.

10. The topography on this side of town is more interesting. We should try and preserve where possible to add character to the subdivision instead of doing a cookie cutter approach. Working with the existing topography and some of the existing matured vegetation would make for a more charismatic neighbourhood and more engaging green spaces, instead of a blank-slated approach of leveling the site.

Egis Response: Comment noted.

11. In the EIS it states Western Chorus Frogs (Federal Status Threatened) have no habitat present or nearby. However, they are abundant in the nearby woods and have been observed breeding in ephemeral pools there. Residential properties on the southern edge of the proposed development have similar pools that form in the spring and it is likely that this potential frog habitat extends into the center of the development site. Perhaps a low-lying area such as lot 4 could be kept as green space to provide north-south connectivity of frog habitat and add character to the development. "

Egis Response: This can be considered as part of the design and included in the recommendations section; however, Western Chorus Frogs and their habitat are only protected on Federal property, therefore there is no requirement under the ESA.

BT ENGINEERING, TRAFFIC IMPACT STUDY COMMENTS

1. We confirm traffic signals are not warranted and that Townline road can accommodate the generated traffic.

Egis Response: Acknowledged.

2. The County would like to request a PXO, Level 2 Type B, to be installed at Lanark Street, with both developments sharing in the cost, to provide a safe crossing for pedestrians.

Egis Response: Will be reviewed and future coordination had with Municipality and other parties regarding feasibility.

3. The proposed site plans that have been provided should be revised to include the proposed road network for the adjacent development to confirm suitable offsets between intersections on Lanark Street.

- a. This could be dealt with at the site plan control level, along with the parking considerations noted in the review.

Egis Response: Acknowledged.

4. The extension of existing sidewalks along Edmund Street and Lanark Street, providing continuous connections to Townline Road and along the frontage of the development, should be a requirement.

Egis Response: Will be reviewed and future coordination had with Municipality and other parties regarding feasibility.

5. The provision of sidewalks within the proposed subdivision should be reviewed. The provision of a boulevard to accommodate snow storage and garbage collection between the sidewalk and the curb is desirable.

Egis Response: Will be reviewed and future coordination had with Municipality and other parties regarding feasibility.

6. The provision of parking is also noted to be an important element of transportation. The ability to provide suitable parking within the site has not been addressed in the Draft Plan of Subdivision. This will need to be confirmed or considered as part of the site plan approval process. Parking in multi-residential unit design should include details of e-charging infrastructure including plowing and post conflicts.

Egis Response: To be reviewed at Site Plan Approvals stage.

ENBRIDGE COMMENTS

1. The applicant shall use the Enbridge Gas Get Connected tool to determine gas availability, service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping and/or asphalt paving.

Egis Response: Acknowledged.

2. If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phased construction, all costs are the responsibility of the applicant.

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Egis Response: Acknowledged.

3. In the event that easement(s) are required to service this development, and any future adjacent developments, the applicant will provide the easement(s) to Enbridge Gas at no cost.

Egis Response: Acknowledged.

4. Blasting and pile driving activities in the vicinity of Enbridge Gas Distribution and Storage (GDS) facilities require prior approval by GDS. The Blasting and Pile Driving Form, referenced in Enbridge's Third Party Requirements in the Vicinity of Natural Gas Facilities Standard, must be provided to mark-ups@enbridge.com by the Owner of the proposed work for all blasting and pile driving operations. In addition, a licensed blasting consultant's stamped validation report must be submitted to GDS for review if blasting is to occur within thirty (30) metres of GDS facilities. The request must be submitted a minimum of four (4) weeks prior to the beginning of work to allow sufficient time for review.

Egis Response: Acknowledged.

BELL COMMENTS

1. The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.

Egis Response: Acknowledged.

2. The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.

Egis Response: Acknowledged.

3. Upon receipt of this comment letter, the Owner is to provide Bell Canada with servicing plans/CUP at their earliest convenience to planninganddevelopment@bell.ca to confirm the provision of communication/telecommunication infrastructure needed to service the development.

Egis Response: Acknowledged.

4. It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada's existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure.

Egis Response: Acknowledged.

5. If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.

Egis Response: Acknowledged.

PUBLIC COMMENTS

1. To whom this may concern, I live at 380 lanark street beside this property. With the application to build a subdivision at 400 lanark street, my fist question is will there be gas being run to the subdivision? The next is a problem I see coming in the future, in the springtime my sump pump runs for a month straight without shutting off. I also notice the 400 lanark st properly is a pond in the spring until early summer. I've worked in new build subdivisions my whole life and I know they sometimes raise the grade. The problem I have is where will all this water go and does this mean it will end up in my basement and my sump pump run for 2 months straight? I was hoping in the planning of the subdivision there is a plan in place for the water drainage so the surrounding houses do not get flooded every spring or large rainfall.

Egis Response: A drainage system will be designed to channel runoff and minimize its impact on neighboring properties. Runoff from external areas will be collected and directed either to the subdivision's retention basin or to an underground chamber specifically designed to manage 100-year rainfall events without overflowing.

- a. Additionally what sort of notice will be given when building is about to start?

Egis Response: It is anticipated that construction will begin in 2026. Formal notice is not normally required in advance of subdivision development, unless there will be specific impacts (e.g. blasting, or water or traffic interruptions).

- b. Is there going to be houses directly beside our property?

Egis Response: Please refer to the proposed draft plan of subdivision. It appears as though 380 Lanark Street (PIN 05303-0123) is adjacent to Block 41, upon which medium-high density residential (e.g. apartment dwellings) are now proposed.

- c. Cars speed to the end of the road including the loaders etc that have been using our road to access industrial properties. Is there a plan to enforce the speed limit for all of the construction traffic?

Egis Response: Town staff to respond.

2. I received a notice about a huge development right next to my house and property at 111 Townline Road E. This will obviously have a negative impact on our quality of life. I want to know if the developers will be erecting a tall fence to shield from noise and traffic.

Egis Response: Fencing details will be explored during the detailed design phase of development.

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3. I am supportive of developments which provide a higher density than typically seen, especially when that enables other public benefits such as affordable housing and additional greenspace. It's clear to me that that is the design intent of this development. However, there is (at least) one major challenge that this design will face as a result of this strategy, specifically the amount of parking, vehicle access and traffic generation. I don't really see any mitigations for these problems in this draft, so I'd like to suggest some below.

The PPS promotes transit-supportive and active transportation-supportive developments. While the design brief claims that this development aligns with these goals, there's very little in the design that actually supports that claim. The brief mostly describes efforts that the Town is taking to advance these goals. With the exception of a single mid-block connection, basic sidewalks, and an apartment located along Townline, there is little that is transit- or AT-supportive in the design. Instead, the circuitous road layout is quite the opposite and would make otherwise short walks from eg. Street D to Lanark Street tedious. High-density car-centric road layouts like this are a recipe for traffic and parking problems, along with angst from local residents and Councils.

Higher densities like this can be achieved with attention to providing something that's actually transit- and AT-supportive. Neighbourhoods designed in this way are also more likely to be supported by local residents and Council. I hope that the developer will intentionally "lean in" to this strategy instead of doing the bare minimum to conform to the PPS. Here are a number of potential changes that would provide meaningful steps in this direction:

- Provide a mid-block connection from Street D towards the stormwater pond/Lanark Street (eg. along Lot 17). This is the highest-impact, lowest cost suggestion on this list as it would provide eastward access from Street D without having to amble needlessly through the entire neighbourhood.
- Provide a high-quality (eg. a multi-use-pathway) connection from Street B through block D to Townline. This would provide proper access to a future transit corridor in the form of Townline.
- Provide a mid-block connection between Street D -> Block G -> Street A, which would provide more direct access from Street D to Townline.
- Provide a block for future pathway expansion eastward from Street D towards Lanark Street. This may already be provided in the draft design, it wasn't clear to me.
- Site the apartment buildings closer to Townline.

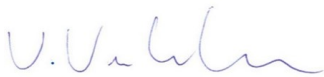
I've included conceptual illustrations to describe the 4 mid-block connections described above. In addition to the suggested benefits, these would also open up and "activate" the adjacent greenspaces, making them more vibrant, safe, attractive and accessible. This is how you make people excited about your development and turn it from a subdivision into a neighbourhood.

Egis Response: Comment noted.

CLOSURE

We trust that the responses provided above adequately address comments provided by Town Staff and agencies. Please do not hesitate to contact our office if any additional information is required.

Sincerely,

A handwritten signature in blue ink, appearing to read 'V. Vivekanandan'.

Vithulan Vivekanandan, MES Pl.
Planner