



February 20, 2024

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

**Re:                 Brown Lands  
                       Draft Plan of Subdivision  
                       File No. 09-T-23005**

Dear Koren,

Further to public comments received by the County of Lanark and shared with Regional Group on May 10, 2023. In preparing our re-submission of the Brown Lands Draft Plan of Subdivision, the public comments were reviewed and considered along with comments from other regulatory agencies. We are writing to provide you with a response to these comments, in addition to our standard comment response letter to circulation agencies. The public comments received on May 10, 2023 can be generally summarized into three main themes: traffic, servicing, and planning. We have offered holistic responses to the three main comment themes below to guide the County and Municipality's response to public comments, however Commenting Agencies should refer to our accompanying technical Comment Response Letter and re-submission for review of our Draft Plan re-submission.

### **Traffic**

A number of the public comments provided by the County indicated perceived concerns about the impact the traffic generated from the proposed development would have on the existing community. In reviewing those concerns, we have taken a number of steps to address these concerns are outlined below:

1. We explored the possibility for a second access on County Road 29. Our analysis found that the proposed development has insufficient frontage along County Road 29 to accommodate a second access points to County Road 29. For this reason, our analysis confirmed that the access to Strathburn Street was necessary from a transportation planning perspective.
2. We slightly re-oriented the interior road pattern of the development was in an attempt to direct traffic to County Road 29 and Street 1 intersection, where possible.
3. We had multiple consultations with Municipal Staff to present a number of traffic alternatives that would address concerns raised by the public about traffic ingress and egress from the proposed development via Strathburn and Malcolm Streets. These options included:
  - a. A signed no left turn from Street Two onto Strathburn Street. (Accepted Alternative)
  - b. A "pork chop" splitter island in the Street Two entrance to prevent left turns onto Strathburn Street.
  - c. Converting Strathburn Street to a 1-way street between Street Two and Malcolm Street.
4. We worked with our consultant to update the Traffic Impact Study to reflect additional traffic counts, the inclusion of a left turn restriction from Street Two onto Strathburn Street, and a sensitivity analysis on the impact of the development based on an overestimation of the anticipated traffic flows.



## **Servicing**

### **Existing Infrastructure Capacity**

The revised Serviceability and Stormwater Management Report references the findings of the 2018 Municipal Master Plan Update, which analyzed the existing servicing capacity. The 2018 Municipal Master Plan Update included the subject lands as a future development area with development projected to occur in the 2023–2028 time period. The findings of the reports confirm that there is sufficient infrastructure capacity to accommodate the proposed development.

### **Location of the Sanitary Pump Station Facility and Odour Concerns**

The proposed pump station block is strategically located based on civil engineering best practice.

The pump station needs to be located in as low an area possible to maximize the tributary area of gravity sewers to avoid having sewers that are excessively deep. Due to the nature of the existing terrain. The southeastern portion of this property is the only suitable area to locate the pump station.

As a result of public comments about odours from the pump station, we were able to shift the pump station block further northwest so that it was not backing directly onto a neighbouring property. The potential of odours from the pump station facility were raised as a concern. We will also ensure that appropriate odour attenuation measures are incorporated into the final design of the pump station to mitigate these concerns in accordance with Provincial guidelines. In addition, fencing is proposed on the eastern side of the pump station block to provide visual screening from the existing properties.

### **Stormwater Management Design – Storm Sewer Outlet to Wolf Grove Creek**

The stormwater management approach for the development has been revised to direct all minor system flows directly to the Mississippi River. The Serviceability and Stormwater Management Report was updated to reflect the change in the proposed approach. There will still be some flows from the proposed development lands to the North Tributary, which feeds into Wolf Grove creek in order to maintain the functionality of the existing natural systems. The result of these changes is that the total volume of water reaching Wolf Grove Creek from the development lands in all modelled storm events will be lower than in existing conditions.

## **Planning**

### **Widening of County Road 29**

There are no plans associated with this Plan of Subdivision application to widen County Road 29, with the exception of a northbound right turn taper on the east side of the County Road at the proposed development entrance (Street One). In response to the concern regarding widening of County Road 29, it should be noted that the County has already taken their widening on the east side of the highway.

### **Housing Targets**

The housing mix for the proposed development remains in general conformity with the Official Plan. The Planning Rationale has been updated to reflect a revised draft plan.



*Access to the Riverside Trail and Relationship to Neighbouring Properties*

The proposed location of the trailhead for the Almonte Riverside Trail has been revised from the initial submission and is proposed to cross through the proposed development with a newly proposed route. The current proposal

locates the Riverside trailhead in the northeast corner of the property. Access to the trailhead through the proposed development will be facilitated by sidewalks and on-street cycling facilities within the right of ways and stonedust pathways within future Municipal Land (ie. Parks and Open Space).

With the proposed relocation of the trailhead, the proposed location of the lookout will be shifted to the northeast corner of the development and will have a negligible impact on the property to the south.

The strip of land east of the development between the proposed residential units and the Mississippi River is owned by the Municipality of Mississippi Mills and is not anticipated to be altered as part of the development application with the exception of the stormwater outlet and the Riverside trail connection in the northeast corner.

Best regards,

**STRATHBURN ALMONTE REGIONAL INC.**

c/o the Regional Group

Evan Garfinkel  
Manager, Land Development

Encl: Community Comment Summary, Draft Plan of Subdivision – Submission 1, dated February 13, 2024

**Community Comment Summary**  
**Draft Plan of Subdivision - Submission 1**

<b>Area of Concern</b>	<b>Name</b>	<b>Comment / Concern</b>
<b>Transportation</b>	Scott Campbell	Impact on traffic along Malcolm St.
	Ann Brown	Impact on traffic along Strathburn St./Malcolm St., intersection of Malcolm St./Almonte St.
	Nancy Standish-Page	Impact on traffic along Strathburn St./Malcolm St.
	Heather Zamorano	Impact on traffic along Malcolm St.
	Lynn Melbourne	Impact on traffic along Strathburn St./Malcolm St., intersection of Malcolm St./Almonte St.
	Heather & Ian Douglas	Impact of increased traffic at the intersection of Almonte St./Malcolm St., traffic volumes along Malcolm St.
	Brent Foster	Impact on traffic along Strathburn St./Malcolm St., intersection of Malcolm St./Almonte St.
	Christina Alves	Impact on traffic along Malcolm St.
	Douglas Moir	Impact on traffic along Malcolm St.
	Peter & Marilee Mansfield	Impact on traffic along Malcolm St., intersection of Malcolm St./Almonte St.
	Ken Kicksee	Impact on traffic along Strathburn St./Malcolm St., intersection of Malcolm St./Almonte St.
	Patrick Johnston	Impact on traffic along Malcolm St.
	Peter McGaugh & Angie Arendt	Impact on traffic along Malcolm St., intersection of Malcolm St./Almonte St.
Stephen Wildewsmith	Impact on traffic along Malcolm St.	
Peter Brown	Impact of increased traffic at the intersection of Almonte St./Malcolm St., traffic volumes along Malcolm St.	
<b>Servicing</b>	Scott Campbell	Stormwater management plan, location of sanitary pumping station
	Ann Brown	Stormwater management plan (additional runoff from subdivision entering Wolf Grove Creek), foul odor from sanitary pumping station
	Ken Kicksee	Existing infrastructure capacity
	Peter McGaugh & Angie Arendt	Stormwater management plan (additional runoff from subdivision entering Wolf Grove Creek), impact of additional flows to wildlife, height of lookouts, privacy & noise reduction measures
<b>Planning</b>	Kathleen Everett	Widening of County Road 29 to the west side
	Brent Foster	Amendment of OP used in Application, deviation from housing mix targets, percentage of parkland that is wetland
	Ken Kicksee	Loss of access to Riverside Trail
	Mireille Asselin & Chris Enns	Loss of access to Riverside Trail
	Peter McGaugh & Angie Arendt	Huge growth in the neighbourhood caused by proposed development, how will proposed development (and future) honour the character of the existing neighbourhood, what is planned for area between development and Mississippi River, acknowledgement of the historical/cultural significance of the adjacent Burnside property, more details on plan (privacy fencing and height of lookout) for the Riverside Trail and lookouts adjacent to Burnside Property adjacent to site