

99 Christie Lake Road, Perth, ON K7H 3C6

Evan Garfinkel
Regional Group
1737 Woodward Drive, 2nd Floor
Ottawa, ON K2C 0P9

September 18, 2024
Via email - garfinkel@regionalgroup.com

Status Letter for a Draft Plan of Subdivision - Brown Lands Subdivision Part of Lots 34-40, 46, 77, 79, 81-82, 84-87, 99-100, 108-109, 167-168 and 176-177 and all of Lots 20-28, 47-76, 78, 80, 83, 92-98, 101-107, 115-166 and 169-175 and part of Malloch Street, James Street, Mary Street, William Street, Malcolm Street, and John Street (closed by bylaw LC204530), Burnside Section Plan 6262, Formerly Town of Almonte, now Municipality of Mississippi Mills
County File No. 09-T-23005

Lanark County received an application for a draft plan of subdivision in the Municipality of Mississippi Mills on February 21, 2023 and there have been three (3) updated submissions to date. The following status letter reflects the most recent updated submission provided to the County on July 24, 2024.

Subject Property Description

The subject property is located at the North West corner of the Town of Almonte in the Municipality of Mississippi Mills and has frontage on Strathburn Road and County Road 29 and extends to the Mississippi River. The total area of the subject property is 15.3 hectares. The subject property is currently comprised of fields used for cultivation and contains three grain silos and a small structure, which are all proposed to be demolished. The subject property is designated as Settlement Area in the Sustainable Communities Official Plan of Lanark County, and Residential in the Community Official Plan of the Municipality of Mississippi Mills.

Subdivision Proposal

The proposed draft plan includes 152 blocks and six new internal streets. Blocks 1-133 are proposed to be developed with 133 detached dwellings; blocks 134-142 are proposed to be



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developed with 92 townhouse units; Block 143 is proposed as parkland; Block 144 is proposed to be used for a pumping station; Blocks 145-148 are proposed as open space; Block 149 is proposed to be used for servicing purposes; Block 150 is proposed for future development; and Blocks 151-152 are proposed as future road connections to lands to the north.

A summary of the agency comments is included below, formal agency letters and correspondences between the agency and County are attached and should be reviewed in their entirety.

Agency Name	Date Received	Comments
Municipality of Mississippi Mills	September 18, 2024	Comments related to TIS, wetland habitat enhancement areas
Mississippi Valley Conservation Authority	September 4, 2024	Comments related to hydrological impacts to the wetland and slope stability assessment
Enbridge	August 6, 2024	No further comments other than the previously identified conditions
Ottawa River Power Corporation	N/A	No further comments
Hydro One	N/A	No further comments
Bell Canada	N/A	No further comments
Public	August 9 - 22, 2024	Comments related to TIS and proposals to dead end Strathburn Street

Comments are received as of September 18, 2024 and are attached to this letter for ease of reference. All other agency comments have been previously provided in the last status letter.

If you have any questions, please do not hesitate to contact the undersigned.



LANARK COUNTY

lanarkcounty.ca

99 Christie Lake Road, Perth, ON K7H 3C6

Sincerely,



Koren Lam
Senior Planner
Lanark County

CC: Trevor McKay, Novatech
Melanie Knight, Municipality of Mississippi Mills
Mike Dwyer, Lanark County





September 18, 2024

Koren Lam, Senior Planner
Lanark County
klam@lanarkcounty.ca

RE: Third Submission – Review Comments *revised*
Brown Lands
09-T-23005

Please find below the consolidated comments the Municipality on the above noted application.

Planning Department

Timing of Application

1. As discussed at a meeting with the applicant on September 5, 2024, the target date for a public meeting is October 15, 2024. This meeting will be a statutory public meeting for the Zoning By-law Amendment and a non-statutory public meeting for the Subdivision Application. Following the public meeting, a recommendation report will be presented to Committee of the Whole with the draft plan conditions and item 4 below. Please note that this schedule is contingent upon addressing the comments contained herein.

Blocks 153 and 154

2. Prior to the Municipality confirming acceptance of Blocks 153 and 154, the Municipality would like to understand the implications of accepting the Blocks that are also wetland enhancement areas in terms of long-term maintenance of the area.

Response: Arcadis: As part of the MVCA permit to remove the wetlands, it is expected that there will be a requirement for the proponent to ensure the habitat restoration proceeds as planned for the first 5 years of the restoration. A detailed 'Habitat Enhancement and Monitoring Plan' has been proposed in the EIS to provide a framework for this requirement. At the conclusion of this 5-year monitoring period, it is expected that there will be no further formal obligation on the proponent or the municipality to maintain this habitat.

Please provide details as to the responsibility of the 5-year monitoring period. Please be advised that the Municipality will not be responsible for this monitoring period.

3. The Municipality echoes the request by the MVCA (letter dated September 4, 2024) that a discussion is needed to address how hydrological impacts to the wetland from the stone dust pathway will be avoided. Further discussion on this matter is not a prerequisite for the Committee of the Whole meeting outlined in #1 above.

0.3 metre Reserves

4. While the Municipality appreciates that Regional Group owns the adjacent lands, its the opinion of Municipal staff that it is good practice to impose 0.3 m reserves along the lot lines which abuts the vacant lands to the north (Blocks 145, 144, 156 and Lots 70 to 77, 105 to 108) to avoid any encroachments/access by future residents.

Engineering and Public Works Department

Transportation

5. The Municipality has completed a neighbourhood survey regarding the possibility of closing Strathburn to restrict vehicular cut through traffic through the neighbourhood. In addition, the Municipality is of the opinion that restricting vehicular access from Strathburn to Malcolm may be endorsed by staff subject to the following:
 - a. Attached to these comments is a conceptual design of a cul-de-sac and pedestrian path located on Strathburn which would permit access to the subdivision and maintain existing accesses on Strathburn. The Municipality requests that the applicant use this concept to develop a conceptual design for review.
 - b. It is the opinion of the Municipality that the entire cost of the design and construction of these road modifications are to be borne by the applicant.
 - c. The timing of construction of the cul-de-sac will need to be determined prior to draft plan approval through consultation with staff.
 - d. The final approval of the cul-de-sac rests with Mississippi Mills Council. Staff will present this request to Council along with the draft plan recommendation at the same meeting.
6. Please be advised that in light of the above comment (#5), the Transportation Impact Study will need to be updated to assess the traffic impacts with a cul-de-sac at Strathburn.
7. Please be advised that the Transportation Master Plan (TMP) is now posted for the required 30-day comment period. The draft TMP proposes that Strathburn and Malcolm Streets be classified as local streets as opposed to the current classification of collector roads. To access the draft TMP please refer to this link: <https://www.mississippimills.ca/en/how-we-go.aspx>

8. Please be advised that a Notice of Motion has been included in the September 10, 2024, Committee of the Whole agenda regarding the installation of traffic lights or a roundabout at the intersection of County Road 29 and Street One. Please refer to the [agenda](#).
-

The next submission should address each and every one of the comments or issues noted above, to ensure the effectiveness and consistency of the next review. A cover letter must be included that states how each comment was addressed in the resubmission. Please co-ordinate the numbering of each resubmission comment, or issue, with the above noted comment number.

If you should have any questions or concerns regarding this file, please feel free to contact me at 613-256-2064 ext. 501 or mknight@mississippimills.ca.

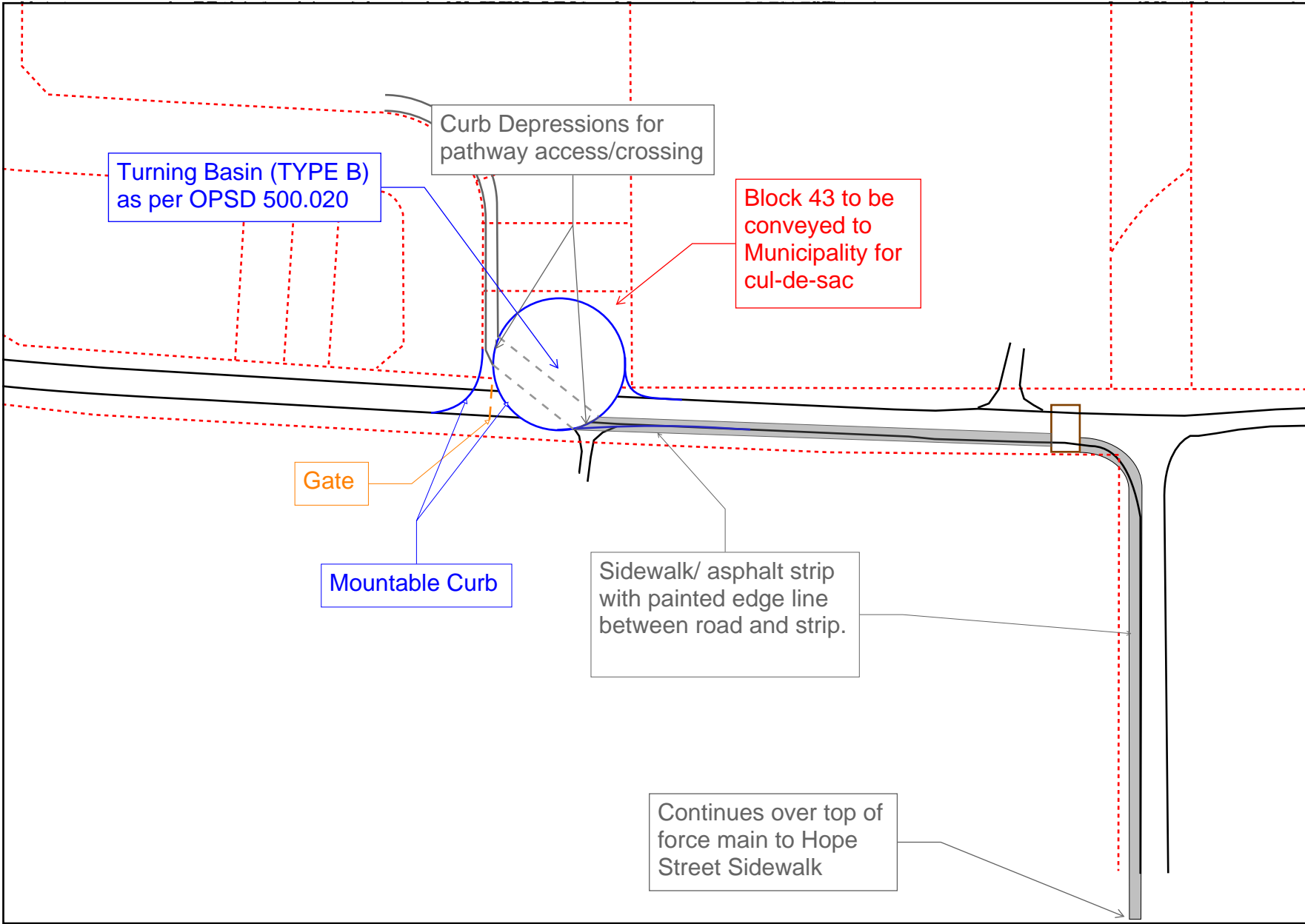
Sincerely,



Melanie Knight
Director of Development Services and Engineering
Municipality of Mississippi Mills

cc: Luke Harrington, Engineering Coordinator
Mike Asselin, Development and Capital Project Engineer
Cory Smith, Director of Public Works
Ken Kelly, CAO
Evan Garfinkel, Regional
Trevor McKay, Novatech
Diane Reid, Mississippi Valley Conservation Authority

Strathburn Street Cul-de-sac Concept



Turning Basin (TYPE B)
as per OPSD 500.020

Curb Depressions for
pathway access/crossing

Block 43 to be
conveyed to
Municipality for
cul-de-sac

Gate

Mountable Curb

Sidewalk/ asphalt strip
with painted edge line
between road and strip.

Continues over top of
force main to Hope
Street Sidewalk

Conservation Partners Partenaires en conservation



09-T-23005

September 4, 2024

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

**Re: 09-T-23005 – Brown Lands Subdivision
Lot 17, Con 10, Town of Mississippi Mills (Almonte)
Strathburn Almonte Regional Inc. (c/o Regional Group)**

Subsequent to Mississippi Valley Conservation Authority's (MVCA) most recent review letters (dated April 11 and 12, 2024), we have been in receipt of the following revised documents for review:

- *Draft Plan of Subdivision* (Novatech, July, 2024)
- *Planning Rationale* (Novatech, July 19, 2024)
- *Serviceability and Conceptual Stormwater Management Report* (Novatech, July 17, 2024)
- *Environmental Impact Study* (Arcadis, July, 2024)
- *Brown Lands Compensation Plan, Landscape Plan (Sheets L01, L02, L03)* (NAK, July 11, 2021)
- *Brown Lands Compensation Plan, Landscape Details (Sheets D1 & D2)* (NAK, July 11, 2021)
- *Geotechnical Investigation* (Paterson Group, June 28, 2024)
- *Geotechnical Responses to MVCA Comments (Memo 1 & 2)* (Paterson Group, June 28, 2024)
- *Comment Response Letter* (Regional Group, July 24, 2024)

We have reviewed the above reports in the context of the following:

- Section 1.6.6 *Stormwater* & 3.1 *Natural Hazards* of the *Provincial Policy Statement (PPS, 2020)* under Section 3 of the Planning Act;
- MVCA's ONTARIO REGULATION 41/24, *Prohibited Activities, Exemptions and Permits*, issued under Section 28 of the Conservation Authorities Act;
- The Mississippi-Rideau Source Protection Plan (2014, revised 2022)

PROPOSAL

According to the information provided, the purpose of the subject application is to obtain approval for a plan of subdivision to develop the subject lands (17 ha) with a total of 246 dwelling units, a municipal park and open space. The draft plan and zoning amendment are based on a concept plan that demonstrates the build out of 143 single detached dwellings with varying lot widths, ranging from 33 feet to 50 feet, as well as 103 attached housing units consisting of a combination of semi-detached and townhouse dwellings. We note the previous submission was for 235 residential units.

REVIEW

In summary, the following is relevant to MVCA's scope of review:

- Removal of 0.3 ha of Wetland-2 to accommodate the sanitary sewer line
- Removal of 251 m of the West tributary to accommodate the sanitary sewer line
- Removal of a 0.02 ha of Wetland-1 to accommodate a road and trail crossing
- North tributary crossing to accommodate a road and trail crossing
- Stormwater Management Plan in terms of quantity control, flooding and erosion
- (1) Stormwater Outlet to the Mississippi River
- West Tributary Slope, North Tributary Slope, Mississippi River Slope

Additional details on the context of MVCA's review can be found in our initial review letter dated June 21, 2023.

Environmental Impact Assessment

MVCA's Biologist has reviewed the following plans:

- *Environmental Impact Study* (Arcadis, July, 2024);
- *Brown Lands Compensation Plan, Landscape Plan & Landscape Details (Sheets L01, L02, L03, D1 & D2)* (NAK, July 11, 2021);

In summary, MVCA concurs with the classifications and assessments of the current site conditions, the impact assessment summary, and recommended mitigation measures. We do not have any further comments at this stage in the review process, with the exception of the following:

- Given the reduced wetland setbacks for several lots, Street Six, and parts of the stone dust pathway, we request a discussion as to how hydrological impacts to the wetland will be avoided.

It is noted that a *Habitat Enhancement and Monitoring Plan* is forthcoming.

Slope Stability Analysis

The West Tributary Slope, North Tributary Slope, and Mississippi River Slope have been identified as potential erosion hazards. In accordance with guidelines prepared in support of the Provincial Policy Statement, *Erosion hazards* include slopes which have the potential for erosion and/or instability due to their steepness and height i.e. steeper than 3:1 and higher than 3m.

MVCA's Engineering team has reviewed the following reports:

- *Geotechnical Investigation* (Paterson Group, June 28, 2024);
- *Geotechnical Responses to MVCA Comments* (Memo 1 & 2) (Paterson Group, June 28, 2024)

Refer to the attached technical memo for MVCA comments.

Stormwater Management Plan

MVCA's Water Resources Engineer has reviewed the revised reports. MVCA is now satisfied that sufficient information has been provided, at this stage in the review process.

MVCA Ontario Regulation 41/24 (Regulatory)

Pursuant to ONTARIO REGULATION 41/24, *Prohibited Activities, Exemptions and Permits*, written permission is required from MVCA prior to the initiation of any construction or filling activity (which includes excavations, stockpiling and site grading) within the flood plain or an erosion hazard, or their Regulation Limits; for any interference within 30 m of a regulated wetland; or for any alterations to the shoreline or channel of a watercourse. As stated in MVCA's previous review letter (April 12, 2024) to the County of Lanark, the following activities require MVCA permission:

- Removal of 0.3 ha of Wetland-2 to accommodate the sanitary sewer line
- Removal of 251 m of the West tributary to accommodate the sanitary sewer line
- Removal of a 0.02 ha of Wetland-1 to accommodate a road and trail crossing
- North tributary crossing to accommodate a road and trail crossing
- (1) Stormwater Outlet to the Mississippi River

RECOMMENDATIONS

We request that the following items be addressed prior to moving forward:

1. All recommendations with respect to the Slope Stability Assessment (refer to the attached technical memo entitled *MVCA SWMP & SSA Technical Memo_09-T-23005_Brown Lands_Aug 2024.pdf*).
2. Given the reduced wetland setbacks for several lots, Street Six, and parts of the stone dust pathway, we request a discussion as to how hydrological impacts to the wetland will be avoided.

If you have any questions, please contact the undersigned.

Yours truly,



Diane Reid
Environmental Planner

cc. Melanie Knight, Town of Mississippi Mills, email
Evan Garfinkel, Agent, email

To:	Diane Reid, Environmental Planner
From:	Shabab Islam, Water Resources Engineer Assistant Christopher Stoddard, Geotechnical Engineer
RE:	SWM & Slope Stability Engineering Review of the Draft Plan of Subdivision Application for the Brown Lands Subdivision, Townships of Mississippi Mills
MVCA File No.:	PMMSB-32
Munic. Ref. ID.:	09-T-23005
Date:	September 3, 2024

Mississippi Valley Conservation Authority (MVCA) was circulated the following reports and correspondence regarding the above Draft Plan of Subdivision application:

- Serviceability and Conceptual Stormwater Management Report, prepared by Novatech, revised July, 2024
- Geotechnical Investigation, prepared by Paterson Group, revised June, 2024; and
- Comment Response Letter, prepared by Regional Group, dated July 24, 2024
- Geotechnical Responses to MVCA Comments PG6260-MEMO.01 and PG6260-MEMO.02, prepared by Paterson Group, date June 28, 2024

MVCA's previous comments regarding stormwater management have been addressed by the above documents.

MVCA requests that the following comments, regarding slope stability, be addressed prior to moving forward :

- In section 6.9 Slope Stability Analysis under Field Observations, it states "The slope observed at the west portion of the site was observed to have an approximate incline ranging between 2.5H:1 to 3.5H:1V". Is this describing the "West Tributary" area of the site's slope that is referenced throughout the report? If so, please clarify what the slope's properties are based on i.e. slope height, toe of slope location, distance from toe of slope to water's edge, etc.
- In section 6.9 Slope Stability Analysis under Field Observations, it states "The slope observed at the east portion of the site was observed to have an approximate incline ranging between 2H:1 to 3H:1V". Is this describing the "Mississippi River" area of the site's slope that is referenced throughout the report? If so, please clarify what the

slope's properties are based on i.e. slope height, toe of slope location, distance from toe of slope to water's edge, etc.

- Section 6.9 Slope Stability Analysis under Toe Erosion and Erosion Access Allowance for the "West Tributary" does not include a discussion of erosion access allowance. However, a 6 m access allowance is shown in the cross sections Figure 2A and 2B in Appendix 2. Please add the relevant discussion to the body of the report.
- Section 6.9 Slope Stability Analysis under Toe Erosion and Erosion Access Allowance for the "North Tributary" states "Given that no stable slope setback or toe erosion setback is required along the slope adjacent to the north tributary, an erosion access allowance is not required." Using this rationale to justify a 0 m erosion access allowance is not generally accepted, and a 6 m access allowance is generally required to allow for future maintenance of the slope as per the MNR Technical Guide for Erosion Hazard Limit.

We request the following at the detailed design stage:

- A detailed review of the proposed grading plan;
- Confirmation of conformance with permissible grade raise recommendations, as required;
- An updated Geotechnical Investigation Report including slope stabilization recommendations;
- Mitigation measures such as supplement flows/ surface infiltration associated with the channel enhancement and wetland compensation of the North Tributary identified in the Environmental Impact Study (EIS);
- Details regarding the underside of footing (USF) elevations and Hydraulic Grade Line (HGL) analysis;
- Adequate erosion protection and energy dissipation measures at the based of the embankment and/or along the shoreline of the Mississippi River.

Should any questions arise about stormwater management, please contact the undersigned.

Shabab Islam

Shabab Islam

Water Resouces Engineer Assistant

Should any questions arise about slope stability, please contact the undersigned.

Christopher Stoddard

Christopher Stoddard

Geotechnical Engineer

August 6, 2024

Koren Lam, MSc.
Senior Planner
County of Lanark
99 Christie Lake Road
Perth, ON K7H 3C2

Dear Koren,

Re: Draft Plan of Subdivision, Zoning By-Law Amendment – Resubmission July 2024
Strathburn Almonte Regional Inc.
Browns Land
County of Lanark
File No.: 09-T-23005
Related Application: D14-STR-23, Z-04-23

Enbridge Gas does not have changes to the previously identified conditions for this revised application(s).

Please always call before you dig, see web link for additional details:
<https://www.enbridgegas.com/safety/digging-safety-for-contractors>

Sincerely,



Willie Cornelio CET
Sr Analyst Municipal Planning
Engineering

ENBRIDGE
TEL: 416-495-6411
500 Consumers Rd, North York, ON M2J1P8
enbridge.com
Safety. Integrity. Respect. Inclusion.

Re: traffic flow concerns in Almonte

From Karen Coleman <karen_e_coleman@sympatico.ca>

Date Thu 8/22/2024 12:02 PM

To Koren Lam <klam@lanarkcounty.ca>

Cc Leon Page <leonandnancy2@gmail.com>; Mike Dwyer <mdwyer@lanarkcounty.ca>

 1 attachments (9 MB)

Meeting- Brown Lands Subdivison Aug. 2024 2024.pages.pdf;

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Koren and Mike,

Thank you so much for meeting with us and listening to our concerns.

The black and white photocopies of our talking points don't show the purple line on the cycling and pedestrian heat maps so we're forwarding our notes to you via email.

We'd really appreciate being kept in the loop of upcoming meetings addressing the traffic flow to and from the Brown Lands development.

Thanks,

Karen and Nancy

On Aug 14, 2024, at 11:51 AM, Koren Lam <klam@lanarkcounty.ca> wrote:

Hi Karen & Nancy,

2 PM works for us. We will see you at our office:

99 Christie Lake Rd.
Perth, ON

Thanks,

Koren

From: Karen Coleman <karen_e_coleman@sympatico.ca>
Sent: Wednesday, August 14, 2024 11:23 AM
To: Koren Lam <klam@lanarkcounty.ca>
Cc: Leon Page <leonandnancy2@gmail.com>; Mike Dwyer <mdwyer@lanarkcounty.ca>
Subject: Re: traffic flow concerns in Almonte

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Super. Nancy and I can be there any time between 2:00 and 4:00. You can pick what time works for both of you.

Thanks,

Karen and Nancy

On Aug 14, 2024, at 11:14 AM, Koren Lam <klam@lanarkcounty.ca> wrote:

Hi Karen & Nancy,

For sure I will also be inviting our Planning Manager, Mike Dwyer, to meet with us.

Tuesday afternoon works best for the both of us. What time works for you?

Thanks,

Koren

From: Karen Coleman <karen_e_coleman@sympatico.ca>
Sent: Wednesday, August 14, 2024 10:50 AM
To: Koren Lam <klam@lanarkcounty.ca>
Cc: Nancy Standish Page <leonandnancy2@gmail.com>
Subject: Re: traffic flow concerns in Almonte

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning, Koren,

Nancy and I were wondering if we could come have a friendly, face-to-face short meeting with you at your office. Possible dates:

- Tues. Aug. 20 (in the afternoon)
- Thurs. Aug. 22
- Fri. Aug. 23

Do any of these dates work for you?

Thanks,

Karen and Nancy

On Aug 13, 2024, at 10:50 AM, Koren Lam
<klam@lanarkcounty.ca> wrote:

Hi Karen,

I would be happy to arrange a call with you both to further understand the nature of your concerns. I am available by phone call at anytime this week or Teams and am available this week or next.

Thanks,

Koren Lam
Senior Planner

Lanark County
99 Christie Lake Road
Perth, ON K7H 3C6
613-267-4200 x 1505
klam@lanarkcounty.ca
www.lanarkcounty.ca

<image001.png>

From: Karen Coleman <karen_e_coleman@sympatico.ca>

Sent: Tuesday, August 13, 2024 9:19 AM

To: Koren Lam <klam@lanarkcounty.ca>

Cc: Nancy Standish Page <leonandnancy2@gmail.com>

Subject: Re: traffic flow concerns in Almonte

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning, Koren

How can we be more involved in the decision process? What more can we do? We care deeply about our neighbourhood and want to preserve its safety and character.

Karen and Nancy

On Aug 12, 2024, at 10:23 AM, Koren Lam
<klam@lanarkcounty.ca> wrote:

Hi Karen and Nancy,

Thanks for sharing the cover letter and petition materials. We will include this as part of the public process and will be published in the status letter following the comment deadline on September 3, 2024 as the developer is required to address these concerns.

Thanks,

Koren Lam
Senior Planner

Lanark County
99 Christie Lake Road <image001.png>
Perth, ON K7H 3C6
613-267-4200 x 1505
klam@lanarkcounty.ca
www.lanarkcounty.ca

From: Karen Coleman <karen_e_coleman@sympatico.ca>
Sent: Saturday, August 10, 2024 3:11 PM
To: Koren Lam <klam@lanarkcounty.ca>
Cc: Nancy Standish Page <leonandnancy2@gmail.com>
Subject: Re: traffic flow concerns in Almonte

CAUTION: This email originated from outside of the organization.
Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Koren,

Thank you for getting back to us.

We would like to share with you a cover letter that we sent to the Town of Mississippi Mills along with a map and petition.. We would really appreciate your help and guidance as to how to proceed and be included in the decision making process regarding the traffic flow to and from the new Brown Lands subdivision.

Thank you,

Karen Coleman and Nancy Standish-Page

karen_e_coleman@sympatico.ca
leonandnancy2@gmail.com

On Aug 9, 2024, at 1:34 PM, Koren
Lam <klam@lanarkcounty.ca> wrote:

<Knight - Malcolm St Residents 2024-
07-05.pdf>

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Confidential: This email and any attachments transmitted with it are confidential and intended solely for the use of the individual or entity to which they are addressed. If you received this email in error, please notify the sender by return email and delete the email immediately. If you are not the intended recipient, be aware that disclosing, copying, distributing or using the content of this transmission is strictly prohibited.

Meeting Re: Brown Lands Subdivision - Traffic Concerns

Date: Tuesday August 20, 2024

Attendees:

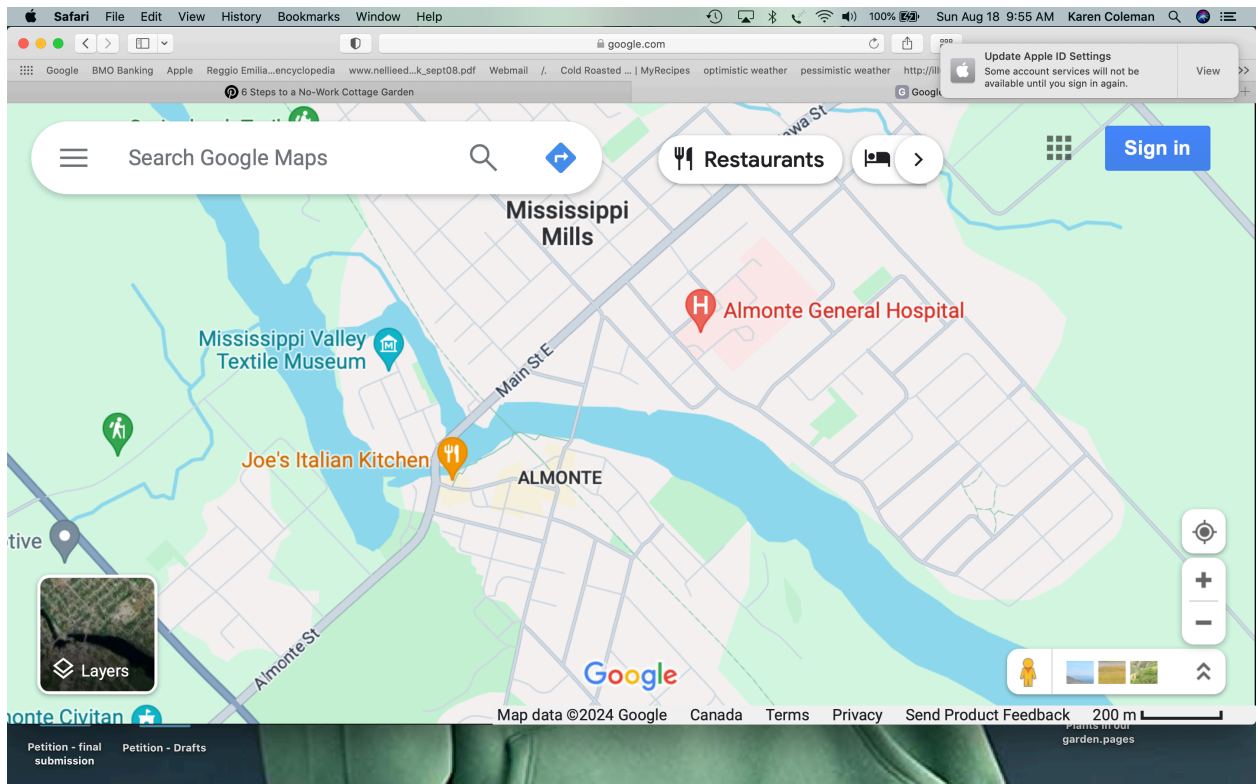
- Koren Lam, Senior Planner for Lanark County
- Mike Dwyer, Planning Manager for Lanark County
- Nancy Standish Page, resident on Malcolm Street
- Karen Coleman, resident on Glass Street

We have two main objectives:

1. We would like to dead end Strathburn Street between the last existing driveway and the entrance to the new subdivision.
2. Enhance pedestrian and cycling safety crossing County Road 29.

Points to consider regarding objective #1 : Dead ending Strathburn Street

- The primary reason for preventing additional vehicular traffic on Malcolm Street is safety. Additional reasons are outlined on the petition and summarized below.
- A path for pedestrians and cyclists should connect through Strathburn Street to County Road 29 as well as the new Brown Lands subdivision. This path could also be used by emergency vehicles if necessary.
- Malcolm Street is the only street that runs between Strathburn Street and Ottawa Street. Compare this with the development at the end of Spring Street. The new subdivision at the end of Spring Street has not had a large negative impact on the preexisting homes on Spring Street since there are many roads that lead up to Patterson Street (heading towards the grocery store and Ottawa). Refer to map of Almonte.



- Many of the homes on Malcolm Street are very close to the road. As per the petition recorded and sent to the town, the majority of residents from Malcolm and surrounding streets say an increase in vehicular traffic would be undesirable.
- Malcolm Street is already a small “collector street” for streets in the Cameron neighbourhood. Additional volume of traffic would have a very big, negative impact on the neighbourhood. With the new Brown Lands subdivision and future development, what volume of traffic is the municipality and county anticipating on Malcolm Street? Looking at road designations in other places, roads designated as collector roads are meant to handle 2,500 - 8,000 cars per day! (refer to pages 11 and 12 in the following link:

https://www.toronto.ca/wp-content/uploads/2018/01/950a-Road-Classification_Summary-Document.pdf

Cyclists will generally not need special facilities on local streets but are more likely to need bicycle lanes on arterial roads, where competition for road space is more intense.

This chapter provides a brief synopsis of each of the road classification designations.

Figure 1: Local Roads – Hoshlega Drive and Truman Road



- Provide access to property;
- Less than 2,500 vehicles per day;
- Low traffic speed;
- Generally no bus routes;
- Cyclists - special facilities as required;
- Sidewalks on at least one side of road;
- Truck restrictions preferred; and



- Low priority for winter maintenance

Figure 2: Collector Roads – Elmhurst Drive



- Provide access to property and traffic movement;
- 2,500 to 8,000 vehicles per day;
- Less than 1,500 bus (or streetcar) passenger per day;
- Signalized intersections at arterial roads;
- Truck restrictions permitted;
- Cyclists – special facilities as required;

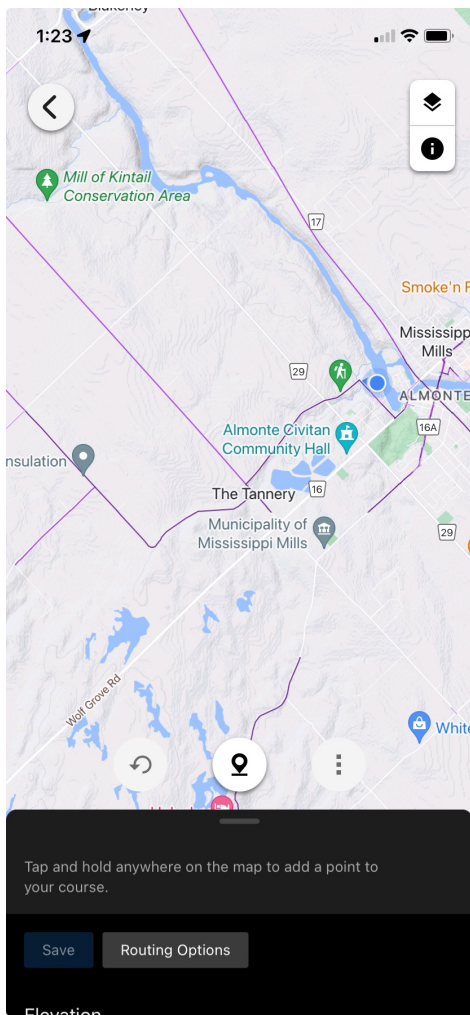


- Sidewalks on both sides of the road; and
- Medium priority for winter maintenance

- It makes sense to prevent increased vehicular traffic on Malcolm Street before phase one of development. It's much more difficult to implement something like this after the fact; let's be proactive rather than reactive. What will happen if/when the rest of the Brown Lands are developed? An increased volume of vehicular traffic on Malcolm Street?

Points to consider regarding objective #2 : Enhance pedestrian and cycling safety crossing County Road 29.

- Many pedestrians and cyclists already use Malcolm Street to Strathburn Street and then cross over County Road 29 to get out the countryside. Below is a heat map (using Garmin) with the purple lines showing the popularity of this route.



- Apparently the Traffic Study data accompanying the Subdivision Application did not warrant a need for traffic lights at County Road 29 & Strathburn Road. If vehicular traffic to and from the new Brown Lands subdivision is blocked from using Strathburn to Malcolm Street, then those resident will only be using County Road 29. Traffic lights installed on County Road 29 for vehicular traffic going to and from the Brown Lands subdivision should be considered.
- Maintaining Malcolm Street as a quiet road for pedestrians and cyclists would benefit the existing residents of the Cameron neighbourhood as well as the new Brown Lands subdivision. A similar example can be found in Ottawa. Refer to this article exhorting the virtues of such a neighbourhood:
<https://beyondtheautomobile.com/2022/05/09/bicycle-streets-beyond-europe-ottawas-echo-drive/>




Fwd: [Request] Malcolm Street Traffic Management Survey

From Mark Ury <ury.mark@gmail.com>
Date Mon 8/19/2024 1:23 PM
To Koren Lam <klam@lanarkcounty.ca>; Mike Dwyer <mdwyer@lanarkcounty.ca>

Some people who received this message don't often get email from ury.mark@gmail.com. [Learn why this is important](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

 FWD'ing b/c I had the wrong email address for you. Apologies.

Begin forwarded message:

From: Mark Ury <ury.mark@gmail.com>
Subject: Re: [Request] Malcolm Street Traffic Management Survey
Date: August 19, 2024 at 10:55:39 AM EDT
To: Luke Harrington <lharrington@mississippimills.ca>, Melanie Knight <mknight@mississippimills.ca>, Mary Lou Souter <msouter@mississippimills.ca>, klam@mississippimills.ca, mdwyer@mississippimills.ca
Cc: Christa Lowry <clowry@mississippimills.ca>

Hello,

On the suggestion of Ms. Lowry, I'm following up on how the Town is conducting the Malcom Street Traffic Management Survey.

While, like many residents, I'm appreciative of the process to gather feedback on how best to address traffic in the area, I found the survey methods and distribution to be confusing or contradictory in some places.

For the record, can you clarify the following:

1. Why Question 1 does not include any associated data on the effectiveness of any of the presented option. For instance, how do I rate the effectiveness of a right-hand turn lane if I'm not given historical data, a relative % on the impact of a selection, etc? How is my input useful to recommendations if it's subjective and without context?
2. How significant a portion of Staff's recommendations will be the results of Question 1? Fifty percent? Ninety-percent?
3. Separate from the survey, what other traffic analysis is being done that will inform recommendations?
4. Why, when input from residents on the proposed changes the Brown Lands development is contained to those in a 120-meter zone, was the survey circulated to those outside that zone?
5. Why was the survey circulated to residents on streets that are unaffected by the proposal?
6. In the online survey, why can't a resident respond to Question 2 alone? There was no option to put N/A, which forces respondents to add data they may not want to add, particularly given the complex and subjective nature of Question 1.
7. Related to above, are responses voided if respondents to the paper questionnaire only answer Question 2 and ignore Question 1? If not, why does the online form differ in data collection?
8. Given that the petition is to close the street to vehicular traffic—but retain pedestrian and cycling traffic—why did Question 2 characterize it simply as supporting a “dead end”?
9. Finally, neither the paper or online survey appears to include a privacy statement that is required by the Town for documents that are included in the public record. Is this survey exempt from that requirement? If so, why?

Thank you in advance.

Mark Ury
97 Glass Street

On Jul 26, 2024, at 11:31 AM, Christa Lowry <clowry@mississippimills.ca> wrote:

Dear Mark,

Thanks for your email.

From what I understand from staff, many residents were very happy to receive the survey and were quite motivated to make their voices heard through this additional channel.

The survey details 8 different traffic management scenarios. Input from residents will help inform discussions between the staff and developer, and ultimately decisions of Council. I understand that residents have submitted a proposed solution. Do keep in mind, it is unlikely that any one management scenario will be the only tool used for this development.

To note, the work staff are doing to engage with residents on and around Malcolm street is far beyond the engagement that normally takes place for new developments. I encourage you and your neighbours, as one of the important stakeholders, to take this opportunity to participate in the planning process.

Should you or any of your neighbours have questions or are unsure about the survey questions, I am certain staff would be happy to provide clarity.

Kind regards,

Christa Lowry she/her
Mayor, Municipality of Mississippi Mills
Phone: 613-256-2064
Email: clowry@mississippimills.ca
www.mississippimills.ca



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From: Mark Ury <ury.mark@gmail.com>
Sent: Wednesday, July 24, 2024 11:20 AM
To: Christa Lowry <clowry@mississippimills.ca>; Jane Torrance <jtorrance@mississippimills.ca>
Cc: Luke Harrington <lharrington@mississippimills.ca>; Melanie Knight <mknight@mississippimills.ca>
Subject: [Request] Malcolm Street Traffic Management Survey

Some people who received this message don't often get email from ury.mark@gmail.com. [Learn why this is important](#)

Dear Mayor,

I'm confused by the Malcolm Street Traffic Management Survey that was recently delivered to me as a resident of the Cameron neighbourhood. (See attached.)

As someone who has designed consumer products for Apple, Nike, Starbucks, and BMW, and worked alongside some of the world's top data scientists at Shopify, I was bewildered by what the town was hoping to accomplish with this vein of research. The survey, with its overwhelming array of separate choices and a

variable ordinal scale of effectiveness, appears as an attempt to muddy the sentiment of residents rather than clarify it.

The initial proposal put forth by the residents was clear: create a natural cul-de-sac on Strathburn, after the entrance to Brown Land's but before Malcolm Street. This will preserve pedestrian and cycling routes, while channeling vehicular traffic from the new subdivision to County Road 29. This proposal was aimed at preserving the safety and charm of an old-growth neighbourhood, which we believe is an important facet of Almonte's appeal and economic vitality.

However, the recent survey presents multiple complex options that require technical understanding and data to evaluate effectively—an expectation that is unreasonable for regular homeowners. The subjective nature of the "Very Ineffective" to "Very Effective" scale, coupled with its reliance on ordinal data, further complicates the ability of residents to provide meaningful feedback.

I respectfully ask you to look into the team responsible for this survey and their research methodology. Given its apparent unreliability and potential to produce fragmented and ambiguous feedback, I recommend you consider alternate fact-finding methods. A binary approach, with simple yes/no questions directly addressing the residential proposal, would likely yield clearer, more actionable insights. If you would like to pursue broader analysis, provide residents with a detailed breakdown of what each option can/can't do and how it would/wouldn't impact the area, relative to the original request.

Our neighbourhood deserves a decision-making process that genuinely reflects our concerns and preferences. I believe a more straightforward approach would better serve the community and ensure the Town's intentions are seen as nothing other than unimpeachable.

Thank you for your attention to this matter.

Sincerely,

Mark Ury
97 Glass Street
Cameron Neighbourhood Resident



CORPORATION OF THE MUNICIPALITY OF MISSISSIPPI MILLS
 14 BRIDGE ST · PO BOX 400 · ALMONTE ON · K0A 1A0
 PHONE: 613-256-2064
 www.mississippimills.ca

Malcolm Street Traffic Management Survey

Introduction

With a new subdivision slated to begin construction on the Browns Lands, residents in the Cameron Neighborhood (Malcolm, Hope, Euphemia, St Andrews, Wylie, Dunn, Glass, Colina, Hanna) have expressed concerns regarding the potential of increased vehicular traffic in their area.

To ensure that our roads and pedestrian infrastructure continue to serve the needs of residents in the Cameron Neighborhood Municipal Staff have prepared a survey to gather the opinions of residents. The results of the survey will ultimately become a part of a report which will recommend preferred traffic management solutions to Council.

Your feedback will directly influence the decisions made regarding traffic management and infrastructure changes in the area. **Note:** This survey is available online! Please see the bottom of Page 2.

Survey

Very Effective: The option is expected to significantly improve traffic flow and safety.

Effective: The option is likely to have a positive impact but may not fully resolve all concerns.

Neutral: You are unsure about the effectiveness of this option.

Ineffective: The option is unlikely to solve traffic issues effectively.

Very Ineffective: The option is expected to have no impact on traffic concerns.

1. Please rate each option below based on how effective you believe it would be in addressing traffic concerns in the Cameron Section.

	Very Ineffective	Ineffective	Neutral	Effective	Very Effective
Add traffic lights to the Strathburn Street and CR29 intersection					
Add traffic lights to the Subdivision entrance on CR29					
Add a right-hand turn lane to the Almonte Street and CR29 intersection					
Restrict left turns onto Strathburn from Malcolm Street during peak hours					
Add stop signs to Malcolm Street at the intersection of Hope Street and Dunn Street					
Restrict left turns from the subdivision entrance onto Strathburn Street					
Dead end Strathburn Street before the bridge of Wolf Grove Creek					
Add traffic calming bollards to Malcolm Street					



RE: 09-T-23005 - MM - Brown Lands Subdivision - Public - Updated Submission

From Koren Lam <klam@lanarkcounty.ca>

Date Fri 8/9/2024 1:26 PM

To Van Barr, Christopher <Christopher.VanBarr@gowlingwlg.com>; Sandra VB <svanbarr@gmail.com>

Cc Melanie Knight <mknight@mississippimills.ca>; mfudge@mississippimills.ca <mfudge@mississippimills.ca>; kgriese@mississippimills.ca <kgriese@mississippimills.ca>

Hi Chris and Sandra,

Thank you for contacting the County. I have added you to our public notification list for this file.

While the traffic management survey is hosted by the Municipality, I will ensure I coordinate to view the survey results with Municipal staff to better understand transportation concerns in relation to the Brown Lands Subdivision.

Thanks & I look forward to receiving your comments.

Koren Lam
Senior Planner

Lanark County
99 Christie Lake Road
Perth, ON K7H 3C6
613-267-4200 x 1505
klam@lanarkcounty.ca
www.lanarkcounty.ca



From: Van Barr, Christopher <Christopher.VanBarr@gowlingwlg.com>

Sent: Monday, August 5, 2024 4:49 PM

To: Koren Lam <klam@lanarkcounty.ca>

Cc: Melanie Knight <mknight@mississippimills.ca>; mfudge@mississippimills.ca; kgriese@mississippimills.ca; Sandra VB <svanbarr@gmail.com>

Subject: RE: 09-T-23005 - MM - Brown Lands Subdivision - Public - Updated Submission

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Dear Ms. Lam,

Your email regarding the Brown Lands development was forwarded to us by the former owners of 218 Strathburn (Old Burnside). In June, 2024 we purchased and took possession of the home. We would be thankful if you would add us to your list of interested parties to receive further information as the development plan progresses.

We understand you are soliciting comments by September 3, 2024. We will review the materials and respond by that date. We are also interested in the revised traffic management plan and we responded to the Malcolm Street Traffic Management Survey in that regard via the online link. We are very hopeful that the Municipality will indeed make Strathburn a dead end before the bridge of Wolf Grove Creek (item 2 in the Survey).

Best regards,
Chris and Sandra Van Barr
218 Strathburn Street

Begin forwarded message:

From: Koren Lam <klam@lanarkcounty.ca>
Subject: 09-T-23005 - MM - Brown Lands Subdivision - Public - Updated Submission
Date: July 31, 2024 at 5:30:30 PM EDT
To: Koren Lam <klam@lanarkcounty.ca>
Cc: Melanie Knight <mknight@mississippimills.ca>, Melissa Fudge <mfudge@mississippimills.ca>, Kirsten Griese <kgriese@mississippimills.ca>, Evan Garfinkel <egarfinkel@regionalgroup.com>

Hello,

Lanark County has received an updated submission for Brown Lands Draft Plan of Subdivision in the Municipality of Mississippi Mills.

Please access the re-submission files on our website: [Planning Notices & Consultation - Lanark County](#).

A list of items are included in the re-submission:

- Cover Letter, prepared by Regional Group, dated July 24, 2024
- Comment Response #2, prepared by Regional Group, dated July 24, 2024
- Revised Draft Plan of Subdivision, prepared by Novatech, dated July 5, 2024
- Revised Planning Rationale, prepared by Novatech, dated July 19, 2024
- Serviceability and Conceptual Stormwater Management Report, prepared by Novatech, dated July 17, 2024
- Environmental Impact Statement, prepared by Arcadis, dated July 2024
- Brown Lands Compensation Plan, 286 Strathburn Street, Landscape Plan (Sheets L01, L02, & L03), Revision 6, dated July 11, 2024, prepared by NAK
- Brown Lands Compensation Plan, 286 Strathburn Street, Landscape Details (Sheets D1 & D2), Revision 5, dated July 11, 2024, prepared by NAK
- Revised Geotechnical Study, prepared by Paterson, dated June 28, 2024
- Geotechnical Responses to MVCA Comments, prepared by Paterson, dated June 28, 2024

If you have any comments, please submit them to me by **September 3, 2024**

Please do not hesitate to contact me should you have any questions about the application or issues accessing files

Thanks,

Koren Lam
Senior Planner

Lanark County
99 Christie Lake Road
Perth, ON K7H 3C6
613-267-4200 x 1505
klam@lanarkcounty.ca
www.lanarkcounty.ca



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