

December 17, 2024

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**RE: Updated Planning Justification Report
400 Lanark Street Plan of Subdivision
File No. 09-T-23007
Town of Carleton Place**



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1.0 PROPERTY DESCRIPTION AND LAND USE CONTEXT

The subject lands are located at 400 Lanark Street legally described as Lots 17, 20, 23, 26, 29 & 32, and Part of Lots 4 and 12, Registered Plan No. 787 (also known as Registered Plan No. 970), and Lots 89, 90, 91, 92, 93 & 94, Registered Plan No. 3469, Formerly in the Geographic Township of Ramsay, Town of Carleton Place, County of Lanark. The subject lands measure roughly 6.26 hectares in size with 91.43 metres of road frontage on Lanark Street and an additional 48.77 metres of road frontage on Townline Road East. The property also has 100.58 metres of road on the open portion of Edmund Street. The frontage measurements were derived from the updated Draft Plan of Subdivision provided with the second submission.

The subject property is currently vacant and was previously used as a tree farm. Lands to the north of the subdivision include industrial uses, proposed residential uses within the abutting Comrie Hills Subdivision, and the Town of Carleton Place Public Works Yard. Lands to the east include existing residential uses, proposed residential uses within the Comrie Hills Subdivision, and industrial uses east of the abutting subdivision. Lands to the south and west of the property consist mainly of residential uses with some institutional uses including Carambeck Park and Splash Pad, the Carleton Place Aquatic Centre, and the Carleton Place Youth Centre. Surrounding land uses are shown in Figure 1 below.



Figure 1 – Land Use Context Near 400 Lanark Street Subdivision
(mapping excerpt derived from the Town of Carleton Place Interactive Map)

2.0 ADDITIONAL INFORMATION REQUESTED FOR SECOND SUBMISSION OF DRAFT PLAN

The second submission of the Draft Plan of Subdivision was made to the County of Lanark on October 2, 2024, under file number 09-T-23007 which included changes to the proposed density and lot layout for the subdivision. Based on the initial review of the second Draft Plan submission Town of Carleton Place staff have provided overall comments requesting the following information or modifications be completed prior to consideration of the technical merits for development:

- 1. An updated Planning Rationale is necessary to evaluate the new proposed density and blocking layout. Please provide the document in the next submission for review. Town comments on the proposal's density, blocking and land uses will be provided following review of the updated Planning Rationale.*
- 2. 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).*
- 3. The applicant has requested confirmation of the status of the Town's relocation of the Household Hazardous Waste site to the Public Works yard immediately north of the site. The Town has applied for the Environmental Compliance Approval which is expected to be received in the spring of 2025. The tender for the project is scheduled to be released in January with construction anticipated in spring 2025. It should also be noted that the site is presently used for industrial operations by the Town of Carleton Place including the storage of snow and excess soils. The operation currently includes nuisance generating activities including excess noise, dust and odour from heavy equipment. These operations may occur either in the day or night and occur throughout the year.*

Egis has been retained by the applicant Wintergreen Ridge Ltd. to provide the requested updates to the Planning Justification Report. The D-6 assessment for industrial uses includes an assessment of the Town of Carleton Place Public Works Yard and proposed Household Hazardous Waste site.

3.0 PROPOSED DEVELOPMENT - DENSITY AND LOTTING CHANGES

The first Draft Plan submission for the subdivision proposed a total of 250 residential units for the site consisting of a mix of thirty-five (35) single detached building lots, thirty-two (32) townhome units, fifty-eight (58) stacked townhome units, and one hundred twenty-five (125) apartment units. The previous Draft Plan of Subdivision is depicted in Figure 2 on the next page.

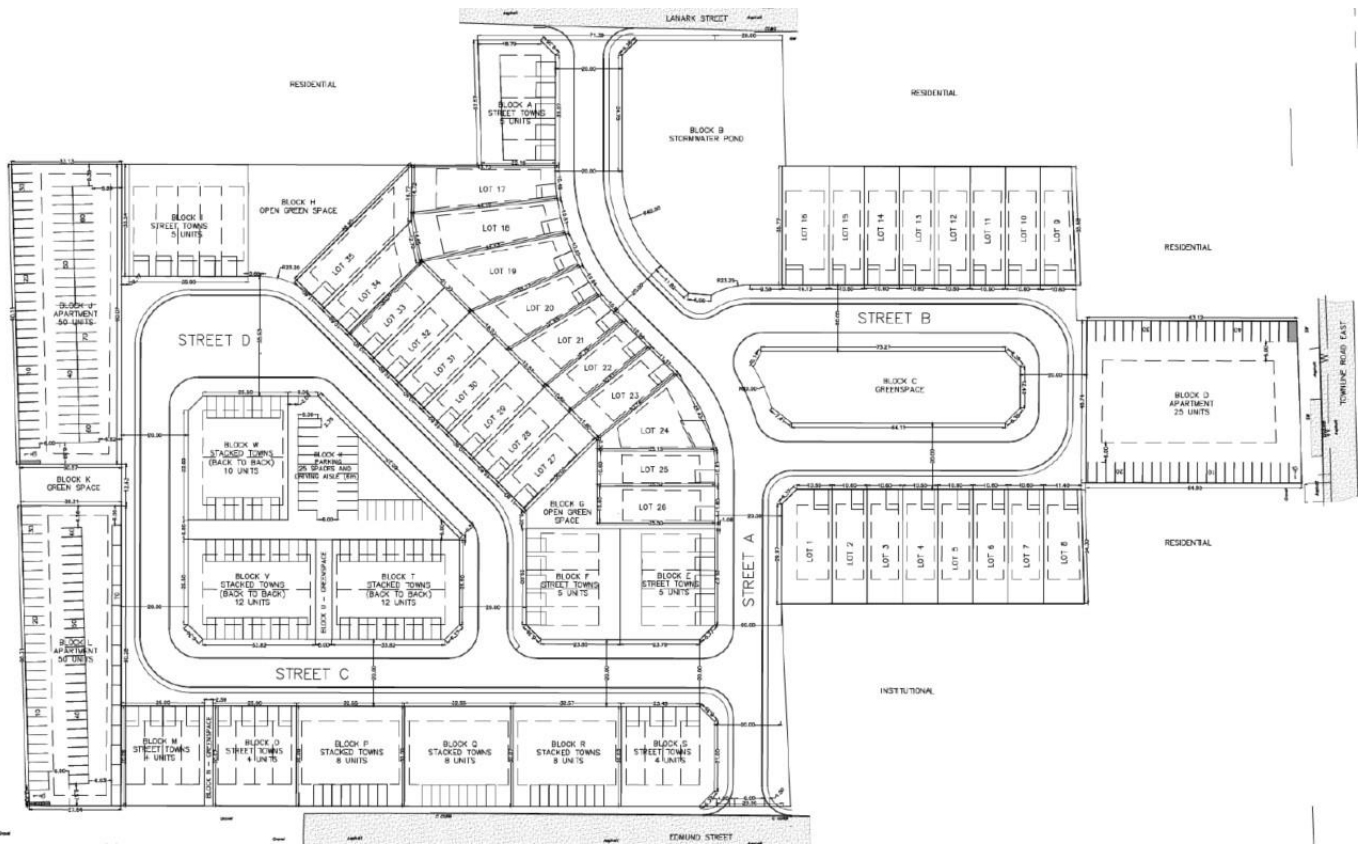


Figure 2 – Previous Draft Plan of Subdivision Layout (First Submission)

The Town of Carleton Place provided comments on the first submission of the Draft Plan November 21, 2023, speaking to issues including, but not limited to, exceedance of residential density pursuant to the Official Plan, siting concerns for certain dwelling types, and the inclusion of stacked townhomes in the proposal. The proposed density was deemed not to be in conformance with the Official Plan requiring either an amendment to the Plan or a reduction in the total number of units. Siting of specific dwelling types, specifically the two apartment blocks J and L, would need to show conformity with the siting requirements of the Official Plan. Stacked Townhomes are not a recognized built form in the Town’s Development Permit By-Law and would require a Development Permit Amendment to approve them as part of the subdivision.

To address the provided comments the Draft Plan of Subdivision was revised to reduce the number of residential units proposed from 250 to 204 units. The two apartment buildings proposed in Blocks J and L were relocated to the previous greenspace area (Block C) on the first draft plan. The apartments will now access off Street A, the main road in the subdivision, which connects to both Lanark and Edmund Streets. The stacked townhouses have been removed from the updated lot layout and replaced with “back-to-back” townhouses which are two 4-unit townhomes with the rear of the units connected back-to-back. Seven (7) back-to-back townhomes each

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containing eight (8) units is proposed. The greenspace has been relocated to the centre of the property with a second green space located near the stormwater management (SWM) pond. The SWM block location proposed for the second Draft Plan of Subdivision is the same as previously shown on the first draft plan layout. A coloured land use concept prepared by Egis showing the revised lotting layout is provided in Figure 3 below.

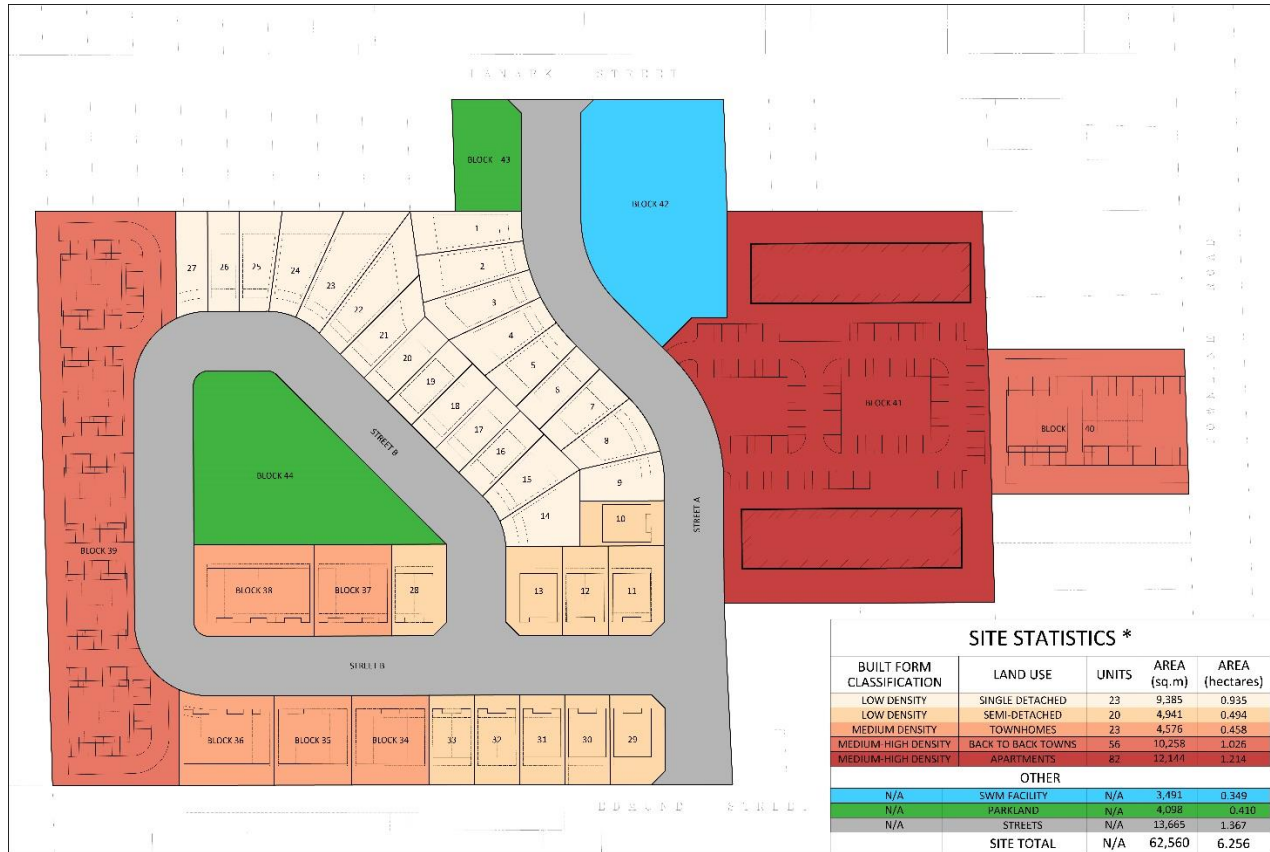


Figure 3 – Land Use Concept Showing Updated Lot Layout and Unit Counts for Second Draft Plan Submission

Unit Breakdown by Lot / Block Pursuant to Updated Draft Plan		
Dwelling Type	Number of Units	Lot / Block on Draft Plan
Single Detached Dwellings	23 units	Lots 1-10, 14-27
Semi-Detached Dwellings	20 units	Lots 10-13, 28-33
Townhouse Dwellings	23 units	Blocks 34-38
(Back-to-Back) Townhouse Dwellings	56 units	Blocks 39 and 40
Apartment Dwellings	82 units	Block 41
TOTAL	204 units	Lots 1 – 33, Blocks 34 - 41

4.0 POLICY REVIEW

4.1 PLANNING ACT, RSO, 1990

The purposes of the Planning Act are as follows:

- a) *to promote sustainable economic development in a healthy natural environment within the policy and by the means provided under this Act;*
- b) *to provide for a land use planning system led by provincial policy;*
- c) *to integrate matters of provincial interest in provincial and municipal planning decisions;*
- d) *to provide for planning processes that are fair by making them open, accessible, timely and efficient;*
- e) *to encourage co-operation and co-ordination among various interests;*
- f) *to recognize the decision-making authority and accountability of municipal councils in planning.*

The Draft Plan of Subdivision proposed for 400 Lanark Street will have regard to Section 2 of the Planning Act, particularly subsections f, h, j, and p, with respect to Provincial Interest.

- **Section 2[f]** - *the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems.*

- The proposed subdivision will utilize three existing roads being Lanark Street, Edmund Street, and Townline Road East for access and transportation purposes. The subdivision will fall near existing trails including the Ottawa Valley Rail Trail for active transportation opportunities. Communications and electrical servicing will utilize existing infrastructure. Municipal water and sewage disposal services will be provided to new residents of the subdivision with on-site stormwater management facilities proposed.

- **Section 2[h]** - *the orderly development of safe and healthy communities.*

- The proposed development is mixed density and is serviced by meandering streets and one thoroughfare. The streetscape is designed to provide traffic calming measures, and the thoroughfare provides two ingress and egress points to two local roads, which connect to a County arterial road.

- **Section 2[j]** - *the adequate provision of a full range of housing, including affordable housing.*

- The proposed development provides a range and mix of residential units. Affordable housing is anticipated to be pursued through the Canadian Mortgage and Housing Corporation (CMHC) Mortgage Loan Insurance (MLI) incentives. Reduction of units from 250 to 204 negatively impacts the ability to include affordable housing. However, the proponent is willing to discuss the provision of affordable housing within the subdivision.

➤ **Section 2[p]** - *the appropriate location of growth and development.*

- The proposed development is located within the Town of Carleton Place designated as a Settlement Area pursuant to Schedule A of the Lanark County Sustainable Communities Official Plan (SCOP). Further, the lands are designated Residential District in the Town's Official Plan and Development Permit By-Law.

The proposed Draft Plan of Subdivision for 400 Lanark Street seeks the appropriate Planning Act permissions and meets the intent of the criteria noted to be considered good planning.

4.2 PROVINCIAL PLANNING STATEMENT (PPS) 2024

The Provincial Planning Statement (PPS) 2024, issued under the authority of Section 3 of the Planning Act, provides policy direction on matters of provincial interest related to land use planning and development. The Provincial Planning Statement came into effect October 20, 2024, replacing the Provincial Policy Statement that came into effect on May 1, 2020.

Chapter 2 of the PPS 2024 speaks to Building Homes, Sustaining Strong and Competitive Communities with policies for Planning for People and Homes found under **Section 2.1**. To provide for an appropriate range and mix of housing options and densities planning authorities shall maintain land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned (Sec. 2.1.4[b]). The subject property represents available lands designated Residential District in the Official Plan to accommodate new residential growth and development. Upon upgrading the Industrial Avenue Pumping Station residual servicing capacity to accommodate the subdivision development will be achieved. Accommodating a range and mix of land uses like those proposed for the subdivision supports the achievement of complete communities pursuant to the PPS (Sec. 2.1.6).

Section 2.2 of the PPS 2024 speaks to Housing stating planning authorities shall provide for an appropriate range and mix of housing options and densities (Sec. 2.2.1). One way to achieve this goal is to permit and facilitate *“all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units* (Sec. 2.2.1.b[2]).” Though the subdivision lands are designated Residential District on the Town of Carleton Place Official Plan and Development Permit By-Law schedules the property has historically been used as a commercial tree farm with no residential units. The new residential uses proposed would better utilize the land available, lands which fall within a settlement area where residential growth is encouraged. The proposed density for new housing efficiently uses the lands available, utilizes existing road and servicing infrastructure, and will benefit from the

active transportation amenities available in the surrounding neighbourhood (Sec. 2.2.1[c]). Development of the lands at 400 Lanark Street with a residential subdivision would be consistent with the housing policies of the Provincial Planning Statement 2024.

Section 2.3.1 of the PPS speaks to General Policies for Settlement Areas, which shall be the focus for growth and development (Sec. 2.3.1.1). The introduction of a new 204-unit residential subdivision would efficiently use the lands at 400 Lanark Street (Sec. 2.3.1.2[a]), optimizing planned infrastructure to provide new servicing and road connections (Sec. 2.3.1.2[b]), would support active transportation using existing municipal sidewalks, trails, and the Ottawa Valley Rail Trail which leads to the Downtown Area (Sec. 2.3.1.2[c]), and would be transit supportive (Sec. 2.3.1.2[d]). PPS policy 2.3.1.3 states *“Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment.”* Introducing a new residential subdivision on the property would achieve intensification and redevelopment. PPS policy 2.3.1.4 states *“planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas.”* Density targets are outlined in the Town of Carleton Place Official Plan. Lotting changes and a reduction in the number of units from 250 to 204 will ensure compliance with the density and intensification targets. Overall, redevelopment of the property with a new residential subdivision would meet the intent of the General Policies for Settlement Areas of the PPS 2024.

Chapter 3 of the PPS speaks to Infrastructure and Facilities with policies for Land Use Compatibility found under **Section 3.5**. One of the Town’s industrial campuses is located within 300 metres of the proposed subdivision to the east. Additionally, the Town’s Public Works Yard abuts to the rear of the subdivision lands. Sensitive land uses in proximity to industrial facilities and uses shall be planned and developed to avoid or minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures (Section 3.5.1). The impacts of adjacency to identified industrial uses pursuant to the D-Series guidelines will be provided in a separate section later in this report.

Section 3.6 of the PPS speaks to Sewage, Water and Stormwater. Pursuant to Section 3.6.2 *“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.”* Both water and sanitary sewer services are available for the proposed subdivision. No private or communal water or sanitary services are proposed. A new stormwater management pond is proposed adjacent to Lanark Street to service the subdivision lands. The design has been integrated with the planning for the subdivision to ensure viability, minimize stormwater contaminant loads, and mitigate potential risks to public health and safety in accordance with the policies of the PPS 2024.

Chapter 4 of the PPS speaks to the Wise Use and Management of Resources with Natural Heritage policies found under **Section 4.1**. Redevelopment and site alteration on the property would be located beyond significant natural features or areas or significant wildlife habitat. The site is not located adjacent to natural features or areas. Intensification and redevelopment of the property with a new residential subdivision would ensure natural heritage areas in the Town are protected for the long term.

Section 4.2 of the PPS speaks to Water. The Mississippi River is located to the south of the subject property. Redevelopment of the property would be well separated from the water feature allowing linkages and related functions to be maintained.

Section 4.3 of the PPS speaks to Agriculture. The subject property is located within the Town of Carleton Place well separated from any agricultural or livestock operations.

Section 4.4 of the PPS speaks to Minerals and Petroleum, neither of which have been identified on the property.

Section 4.5 speaks to Mineral Aggregate Resources which have not been identified on the property.

Section 4.6 of the PPS speaks to Cultural Heritage and Archaeology. The subject property previously contained a tree farm. The site does not contain significant built heritage resources or significant cultural heritage landscapes, nor would any archaeological resources be expected. Redevelopment with a new residential subdivision would be consistent with the policies of Section 4.6 of the PPS.

Chapter 5.0 of the PPS speaks to Protecting Public Health and Safety with policies for Natural and Human-Made Hazards. The property is not located on or adjacent to hazardous lands (Sec. 5.1.2). Development would not occur within any flooding hazards, flood prone areas, or floodways (Sec. 5.1.3). However, the subdivision is located next to a potentially hazardous site. The Town of Carleton Place Public Works Yard abuts to the rear of the subdivision lands. It is anticipated the Town will relocate their Household Hazardous Waste site to the Public Works Yard. The Town has applied for Environmental Compliance Approval for the use. No mine hazards; oil, gas, and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations have been historically located on the Town property (Sec. 5.3.1). The site does not contain any known sources of contamination from past uses or abutting land uses (Sec. 5.3.2). With appropriate design and siting of the new hazardous waste site potential impacts on the subdivision could be mitigated. Development of a new subdivision at 400 Lanark Street would be consistent with the policies of Section 5 the PPS.

Overall, the proposed Draft Plan of Subdivision proposed for 400 Lanark Street Class II would be consistent with the policies of the Provincial Planning Statement (PPS) 2024.

4.3 ENVIRONMENTAL LAND USE PLANNING GUIDES (D-SERIES GUIDELINES)

The subject property is located near one of the Town of Carleton Place industrial campuses which houses a variety of different industrial and service-commercial uses. The Town's public works yard is adjacent to the subdivision lands to the northwest. The Province of Ontario Environmental Land Use Planning Guides, typically referred to as the D-Series Guidelines, speak to environmental considerations and requirements for industrial land use, sensitive lands, sewage and water services, and private wells. The D-1-3 guide provides definitions for Land Use Compatibility and defines a sensitive land use as follows:

A building, 'amenity area' or outdoor space where routine or normal activities occurring at reasonably expected times would experience 1 or more 'adverse effect(s)' from contaminant discharges generated by a nearby 'facility'. The 'sensitive land use' may be a part of the natural or built environment. Depending upon the particular 'facility' involved, a sensitive land use and associated activities may include one or a combination of:

- i. Residences or facilities where people sleep (e.g. single and multi-unit dwellings, nursing homes, hospitals, trailer parks, camping grounds, etc.). These uses are considered to be sensitive 24 hours/day.*
- ii. A permanent structure for non-facility related use, particularly of an institutional nature (e.g. schools, churches, community centres, day care centres).*
- iii. Certain outdoor recreational uses deemed by a municipality or other level of government to be sensitive (e.g. trailer park, picnic area, etc.).*
- iv. Certain agricultural operations (e.g. cattle raising, mink farming, cash crops and orchards).*
- v. Bird / wildlife habitats or sanctuaries.*

The proposed subdivision at 400 Lanark Street will introduce a total of 204 residential units in the form of single detached, semi-detached, townhouses, and apartment dwellings with common park spaces proposed in two different locations. All these uses would be considered sensitive land uses pursuant to the D-1-3 guide requiring appropriate separation from nearby industrial land uses.

The D-1-3 guide provides definitions for three separate classes of industrial facility based on their size, daily operations, emissions, and site activity. The definitions for Class I, II and III industrial facilities are as follows:

Class I Industrial Facility - *A place of business for a small scale, self-contained plant or building which produces/stores a product which is contained in a package and has low probability of fugitive emissions. Outputs are infrequent, and could be point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration. There are daytime operations only, with infrequent movement of products and/or heavy trucks and no outside storage.*

Class II Industrial Facility - A place of business for medium scale processing and manufacturing with outdoor storage of wastes or materials (i.e. it has an open process) and/or there are periodic outputs of minor annoyance. There are occasional outputs of either point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration, and low probability of fugitive emissions. Shift operations are permitted and there is frequent movement of products and/or heavy trucks during daytime hours.

Class III Industrial Facility - A place of business for large scale manufacturing or processing, characterized by large physical size, outside storage of raw and finished products, large production volumes and continuous movement of products and employees during daily shift operations. It has frequent outputs of point source and fugitive emissions of significant impact and there is high probability of fugitive emissions.

Guideline D-6, Compatibility Between Industrial Facilities and Sensitive Land Uses, provides for classification criteria and examples to categorize specific industries. Separation between sensitive land uses and industrial facilities is assessed in two ways; 1) through influence areas, and 2) through minimum separation distances. Influence areas are areas where one or more adverse effects may be experienced but are not considered a strict setback for the development of sensitive uses. New sensitive uses can be established within the influence areas of industrial uses, and new industrial uses can be established in proximity to sensitive uses provided proper mitigation of any potential impacts within the areas of influence are managed. The Ministry has established the following influence areas for industrial uses:

Class I — 70 metres

Class II — 300 metres

Class III — 1000 metres

The D-6 Guide also provides direction for minimum separation distances required between sensitive uses and industrial facilities. These distances must be met between sensitive uses and industrial facilities. The minimum separation distances are:

Class I—20 metres minimum

Class II—70 metres minimum

Class III—300 metres minimum

Separation distance measurements can be completed in one of two ways. General land use plans measure from the area designated for the industrial use to the area designated for the sensitive use. This method is generally applied when the industrial and sensitive uses share a common property line such as the subdivision lands and the adjacent Public Works Yard. Site specific plans measure from the closest existing, committed or proposed

property/lot line of the industrial land use to the property/lot line of the closest existing, committed or proposed sensitive land use. This approach is used when other lands intervene between the industrial property and sensitive use property. Intervening uses could include, but are not limited to, infrastructure like roads, natural areas, or other sensitive or non-sensitive uses located between the proposed sensitive use and the industrial facility. All the uses within the industrial campus to the east of the subdivision lands would have intervening uses between them and the new sensitive uses within the subdivision.

The D-6-1 Guide provides industrial classification criteria like scale, processes, outputs, and intensity of operations to establish the class of industrial facilities. The largest required separation distance is 300 metres for Class III industrial facilities. Any industrial uses with their closest existing or committed property lines falling greater than 300 metres from the subdivision lands would meet required separation distances regardless of classification. Figure 4 below shows a 300-metre offset of the subdivision boundary. A site visit was conducted on December 2, 2024, to assess all industrial uses and properties within 300 metres of the subdivision lands. Industrial uses or properties falling wholly or partially within 300 metres of the subdivision have been assigned an ID which corresponds to Table A on the next page.

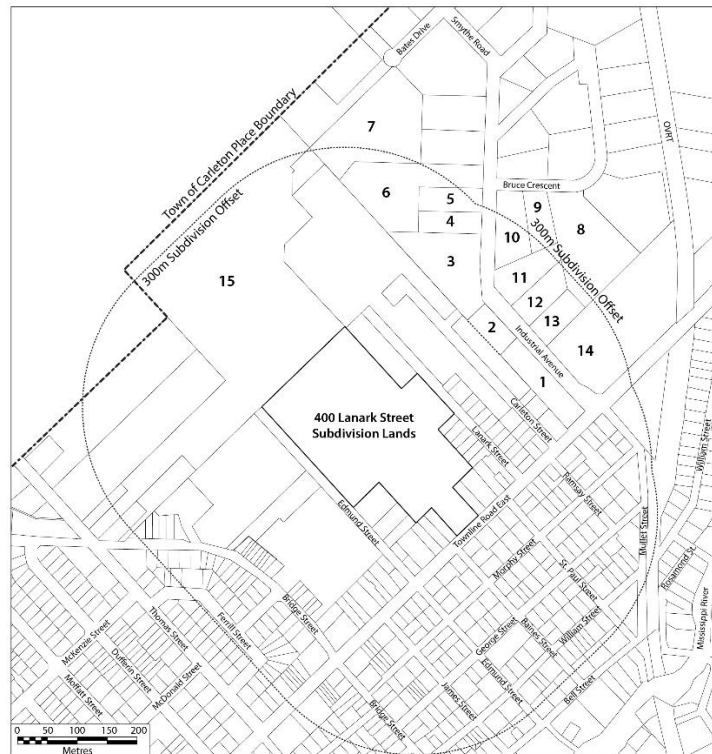


Figure 4 – Showing All Industrial Lands Within 300 Metres of the 400 Lanark Street Subdivision for D-6 Assessment

Table A – Industrial Classification of Lands Within 300 Metres of the 400 Lanark Street Subdivision

Parcel ID#	Civic Address	Uses of Property	Site Visit and Research Notes	Industrial Classification
1	26 Industrial Avenue	Eteros East	<ul style="list-style-type: none"> - Ontario location for Eteros providing machining and production. - Single building recently expanding with an addition to the north side. - Paved parking to the north of the building with no open storage visible. - No visible emissions from building. - Use fully contained, some storage tanks along the east side of building facing Industrial Avenue. - Loading spaces on east side. - No audible noise other than road traffic, no odours or dust present. 	<p>Outputs – Class I Scale – Class II Process – Class I Operation/Intensity – Class I</p> <p>Classification – Class I</p> <p>Despite the recent expansion of the building uses are fully contained within the building. There are no adverse impacts present that would necessitate a greater separation distance than 20 metres for new sensitive uses.</p>
2	N/A	SWM facility	<ul style="list-style-type: none"> - No uses or development on the property. 	The use is not an industrial facility.
3	100 Industrial Avenue	<ul style="list-style-type: none"> 1) Aardvark Drilling Inc. 2) Classic Alliance Motorcoach 3) Canadian Gears Motorcycle Shop 4) Mini-Mall Storage 	<ul style="list-style-type: none"> - Property contains two storage buildings used by Mini-Mall Storage. - Two larger buildings on the north side of the property house the other uses on-site. - Minimal on-site traffic flow. - A bus and a box truck were parked on the property. - Some open storage to the rear of the existing buildings. Fencing along rear. - No outdoor processes present, no point source emissions from uses. - Possibility for minor noise and dust generation from on-site activities. 	<p>Outputs – Class I Scale – Class II Process – Class I Operation/Intensity – Class I</p> <p>Classification – Class I</p> <p>Though the property contains several industrial buildings uses are more service-commercial in nature with no manufacturing or open processes requiring a higher industrial classification.</p>
4	110 Industrial Avenue	SAM BAT – The Original Maple Bat Corporation	<ul style="list-style-type: none"> - Production of baseball bats - Single building with parking to the side and some open storage to the rear of the building. - No visible emissions from building, no noise or odours present. 	<p>Outputs – Class I Scale – Class I Process – Class I Operation/Intensity – Class I</p> <p>Classification – Class I</p>
5	120 Industrial Avenue	DF Metal Products	<ul style="list-style-type: none"> - Single building with very little on-site activity or outdoor use. - No outdoor processes, no visible emissions, and no odours present. - Signage indicates a manufacturing use of some kind. 	<p>Outputs – Class I Scale – Class I Process – Class I Operation/Intensity – Class I</p> <p>Classification – Class I</p>

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6	130 Industrial Avenue	Scandia Business Park –	<ul style="list-style-type: none"> - Contains a variety of low-intensity uses including auto care, a law firm, and a glamour salon. - Smaller scale uses located within several different buildings on the property. - Traffic accesses off a common driveway. - Some minor noise from on-site activities and vehicle traffic. - No visible emissions or odours. 	<p>Outputs – Class I Scale – Class II Process – Class I Operation/Intensity – Class I</p> <p>Classification – Class I</p> <p>Uses present within the business park are not generators of significant impacts that would require a higher classification of uses.</p>
7	N/A	Vacant Property	<ul style="list-style-type: none"> - No current uses present on the lot. 	<p>Majority of the property is located beyond 300 metres from the 400 Lanark Street subdivision. Future development of Class I or II uses would have no impact on residential uses in the subdivision.</p>
8	37 Bruce Crescent	No Identified Use	<ul style="list-style-type: none"> - Existing industrial building on the property but no identified use. - Building appears to be vacant. - Previous use was Mason Windows. 	<p>Outputs – Class II Scale – Class II Process – Class I Operation/Intensity – Class I</p> <p>Classification – Class II</p> <p>As there appears to be no activity or uses within the current building impacts are expected to be negligible. The entirety of the existing building and most of the developed area of the property falls beyond 300 metres from the subdivision. Given future uses could be of higher intensity the facility would be a Class II facility.</p>
9	15 Bruce Crescent	NV Automotive	<ul style="list-style-type: none"> - Automotive service garage. - Paved parking to the front of the building, additional gravel parking to the side with several vehicles parked. - Large open storage area to the rear of the building. - Repair of vehicles may - Use does not involve manufacturing or open processes, site is used solely for vehicle servicing 	<p>Outputs – Class I Scale – Class I Process – Class I Operation/Intensity – Class II</p> <p>Classification – Class I</p> <p>The property is mostly outside the 300-metre setback. A higher classification due to on-site operations is not deemed necessary.</p>

10	115 Industrial Avenue	Unidentified Use	<ul style="list-style-type: none"> - Buildings on property with several cars parked outside but no identified business or signage noted. - Buildings are all metal sided with no emissions or open processes. - Some storage on the property. - No dust, noise or odours present. - Small loading space accessing from Bruce Crescent. - Google maps for the property does not identify a use. 	<p>Outputs – Class I Scale – Class I Process – Class I Operation/Intensity – Class I</p> <p>Classification – Class I</p>
11	71 Industrial Avenue	No Identified Use	<ul style="list-style-type: none"> - Single building on property with no identified use. - No visible processes occurring on-site and no visible emissions. - Google maps for the property does not identify a use. 	<p>Outputs – Class I Scale – Class I Process – Class I Operation/Intensity – Class I</p> <p>Classification – Class I</p>
12	61 Industrial Avenue	1) Mississippi Flooring 2) Bud’s Taxi	<ul style="list-style-type: none"> - Single structure containing a flooring business and taxi use. - Large parking area behind building used to park buses and taxis. - Gravel parking to the front. - No open processes and no open storage except for vehicles. - No visible emissions. - Minor noise related to on-site traffic. 	<p>Outputs – Class I Scale – Class I Process – Class I Operation/Intensity – Class I</p> <p>Classification – Class I</p> <p>Normal vehicle movement on-site, specifically for the bus and taxi fleet, would be unlikely to create adverse effects on the subdivision beyond normal traffic noise associated with Townline Road East and adjacent streets.</p>
13	51 Industrial Avenue	Rick’s Glass Medic and Tinting Ltd.	<ul style="list-style-type: none"> - Quonset building toward the front of property with cover-all buildings to the rear. - Site packed with parked cars blocking most views into the site. - Asphalt driveways accessing site. - Some open storage to rear of property but mainly open storage of vehicles. - Some minor noise could be expected from the uses. - No visible emissions noted, no odours and no dust generation present. 	<p>Outputs – Class I Scale – Class I Process – Class I Operation/Intensity – Class II</p> <p>Classification – Class I</p> <p>The property has extensive storage of vehicles at the front. Repair of vehicles on-site occurs toward the rear of the property well separated from the proposed subdivision. Intensity of operations would not warrant increased classification.</p>

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14	25 Industrial Avenue	Parrot Partners Canada	<ul style="list-style-type: none"> - Single building with gravel parking to the side providing pet boarding services. - Minor outdoor storage to rear. - No visible emissions from building, no noise, dust or odour present. 	The use would not be considered an industrial use.
15	7 Industrial Avenue	Laurysen Kitchens	<ul style="list-style-type: none"> - Building underwent a recent expansion to significantly increase the size and massing. - New docking and loading facilities on west side of building facing Industrial Avenue, parking to south side. - Smoke stacks on east side of building opposite the proposed subdivision. - No visible emissions during site visit but potential exists for occasional emissions from production. - No signs of open processes or open storage outside of building. - Very little traffic, no noise, dust or odours present. 	<p>Outputs – Class II Scale – Class II Process – Class II Operation/Intensity – Class II</p> <p>Classification – Class II</p> <p>Recent expansion of the building, increased processes, and potential for emissions make the use a Class II facility. Despite the intensification of the use there are no open processes or significant outside production / storage that would warrant a higher classification. Additionally, due to potential impacts on residential uses heavy industrial Class III uses are not generally suited to settlement areas. This is supported by the Official Plan Sec. 3.4.2.2 which states the intent of the Employment District Industrial Campus is to include light industrial, warehousing and manufacturing. Heavy industry (Class III uses) is not included in the intent.</p>
16	Thomas Street	Town of Carleton Place Public Works Yard / Future Hazardous Household Waste	<ul style="list-style-type: none"> - No open storage of excess soils visible on property during site visit. - Some very minor storage of materials near the Bates Street access. - Minor works occurring on-site, small backhoe moving ground. - No current nuisance impacts from use of the property. 	<p>Outputs – Class I Scale – Class II Process – Class I Operation/Intensity – Class II</p> <p>Classification – Class II</p> <p>The existing soil and snow storage activities on the property could be adequately mitigated through separation distances. The future Household Hazardous Waste Site proposed for the property warrants a Class II facility classification.</p>

None of the identified uses within the Industrial Campus share an existing, committed or proposed property/lot line with any part of the subdivision lands. The site-specific plan method for measuring separation distance would be applied. The Town’s Public Works Yard and future Household Hazardous Waste site share an existing property line with the subdivision. The general land use plan method for measuring separation distance would be applied. Given part of the adjacent industrial use is not yet established recommended separations for future development are provided in Figure 5 below along with required separation.

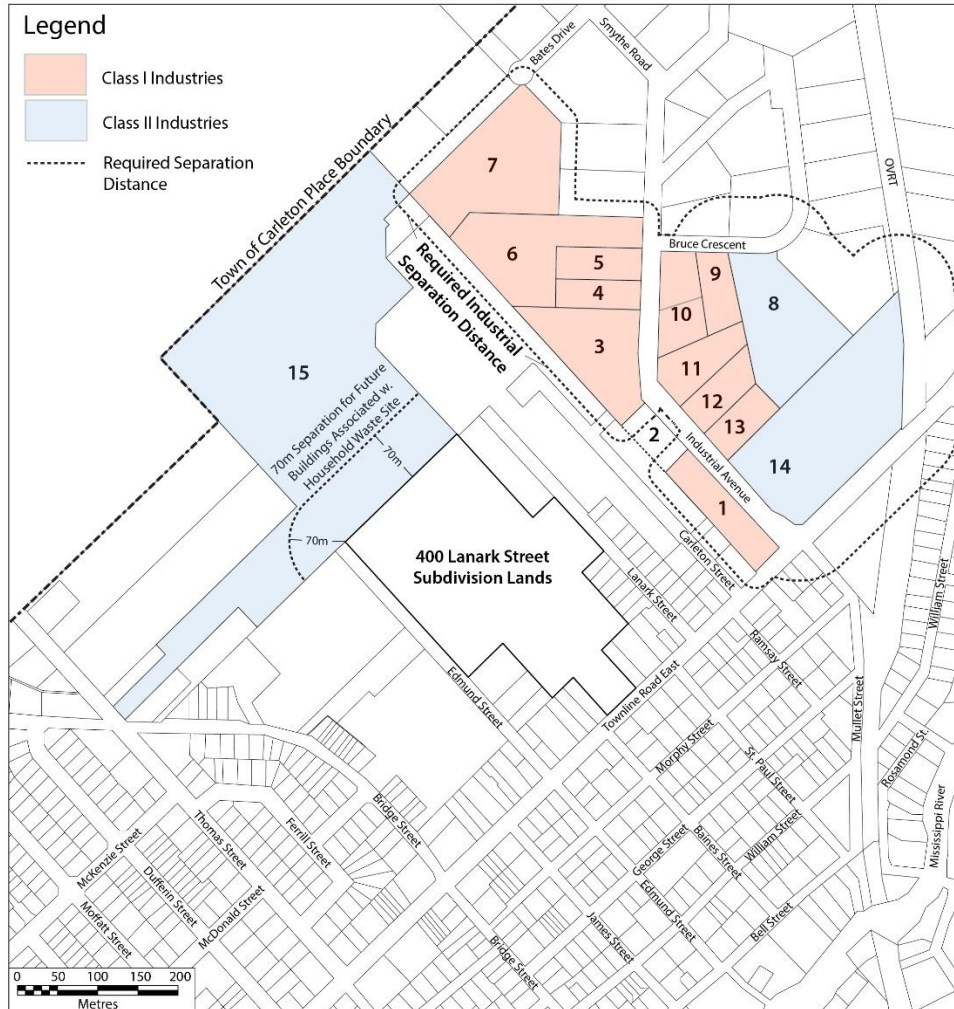


Figure 5 – Showing Required Separation Distances from Industrial Facilities

Laurysen Kitchens was the only operating facility identified Class II within the industrial campus to the east. The old Mason Windows site at 37 Bruce Crescent is a larger property with a large facility. Despite the property not currently being used future operations would likely fall under Class II. The subdivision lands at 400 Lanark Street fall more than 70 metres from the closest property line of the Laurysen Kitchens property. The smokestacks

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observed on the building are located on the far east side of the structure approximately 402 metres from the closest point of the subdivision. The area of influence for Class II industrial facilities is 300 metres placing the area where emissions are expected beyond 300 metres from the subdivision lands.

Regard should also be given to the proposed Comrie Hills subdivision undergoing approval on the intervening lands between the industrial campus and the 400 Lanark Street subdivision. Lanark and Carleton Streets will be upgraded to support development of new medium density uses within the intervening lands creating a visual and auditory buffer between existing industrial uses and the 400 Lanark subdivision. Noise and/or odours from uses in the industrial campus are not expected to be any greater than the normal noise and minor impacts associated with residential lands uses. Activities like grass cutting or yard maintenance, pets particularly dogs, or even residents using outdoor spaces for gatherings can generate minor noise and nuisance impacts similar to impacts experienced from low intensity industrial uses like those in the industrial campus. No additional studies are recommended to mitigate impacts from uses within the industrial campus.

The Town of Carleton Place Public Works Yard brings the potential for future impacts on residential uses within the subdivision. Current aerial mapping shows soil and snow storage on the north end of the site near the Bates Drive access. The lands within the recommended 70 metres separation appear to be mainly treed lands with a trail connection coming out at the closed portion of Edmund Street where the St. James Woods Parking Lot is located. Figure 6 below shows current use of the lands within 70 metres of the proposed subdivision.



Figure 6 – Showing the Lands Within 70 Metres of the Subdivision

Minor noise, dust and vibration may be created by existing soil storage activities within 70 metres of the proposed subdivision. The existing vegetation within the 70-metre setback should be maintained to aid in mitigation of potential impacts from soil storage and movement. Until plans are confirmed for the future Household Hazardous Waste site it is difficult to assess potential impacts from that future use. It is understood Environmental Compliance Approval has been applied for with the tender to be released in early 2025. The Public Works Yard has ample size to locate future development beyond 70 metres from the subdivision boundary without hindering or constraining the establishment of the household waste site. Given the subdivision lands are designated Residential District it would be prudent for future development of the Public Works Yard to locate to the north / northwest portions of the site to provide the greatest possible mitigation of impacts to not only the 400 Lanark Street subdivision but also the various residential and institutional uses planned or existing in the area. Without confirmation of ECA approval or a site plan for the future Household Hazardous Waste site there are no guarantees the future uses would even be approved for the location. No further studies or assessments are recommended for draft plan approval of the subdivision.

4.4 COUNTY OF LANARK SUSTAINABLE COMMUNITIES OFFICIAL PLAN, 2024 (SCOP)

Lanark County is the upper-tier approval authority for Plan of Subdivision applications. The Lanark County Sustainable Communities Official Plan (SCOP) provides land use policies for lot creation. The subject property is designated Settlement Area on Schedule A to the Official Plan.

Part I of the Lanark County Official Plan speaks to Sustainable Communities. The proposed subdivision meets the objectives of **Section 1.2** by efficiently using available land to provide a mix of uses on appropriate infrastructure to support proper settlement development (SCOP 1.2.1). The broad range of housing types are permitted (SCOP 1.2.3). The character and heritage of the Town and Mississippi River waterfront areas will be maintained through development of the lands (SCOP 1.2.6). Through proper planning of the Town's Household Hazardous Waste to the north residential uses within the subdivision will be directed away from natural or man-made hazards (SCOP 1.2.8). The proposed subdivision development would be consistent with the objectives of the Sustainable Communities policies of the Lanark County SCOP.

Section 2.0 of the Lanark County SCOP speaks to Settlement Area policies including lands consisting of Towns, Villages, and Hamlets with varying levels of servicing infrastructure. The SCOP intends to create a planning framework that encourages and supports diversified, mixed use Settlement Areas. Settlement Area policies are found under **Section 2.3**. Local Official Plans shall designate Settlement Areas to accommodate a broad range of uses and accommodate current and future population needs (SCOP 2.3.1.2) and distinguish between fully, partially, and un-serviced settlement areas and provide the applicable land use policies (SCOP 2.3.1.3). Carleton Place is designated a settlement area and the subdivision lands have full servicing capacity to support the new

development. Local Official Plans shall promote intensification in the built-up areas based on servicing infrastructure (SCOP 2.3.1.4). Efficient development patterns are encouraged to optimize the use of land, resources, infrastructure, and public service facilities (SCOP 2.3.1.5). Further, local land use policies shall provide for mixed uses (SCOP 2.3.1.6). The subdivision represents intensification of the property historically used as a tree farm. Housing at various densities is proposed supporting local public service facilities, like the community centre and school to the west.

Section 2.6 of the SCOP speaks to Settlement Area Land Use Policies. Development of 400 Lanark Street with a subdivision meets the policies by providing a range and mix of low, medium and high-density housing types (SCOP 2.6.1.2), providing neighbourhood facilities and amenities in the form of two new public park spaces (Sec. 2.6.1.3), providing new subdivision roads and servicing connections to support the new uses (SCOP 2.6.1.4), and provides for a mixed community to complement the various commercial, institutional and employment uses in the area (SCOP 2.6.1.5). Section 2.6.3 of the Official Plan identifies lot creation through Plans of Subdivision are permitted in Settlement Areas.

Section 4.3 of the SCOP speaks to Transportation with policies for County Roads found under **Section 4.3.2**. Townline Road East is designated as a County Road and part of the subdivision lands contain County Road frontage. One of the medium density Townhouse blocks is proposing access from Townline Road East. The main subdivision will gain access off of Lanark and Edmund Streets. Development on lots of record may be permitted in accordance with the applicable land use designation policies and local zoning regulations and provided that new accesses are kept to a strict minimum by enforcing, where possible, a minimum separation distance from existing accesses on the same side of the road (SCOP 4.3.4). The new access to the townhome units will be centred on the available frontage to maintain adequate separations from abutting uses. Nothing in the County Road policies would prevent a single access for some of the residential units within the subdivision.

Section 7.0 of the SCOP speaks to Public Health and Safety. The Town of Carleton Place Public Works Yard abuts the subdivision to the northwest. These lands are used for the storage of soils and snow. Despite the use there is no reason to believe contamination of the lands has occurred in accordance with Section 7.6 of the SCOP. Minor noise and vibration may be experienced from on-site activities in accordance with Section 7.8 of the SCOP, but generally the lands used for storage are separated from the residential uses proposed within the subdivision. Any potential risks to public health and safety could be mitigated through proper planning of the future Household Hazardous Waste site on the Town lands.

The general policies of the SCOP provide the local municipalities with the required policy framework to utilize land use controls through various pieces of legislation (8.0) Lanark County is the approval authority for Plans of

Subdivision, implemented through the SCOP. The second submission of the subdivision application provided for the technical, environmental and planning considerations set forth by the SCOP.

The proposal for 400 Lanark Street would meet the intent of the policies of the Lanark County Sustainable Communities Official Plan (SCOP) 2024 for new subdivision development.

4.5 TOWN OF CARLETON PLACE OFFICIAL PLAN 2021

The Town of Carleton Place Official Plan provides policy direction for the essential management of future growth, development and change within the Town. The 400 Lanark Street subdivision lands are designated Residential District on Schedule A to the Town of Carleton Place Official Plan.

Section 2.0 of the Official Plan sets forth Community Design Framework with several objectives and general design policies provided. Development of a new residential subdivision will include a high-quality built design that reflects the Town's character (CPOP 2.2.1) in accordance with the design principles of the Development Permit By-Law (CPOP 2.2.2). The site is located near pedestrian and cycling amenities including access to the OVRT corridor which provides direct pedestrian linkages to the Downtown (CPOP 2.2.3). Street trees will be planted along street frontages (CPOP 2.2.6). The new residential subdivision at 400 Lanark Street will meet several of the Town's objectives of Section 2.2 of the Official Plan.

General Design Policies are outlined under **Section 2.3** of the Official Plan. The mix of single, semi-detached, townhouse, and apartment dwellings will compliment the mix of uses in the adjacent Comrie Hills subdivision creating consistency and continuity within the Residential District. (CPOP 2.3.1). Redevelopment will not obstruct views or vistas of any landmarks or features within the Town (CPOP 2.3.2). Development will be complimentary to the single dwellings and draft approved Comrie Hills subdivision adjacent to the east (CPOP 2.3.6). The subdivision design provides a range of residential densities and uses, integrates new public spaces, provides new subdivision roads to connect with municipal streets, and is in an area with trail and pathway connections for active transportation (CPOP 2.3.7). Uses will be integrated into the existing neighbourhood with massing, height, lot size, building areas and design to complement existing and proposed residential uses in the neighbourhood (CPOP 2.3.8). The proposed subdivision will meet several of the General Design Policies set forth by the Town of Carleton Place Official Plan.

Section 3.0 of the CP Official Plan provides Land Use policies for the five (5) separate and use districts, each having their own distinct set of land use policies. Residential District policies are found under **Section 3.5**. The objectives of the designation are to promote sustainable, efficient and diverse residential neighbourhoods, and to provide a diverse range of housing types and densities (CPOP 3.5.1). Residential uses in the subdivision will

include modern designs with sustainable materials with a diverse range of housing types and densities. Pursuant to Section 3.5.2 residential uses (all density types) and parks and recreational facilities are permitted uses in the Residential District.

Section 3.5.4 of the CP Official Plan sets forth Density Provisions for residential development. The average density target for new development in the Residential District shall be 30 units per net hectare with a range of 26 to 34 units per net hectare (CPOP 3.5.4.1). Net hectare is defined as those lands which are utilized for residential development exclusive of roads, easements, infrastructure services and required parkland.

The proponent is seeking to calculate density for the proposed 400 Lanark Street subdivision similar to how the adjacent Comrie Hills Subdivision calculated density. Comrie Hills separated the low and medium density uses from the high density uses and calculated net density for each portion independently. An off-site lands allotment was used for the low and medium density portion of the calculations. In May of 2024 discussions were held between Town staff and Egis to discuss an appropriate off-site lands allotment for the density calculations at 400 Lanark Street. Figure 7 below shows the agreed upon off-site lands allotment.

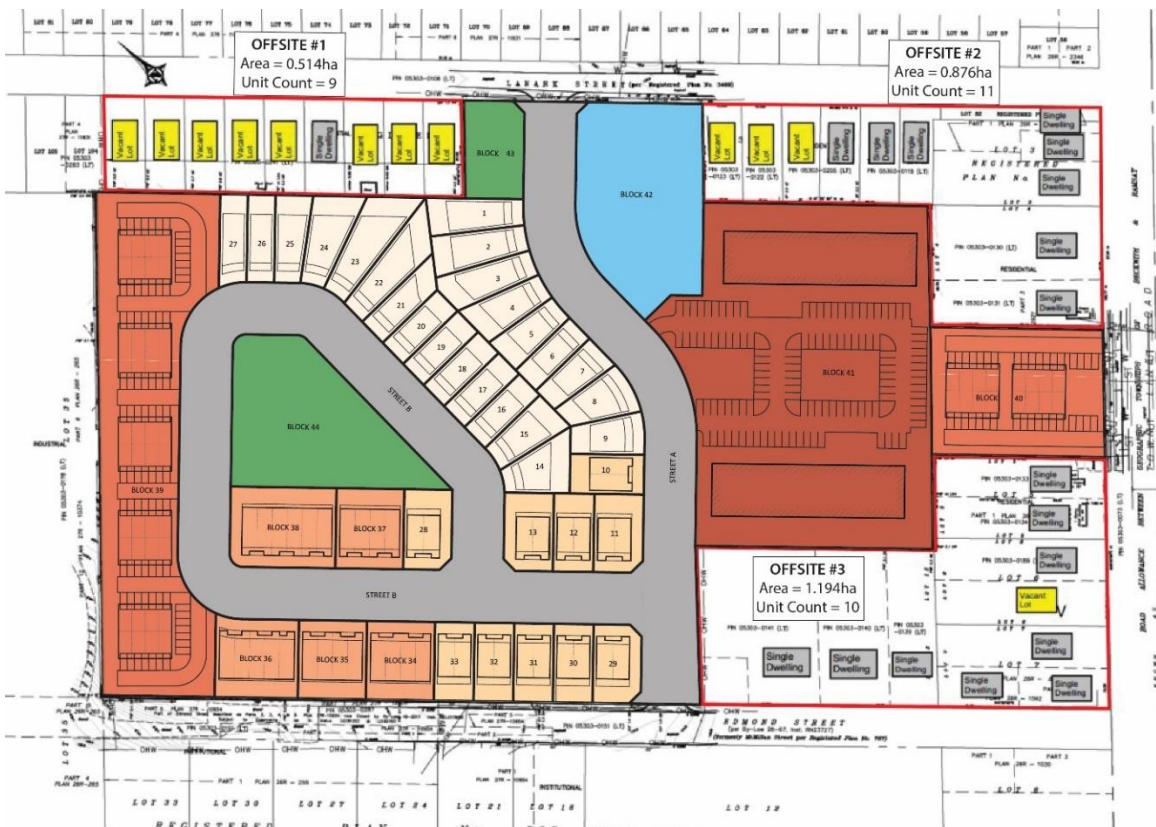


Figure 7 – Showing the Off-Site Land Allotment for Density Calculations

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Based on available road frontage in the allotted lands thirty (30) single detached dwellings could be supported on lots with a minimum ten (10) metres of road frontage. The additional land allotment in Figure 7 equals 2.584 net hectares to be utilized for the low/medium density calculation. For the purpose of the density calculations, the back-to-back townhouse dwelling form has been included in the high-density calculation since these townhomes are located on larger blocks of land. The regular townhomes, located on much smaller blocks, would be included in the low/medium density calculation. Density for the subdivision would be calculated as follows:

Low & Medium Density Uses	High Density Uses
Density = (total # of units) / (total land area (subd. and allotted)) Density = (66 on-site + 30 off-site) / (Area of Subd. Lands + Allotted Lands) Density = 96 units / 4.471ha Density = 21.47upnha	Density = # of units / area of land Density = 138 units / 2.242ha Density = 61.55upnha

Section 3.5.4.4 of the CP Official Plan provides residential density classifications:

Low density: includes single detached dwellings, semi-detached dwellings, duplex dwellings, triplex dwellings and converted single detached dwellings up to a maximum density of 22 units per net hectare.

Medium density: includes town or row houses and apartments in a range of greater than 22 units per net hectare up to a maximum of 35 units per net hectare.

High density: includes apartments in excess of 35 units per net hectare.

By combining the low and medium density portions of the development the low/medium density range would include densities up to 35 units per net hectare. The low/medium density portion of the development is proposed at 21.47 units per net hectare. High density uses, including the back-to-back townhomes, are anything in excess of 35 units per net hectare. The high-density portion of the development is proposed at 61.55 units per net hectare. To reiterate, the back-to-back townhomes are designated high-density uses as they are proposed on two larger blocks of land each containing multiple buildings. Overall, the subdivision would comply with the residential density classifications of the Official Plan.

Section 3.5.4.5 of the CP Official Plan speaks to additional policies required for new medium or high-density residential uses.

- *The proposed design of the residential development is compatible in scale with the character of surrounding uses;*

- The scale of the new singles, semi-detached, and townhouses will be of similar scale and massing to existing residential uses in the area and proposed uses within the Comrie Hills subdivision. The new apartment buildings will be centralized within the subdivision lands creating a transition of scale between uses to help maintain the generally lower density character of the area.

- *The site is physically suited to accommodate the proposed development;*

- The site is a greenfield property with no identified natural heritage constraints, hazardous lands, or known contamination that would impact suitability for development.

- *The proposed site can be serviced with adequate water and waste water services;*

- A full servicing design proposing connection to municipal water and sewer is proposed. Discussions were held with Town staff on December 11, 2024, to discuss adequate fire flows and how to achieve them for development.

- *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;*

- The site has access to the municipally maintained portions of both Lanark and Edmund Streets with an individual access to Townline Road East proposed for Block 40.

- *Sufficient off-street parking facilities is provided in accordance with the standards set out in the Development Permit By-law; and*

- Sufficient off-street parking facilities are provided for all uses within the subdivision.

- *The development can take place in accordance with the policies of Section 2.0.*

- Compliance with Section 2.0 of the CP Official Plan has been demonstrated earlier in this report.

Section 5.0 of the CP Official Plan speaks to Safety and Security Policies. There are no flood-prone areas identified near the subdivision lands and no reason to believe contamination from previous uses has occurred. Impacts relating to noise, vibration and air quality are spoken to in D-Series Guideline write-up of Section 4.3 of this Planning Justification which speaks to potential mitigation from uses in the adjacent Public Works Yard.

Section 6.7 of the CP Official Plan speaks to Development Control with policies for Plans of Subdivision found under Section 6.7.1. The various studies, reports and justification identified under Section 6.7.1 to support the subdivision will be provided with the re-submission. The subdivision utilizes existing town streets for safe access to the subdivision (OP 6.7.3.1) with off-street parking for all uses provided (OP 6.7.3.2). Barrier-free access, design and parking can be incorporated into the building and site design (OP 6.7.3.3) with proper road design and turn radii incorporated to support emergency services (OP 6.7.3.4). Extension of municipal servicing will connect uses within the subdivision (OP 6.7.4.5) with stormwater management designs incorporated into the subdivision lands to ensure adequate drainage and storage of stormwater (OP 6.7.4.6). Existing landscaping along the rear of the subdivision and within the first 70 metres of the adjacent Public Works Site can be maintained to provide a buffer area between uses (OP 6.7.4.8). To provide for the safety and security of residents sufficient lighting can be provided (OP 6.7.5.1) with preservation of sight lines along Lanark and Edmund Streets to provide for proper passage through the space (OP 6.7.5.3). The mix of uses and proximity to abutting industrial uses has been designed to provide for compatibility (OP 6.7.5.4). The proposed subdivision is consistent with development controls set forth by the Carleton Place Official Plan.

Section 6.8 of the CP Official Plan speaks to Parkland Dedication and Cash-in-lieu of Parkland Land. *“For residential purposes Council shall generally require a parkland conveyance of 1 hectare for every 300 dwelling units created or the cash-in-lieu equivalent as provided in the Planning Act. For commercial and industrial development Council shall generally require a conveyance of 2% of the land or the cash-in-lieu equivalent.”* Bill 23, More Homes Built Faster Act, passed by the Province of Ontario in 2022 changed the Planning Act provision for alternate parkland dedication from 1ha/300 units to 1ha/600 units. In total, 204 residential units are proposed within the subdivision requiring a minimum provision of 0.34ha of parkland for the subdivision. The proposed subdivision has provided two separate park spaces totaling 0.41 hectares in size to meet the requirements for parkland dedication of the Official Plan.

In summary, the proposed subdivision provides for a range and mix of new residential units to complement the existing and proposed uses within the overall neighbourhood. The additional provisions included to allow for a slightly increased residential density would be in keeping with the intent of the Town’s Official Plan density targets. The uses are permitted within the Residential District and can be sited to avoid potential impacts from nearby non-residential uses. The proposal is appropriate for the lands at 400 Lanark Street and would be consistent with the policies of the Town of Carleton Place Official Plan.

4.6 TOWN OF CARLETON PLACE DEVELOPMENT PERMIT BY-LAW 15-2015

The Town of Carleton Place Development Permit By-law 15-2015 (DP) is used to manage land use compatibility, character, and appearance of communities, and to implement the policies of the Official Plan. The property at 400 Lanark Street is currently designated Residential District on Schedule A to the Development Permit By-Law. Development of the residential uses within the are subject to the General Provisions of Section 3.0. Appropriate access to the subdivision lands from adjacent municipal streets has been provided in accordance with Section 3.1. Landscaping will be provided in accordance with Section 3.23. Adequate off-street parking for the various uses has been provided in accordance with Section 3.29. Special setbacks and separation distances have been provided in accordance with Section 3.40. The proposed subdivision is consistent with the General Provisions of the Development Permit By-Law.

Section 6.0 of the Development Permit By-Law speaks to the Residential District with the intent to promote compatible residential development within neighbourhoods. Single-detached, semi-detached, townhouses, and apartments are all permitted dwelling forms pursuant to **Section 6.1**. Development standards for the various dwelling types are provided in Section 3.5. Table C below outlines the minimum lot areas and frontages required for the various dwelling types along with the lot areas and frontages proposed for the subdivision.

Table C – Lot Areas and Frontages for 400 Lanark Street Subdivision				
Dwelling Type	Required Lot Area	Proposed Lot Area	Required Road Frontage	Proposed Road Frontage
Singles	Nil	314 – 639m ²	10.6m	10.6 – 19.7m
Semi-Detached	Nil	432 – 559m ² (both halves)	7.5m per unit	7.6 – 40.0m
Regular Towns	Nil	Blocks Range from 800 – 963m ²	5.5m per unit	All units have at Minimum 5.5m
B2B Towns	Nil	Block 39 – 7,031m ² Block 40 – 3,227m ²	5.5m per unit	Block 39 – 136.3m Block 40 – 48.8m
Apartments	Nil	Block 41 - 12,144m ²	35m	Block 41 – 92.0m

The back-to-back (B2B) Townhouses are shown on larger blocks similar to the apartment dwellings proposed. Block 39 contains forty (40) townhouse units. At 136.3 metres of road frontage for the block each unit would have roughly 3.41 metres of road frontage. Block 40 contains 16 townhouse units. At 48.8 metres of frontage each unit would have 3.05 metres of frontage. However, the units in both blocks are not oriented toward the new subdivision roads but rather individual driveways within the block. The frontages proposed provide adequate distance to accommodate the various driveways to access units within both blocks with all units having

a minimum of 5.5 metres of frontage on the new driveway accesses. Exceptions to minimum lot frontages for the back-to-back townhome units are not deemed to be required as the blocking layout provides for adequate access and unit frontages along interior driveways.

Based on the proposed locations for the semi-detached, townhouse, and apartment dwellings, exceptions to the height and yard setback provisions of the Development Permit By-Law are not required. Locations of the new single detached homes would be on a site-to-site basis. Compliance with required yard setbacks can be determined once the plans for individual low density single detached lots are known.

The first submission of the subdivision proposed stacked townhouses as a development form within the subdivision, a use not permitted under the Development Permit By-Law. The stacked townhouses have been replaced on the proposed land use plan by new back-to-back townhomes consisting of two rows of 4 units connected back-to-back. The development form would be similar to a smaller-scale apartment building. However, the definition for dwelling, apartment does not include a group of townhomes like those proposed. Therefore, the back-to-back townhomes have been considered under the Townhouse provisions of the Residential District.

The proposed subdivision at 400 Lanark Street would be consistent with the policies of the Town of Carleton Place Development Permit By-Law 15-2015.

5.0 TECHNICAL STUDIES AND REPORTS

5.1 ENVIRONMENTAL SITE ASSESSMENT

A scoped Environmental Impact Statement (EIS) and Tree Preservation Plan has been prepared to accompany the draft plan submission for 400 Lanark Street and includes an assessment of the identified and potential environmental constraints and the potential for Species at Risk.

The subject property is located within the Mississippi Valley Conservation Authority's (MVCA) jurisdiction and comprises a decommissioned Christmas Tree farm. The EIS report assesses the potential impacts that the construction of a subdivision may have upon the existing natural heritage features, including wetlands and their function, woodlands and their function and specifically focused on species at risk (SAR), and their habitat as the other functions are limited within the property. Key findings of the surveys are summarized outlining potential impacts from the proposed development with provided recommendations to mitigate anticipated impacts on natural heritage features. The information contained in the report represented a single survey undertaken on June 29, 2023. The report has also included recommended mitigation efforts that can minimize or eliminate ecological and environmental impacts from the proposed construction and development of 204 residential

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units. The report was updated in August of 2024 to speak to the new subdivision layout. Overall, the EIS supports the development of a subdivision on the subject property.

This EIS has assessed existing land use and determined the impacts to the natural heritage features (i.e. wildlife habitat, etc.), as well as Species at Risk and their habitat resulting from the proposed development. The report offers that the project should incorporate the mitigation measures to protect natural heritage features or replace potential loss of these features that may occur outside of the area needed for the structures. If the recommendations and mitigation measures provided in Sections 5.0 and 6.0 of the EIS report are followed, the development is not anticipated to negatively impact the function of the natural heritage features observed to be present within the subject property and surrounding lands.

5.2 TRAFFIC IMPACT STUDY

An updated Traffic Impact Study was prepared for the second submission of the draft plan on September 27, 2024 speaking to the lotting and layout changes proposed for the revised draft plan. Reduction in density has slightly reduced trip generation to and from the site as well as the build-out (2026) and post-build-out (2031) scenarios. Four intersections were evaluated including:

- Bridge Street and Townline Road
- Edmund Street and Townline Road
- Townline Road and Lanark Street
- McNeely Avenue and Townline Road

Site-generated trips were established using the ITE Trip Generation Manual, 11th Edition, to collect data and existing travel patterns. Egis conducted traffic analysis using Synchro 11 and SimTraffic software to identify capacity concerns as well as queue analysis at the study intersections. The forecasted development site traffic can be accommodated at the boundary road intersections for both the build-out (2026) and post-build-out (2031) future horizons without significant traffic impacts.

The recommendation is the northbound right-turn (NBR) lane at McNeely Avenue and Townline Road needs to be able to accommodate a queue length of 88 meters under 2031 total conditions and 80 meters under 2031 background conditions. The queue length requirement is primarily driven by background conditions. Storage capacity should be provided if possible. Available sight distances at the proposed site accesses conform to TAC guidelines. The Traffic Impact Study concludes the proposed development has a minimal impact on boundary road operations and does not necessitate any changes to the existing roadway infrastructure.

5.3 – STORMWATER MANAGEMENT REPORT

Egis completed the first draft of the Stormwater Management Report in November of 2023 and revised the report for the second draft plan submission on October 2, 2024. The report provided the following summary of findings:

- *Runoff from the proposed development will be collected and conveyed via the internal storm sewer system to the end-of-pipe SWM facility. The proposed on-site storm sewers and overland conveyance systems will be adequately designed to safely convey both minor and major storm events.*
- *The quality control objective of reaching “Enhanced” level of protection will be achieved by implementing a settling forebay basin and extended detention in the proposed wet pond.*
- *Quantity control objectives will be achieved by the adequately sized active retention basin with flow control structures, which will also regulate the post-development peak flows to existing levels. Specifications of the flow control structures will be provided during the detailed design phase.*
- *The discharge from the proposed stormwater management facility will remain within the allocated capacity of the storm sewer infrastructure of the neighboring subdivision.*
- *Best Management Practices are provided to mitigate and minimize the temporary and permanent erosion and sediment transport during and after construction.*

Subsequent stormwater management comments have been received as part of the status letter provided by the County of Lanark. These comments will be addressed in a comment/response letter to be provided in the re-submission of this report to the County. Based on the information presented Egis recommends that Lanark County, the Town of Carleton Place, and the Mississippi Valley Conservation Authority accept and approve *Preliminary Stormwater Management Report* in support of the proposed development of Wintergreen Ridge Subdivision at 400 Lanark Street.

5.4 – SERVICING REPORT

Egis provided an updated Servicing Report from October of 2024 in support of the proposed subdivision for the second draft plan submission. The report provides a detailed breakdown of existing servicing within the surrounding streets and proposed servicing for the new subdivision. Recommendations for inspection and maintenance are provided in Section 6.0 of the report. Erosion and Sediment Control measures are spoken to in Section 7.0 of the report. The preliminary assessment determined the proposed site can achieve adequate capacity for water, wastewater, and storm servicing to accommodate the proposed development.

Further discussions on the boundary conditions and fire flows for the proposed subdivision were completed December 11, 2024 between the proponent, staff from Egis, staff from the Town of Carleton Place, and staff from Stantec Engineering. Solutions were discussed to help achieve the necessary fire flows needed for the subdivision lands. Work is currently ongoing.

6.0 CLOSURE

The subdivision at 400 Lanark Street in Carleton Place is proposing a total of 204 new residential units to be provided through a range and mix of dwelling types including single detached, semi-detached, regular townhouses, back-to-back townhouses, and apartments. Housing options proposed will help meet the social, health, economic and well-being of current and future residents. The design of the subdivision provides for safe public streets, new public park spaces, and on-site management of stormwater with the goal of facilitating active transportation and fostering social interaction and community connectivity.

The proposal will aid in achieving a diversified, mixed use settlement area as sought by the County of Lanark Sustainable Communities Official Plan (SCOP) by promoting development efficiency and optimizing use of land, resources, infrastructure, and public service facilities. The subject lands are in the Residential District of the Town, identified in the CPOP as the main areas for housing. The CPOP objective is to promote sustainable, efficient, and diverse residential neighbourhoods through a range of housing types and densities. Bonus in the form of additional parklands have been provided to accommodate the slightly increased net density for development. Uses can be established on the subdivision lots in accordance with the Town of Carleton Place Development Permit By-law 15-2015.

Overall, the proposed subdivision development is consistent with the Provincial Planning Statement (PPS) 2024, the Environmental Land Use Planning Guides (D-Series Guidelines), the County of Lanark Sustainable Communities Official Plan (SCOP), and the Town of Carleton Place Official Plan and Development Permit By-law 15-2015 representing good planning for the overall property.

Sincerely,



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