



December 21, 2023

Derek Crupi
Wintergreen Ridge Ltd.

Via e-mail – dlcrupilt@gmail.com

**RE: Status Letter for a Draft Plan of Subdivision
400 Lanark St. Wintergreen Ridge Ltd.
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
County of Lanark File No. 09-T-23007**

The proposed draft plan includes 250 units that are a mix of residential dwelling types with 20% of dwellings as affordable housing units. The conceptual plan includes 2 access points into the subdivision, 35 single detached dwellings, 32 street townhome dwellings, 58 stacked townhome dwellings and 3 apartment buildings with 125 units. The draft plan includes 2 access points, 4 new internal streets, 6 blocks for parkland dedication to greenspace, and 1 block for the stormwater pond.

The application was deemed to be complete by Lanark County on October 20, 2023 as to the prescribed information and material to be provided under subsection 51(17) and (18) of the *Planning Act*.

DESCRIPTION:

The subject property is designated as Settlement Area in the Sustainable Communities Official Plan of Lanark County, and Residential District in the Town of Carleton Place Official Plan. The subject lands are currently identified as Residential District in the Town of Carleton Place Development Permit By-law 15-2015.

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

Please find the following agency comments enclosed:

LANARK COUNTY

Agency Name	Date Received	Comments
Town of Carleton Place	November 21, 2023	<ul style="list-style-type: none"> Comments related to Servicing and Stormwater, traffic, development permit site standards An Official Plan Amendment is required
Town of Carleton Place – Urban Forest/River Corridor Advisory Committee	November 20, 2023	<ul style="list-style-type: none"> Comments related to EIS, stormwater drainage and built form A Landscape Plan is required
Lanark County Public Works	December 21, 2023	<ul style="list-style-type: none"> Comments related to traffic on Townline Road
Mississippi Valley Conservation Authority	December 14, 2023	<ul style="list-style-type: none"> Comments related to Natural Hazards, Stormwater management Technical review comments related to Servicing and Stormwater
Enbridge	October 30, 2023	<ul style="list-style-type: none"> Comments related to modify development conditions
Bell - WSP	November 2, 2023	<ul style="list-style-type: none"> Comments related to the right to convey any easements to Bell Canada
Hydro One	November 2, 2023	<ul style="list-style-type: none"> Comments related to the review of low and high voltage facilities and corridor lands
Public	November 8, 2023 December 14, 2023	<ul style="list-style-type: none"> Comments related to stormwater drainage, traffic and built form

Please contact me if you have any questions or concerns.

Koren Lam, MSc.
Senior Planner

Cc: Mike Sullivan, LandPro Development
Brent Cuming, McIntosh & Perry
Niki Dwyer, Town of Carleton Place
Sean Derouin, Lanark County
Jasmin Ralph, Lanark County

Corporation of the Town of Carleton Place

175 Bridge Street, Carleton Place, ON K7C 2V8 Phone: (613) 257-6200 Fax: (613) 257-8170



November 21, 2023
(transmitted VIA email)

Koren Lam, County Planner
Lanark of County – Planning Department
99 Christie Lake Road
Perth, ON K7H 3C6
klam@lanarkcounty.ca

Re: Initial Comments – 400 Lanark St Subdivision (File - 09-T-23007)
Proponent – Wintergreen Ridge Ltd. (LandPro Planning Solutions)

Ms Lam,

Further to the formal circulation of the Subdivision application for the property known as 400 Lanark Street Subdivision, the Town has undertaken an initial review of the material provided and would like to request the following further information or modifications prior to the consideration of the technical merits of the development.

Overall Comments:

- The overall density of the subdivision does not conform to the Town of Carleton Place Official Plan. As a result, **an Official Plan Amendment is required prior to the consideration of the plan of subdivision**. Alternatively, the applicant may wish to alter the proposed plan to reduce the density of the subdivision to be consistent with the Official Plan. Staff also note that the applicant should consider the proposals conformity with the amended Official Plan as adopted by Town Council in August 2023. A copy of the amended Official Plan is attached for reference.
- The Town is not supportive of the use of a wet pond for stormwater management purposes. The proposal will be required to be amended to reflect the design of a dry pond. Coordination should also be undertaken with the property owners to the east of the site (Inverness Homes) to design and construct a shared oil-grit separator to accommodate the needs of both subdivisions.
- The Town's preference is to receive the dedication of a consolidated parkland block and that block should be adjacent to the dry pond.
- The Town is not willing to accept Street D with the proposed road width of 35.93m. The subdivision should be redrawn to design an alternative lot and street configuration.



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- It appears that the stacked towns of Blocks P, Q and R front on the un-opened Edmond Street road allowance. This will need to be removed or reconfigured to front on Street C.
- Watermain looping is required to connect to the existing Edmond Street 150mm watermain.
- Drawing D1 (Density Calculations) references 168 stacked townhomes in the “High Density” Block. This built form is not presently recognized in the Town’s Development Permit Bylaw and as such a Development Permit Amendment will be required to permit this type of built form. The Town’s definition of “Townhomes” also permits up to eight (8) attached units. This submission proposes up to 64 units attached between Blocks A-K.
- Staff recommend a condition of draft approval which references a maximum number of units contemplated for the block as well as a Development Permit Amendment and Class 3 permit to govern the site design.
- Each of the submitted studies and reports refers to a different total unit yield (ie the Urban Design Brief notes 256 units while the Traffic Statement notes 248 units). Please amend all studies to be consistent with the request number of units.
- The timing of this development is contingent on the upgrade to the Industrial Street Pumping Station which does not have residual capacity to accommodate this development in its existing condition. The detailed design and tender preparation will be proceeding this year with construction likely for 2024.
- Applicant to confirm that the existing overhead wires identified on the survey are intended to be buried or re-located as part of the scope of work.
- Upon re-submission, please provide an on-street parking plan and roadway cross-sections consistent with the Town’s Transportation Master Plan.
- Given the limited property width on the southern end of the site (Street B loop), the applicant may wish to consider a private road configuration through a plan of condominium to more efficiently use the space.
- The Town notes that the proposal has indicated a tight-building envelope to the northern property limit. The lands immediately to the north of the subject lands are owned by the Town of Carleton Place and are actively used for winter operations as a snow-dump. As a result the site generates noise (backup alarms, tail gate slamming etc) and light (headlights and flashing truck lights etc). This site is also identified as the future home of the Household Hazardous Waste Depot and compost site as well as the future permanent public works yard (re-locating from Franklin Street).



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

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

Planning Rationale:

- The Planning Rationale should consider how the apartment dwellings (high density) and townhomes/stacked townhomes (medium density) are consistent with the siting requirements of the Official Plan. The applicant is encouraged to explore re-locating Blocks L and J closer to the entrances of the subdivision.
- Stacked townhomes are not a recognized built form and will be subject to a Development Permit Amendment to evaluate the use. As a result, at this time staff cannot confirm the viability of the proposed unit yield on the stacked townhouse dwelling blocks.
- First level parking garages are not consistent with the Built Form Design Standards of the Development Permit Bylaw. A Class 3 Development Permit will be required to consider the impacts of varying the standards which may or may not be approved. As a result, at this time staff cannot confirm the viability of the proposed unit yield on the apartment dwelling blocks.
- Applicant should review the proposed building layout for townhomes to ensure that the lotting provides sufficient room for 3.0m easements between units for access and stormwater infrastructure easements as appropriate.
- The applicant is asked to provide additional information regarding opportunities to accommodate accessory residential units within the proposed built form.
- Additional information regarding the provision of affordable housing is requested – types of units, price points, proposed distribution across the site etc.
- 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).



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Traffic Impact Study:

- The report is littered with spelling mistakes and improperly spelled street names. The report should be reviewed and resubmitted at time of resubmission.
- The Town would appreciate receiving comments from the County's Public Works Department on the study as it pertains to vehicular movement on Townline Road.

Environmental Impact Study and Tree Conservation Report:

- Note: Any site alteration or vegetation removal will require a Class 1 Development Permit prior to undertaking.
- As this property was previously used as a Christmas Tree farm, the Town's Urban Forest Committee inquires as to whether there is a plan in place for the remaining Christmas Trees prior to development. Can the remaining trees be scheduled for removal and donation prior to the holidays?

SERVICING AND STORMWATER MANAGEMENT REPORT:

Sewer and Water

- Sanitary and storm sewers should extend along the frontage of Block D and be serviced from Street B.
- In the Preliminary Plan of Services, it indicates a 1050mm diameter storm pipe as the outlet which ties into the existing Carleton/Lanark development, but the grading plans shows a 900mm. This will need to be confirmed as the current Lanark/Carleton Street development drawings indicate a 900mm.
- The site should be designed to provide 0.3m separation between the underside of footing and 100-year hydraulic grade line to avoid the need for sump pumps.
- A wet pond is not permitted; dry pond will be required with an oil grit separator. Discussions need to take place with adjacent developer to have one oil grit separator installed within the Lanark/Carleton Street development. The unit will need to be adequately sized to provide quality control for both sites.
- Watermain should be looped back to Edmund St. stub and not the hydrant as this is a private hydrant, the loop back to Street C should be removed. Boundary conditions will need to be evaluated by the Town's consultant to ensure this loop provides an adequate level of service.



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Roads

- Sidewalk connection should be made from west side of Edmund St. to Street A.
- Street D 24m wide asphalt platform is not permitted.
- Sidewalk should be continuous on Street A along the frontage of Block C.

Utilities

- The utilities located off Edmund will need to be relocated prior to development. This will need to be coordinated with hydro as this may be challenging since its directly located off their hydro station.
- This development is contingent on the industrial avenue pumping station upgrades which are currently planned for 2024-2025.
- There will be applicable cost sharing components for the pump station upgrades as well as the benefit for the downstream sewer installation by the adjacent developer.

The following reports and studies have been reviewed and no comments or requests for clarification are required:

- Urban Design Brief
- Environmental Impact Statement and Tree Preservation Plan

Following the provision of amended studies, reports and plans reflective of the comments noted above, staff will review the re-submission and offer additional comments on the draft.

Our review team would also be amenable to meeting to discuss the requested revisions at the proponent's convenience.

Should you have any questions, please do not hesitate to contact my office.

Kindest Regards,

A handwritten signature in black ink, appearing to read 'Niki Dwyer', is written over a horizontal line.

Niki Dwyer, MCIP RPP
Director of Development Services
ndwyer@carletonplace.ca

cc: Jen Hughes, Planning Administrative Clerk (jhughes@carletonplace.ca)
Mike Walker, Development Review Officer (mwalker@carletonplace.ca)





Carleton Place

Urban Forest / River Corridor Advisory Committee

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email
jdmccready@rogers.com

November 20, 2023

To: Niki Dwyer, Director of Development Services.

Subject: 400 Lanark-Tree Farm

The Carleton Place Urban Forest /River Corridor Advisory Committee has reviewed the plans for 400 Lanark Ave.-Tree Farm

The Committee comments are as follows:

1. There is a bit of confusion as the map for the EIS(hatched in red) does not seem to match the development site plan coming from Lanark St. There are mature Norway Spruce along the fence row which are larger than 20 cm which should be protected with fencing prior to construction starting and during the construction period.
2. Agree that white spruce should be fenced off in the Green Spaces prior to construction starting and remain fenced during construction. Existing trees along the periphery of the property and if possible those near backyards should also be maintained.
3. Where is the storm water going to flow? We should be trying to use as many LID features as possible to protect some of the sites.
4. Is there anyway of utilizing the young spruce where development is going to take place.
5. We will require a landscape plan for this development.
- 6.. In the current design , pedestrian and active circulation is cut off. Lots 24,25,26 should be converted to green space to join block G(Park Space). If necessary, Block H Park Space can be lotted instead. and street B to Townline road so that the proposed road layout does not discourage pedestrian travel.
7. Block D (Apartment Units) should provide a pathway connection from Townline Road to give access to Block C green space and the trails beyond this proposed subdivision.
8. Consideration should be given to a small amount of “fine grained” or flexible commercial space a that fronts onto Townline road on Block D.
- 9.On Edmund Street , he transition from single detached (at Townline to higher density should be gradual Suggest all street towns be placed closer to Townline and stacked towns on dog park side
10. The topography on this side of town is more interesting. We should try and preserve where possible to add character to the subdivision instead of doing a cookie cutter approach. Working with the existing topography and some of the existing matured vegetation would make for a more charismatic neighbourhood and more engaging green spaces,instead of a blank-slated approach of leveling the site.

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

Thank you very much for your time. If you have any comments please give me a call.

Jim McCready R.P.F./ Certified Arborist
Chair
Carleton Place Urban Forest/River Corridor Advisory Committee.

Conservation Partners Partenaires en conservation



09-T-23007

December 14, 2023

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

Dear Ms. Lam:

**Re: 09-T-23007 – Wintergreen Ridge Subdivision
Town of Carleton Place
400 Lanark Street
Wintergreen Ridge Ltd.**

The Mississippi Valley Conservation Authority (MVCA) has been in receipt of the following documents for review:

- *Draft Plan of Subdivision* (LandPro & McIntosh Perry Engineers and Surveyors, September 2023);
- *PRELIMINARY STORMWATER MANAGEMENT REPORT WINTERGREEN RIDGE SUBDIVISION* (McIntosh Perry Consulting Engineers Ltd., September 2003);
- *FUNCTIONAL SERVICING REPORT 400 LANARK SUBDIVISION* (McIntosh Perry Consulting Engineers Ltd., September 13, 2003).

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 153/06 "Development, Interference with Wetlands and Alteration to Shorelines and Watercourses", issued under Section 28 of the Conservation Authorities Act;

We note that Conservation Authorities no longer review for impacts to Natural Heritage Features as defined under Section 2.1 of the PPS (2020). And, the Ministry of Natural Resources and Forestry (MNRF) is responsible for comments related to the Endangered Species Act.

PROPOSAL

According to the information provided, the purpose of the subject application is to obtain approval for 250 units that are a mix of residential dwelling types with 20% of dwellings as affordable housing units. The site will be on full municipal services.

PROPERTY CHARACTERISTICS

The subject property is approximately 6.26 hectares. Reporting describes the site as currently occupied by a Christmas tree farm with sections of woodlands, range, grass, and gravel. According to a review of MVCA mapping, the subject property does not contain any natural hazards.

REVIEW

Natural Hazards (Advisory Review)

The objective of MVCA's natural hazards review is to ensure that the control of *flooding* and *erosion* are not impacted by the proposed development. This includes impacts to wetlands, watercourses, slope stability, and unstable soils. Any potential flooding and erosion concerns related to the subject application have been addressed in MVCA's review of the SWMP (see below).

Ontario Regulation 153/06 (MVCA Regulations)

Pursuant to Ontario Regulation 153/06 - "Development, Interference with Wetlands and Alterations to Shorelines and Watercourses", 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 Regulation Limit of the flood plain; or for any alterations to the shoreline of watercourses. No MVCA regulated features have been identified on the subject property.

Stormwater Management

The conceptual SWMP provided with the subject application has been reviewed by MVCA's Water Resources Engineer, with a focus on stormwater **quantity** management and potential impacts to receiving watercourses, including the ultimate receiving watercourse i.e. Mississippi River. We understand that the stormwater management criteria for the subject site includes a combination of conventional storm sewers and a stormwater management facility outletting into existing pipe infrastructure. Existing infrastructure is described as piped infrastructure in the neighboring Carleton Lanark Subdivision and a stormwater management facility which outlets from that subdivision to the northerly off-site roadside ditch along Industrial Avenue, which ultimately drains to the River.

Given that the subject site is outletting into existing infrastructure provided by the neighboring subdivision, MVCA does not have any concerns with flooding and erosion on receiving watercourses. The MVCA comments provided in the attached technical memo are intended to assist with the municipalities review.

Mississippi-Rideau Sourcewater Protection

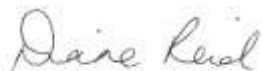
No matters of significance under the Mississippi-Rideau Source Protection Plan have been identified.

RECOMMENDATIONS AND CONCLUSIONS

MVCA does not have any recommendations at this time.

If you have any questions, please contact the undersigned.

Yours truly,



Diane Reid
Environmental Planner

cc. Niki Dwyer, Town of Carleton Place, email

To:	Diane Reid, Environmental Planner, MVCA
From:	MVCA Engineering Department
RE:	SWMP review for WINTERGREEN RIDGE SUBDIVISION
MVCA File No.:	PCPSB-23
Munic. Ref. ID.:	09-T-23007
Date:	December 14, 2023

The Mississippi Valley Conservation Authority (MVCA) has reviewed the following reports and correspondence submitted in support of an application for Draft Plan Approval of the proposed development at 400 Lanark Street, Carleton Place, ON, known as Wintergreen Ridge Subdivision:

- Report #1: PRELIMINARY STORMWATER MANAGEMENT REPORT WINTERGREEN RIDGE SUBDIVISION, prepared by McIntosh Perry Consulting Engineers Ltd. dated September 2003;
- FUNCTIONAL SERVICING REPORT 400 LANARK SUBDIVISION prepared by McIntosh Perry Consulting Engineers Ltd. dated September 13, 2003.

These reports have been reviewed with a focus on stormwater quantity management with respect to natural hazards from the receiving watercourse perspective and any potential impact on the ultimate receiving watercourse, the Mississippi River. In this case, MVCA has also taken the opportunity to provide some comments related to infrastructure, which the municipality may find useful.

The proposed stormwater works will outlet “pre=post” and with quality control into existing municipal infrastructure which has been planned anticipating development of the subject lands. As such, MVCA does not have any regulatory responsibilities.

NOTE: Report #1 comments on consideration of a bypass pipe from the outlet of the proposed subdivision past downstream stormwater management facilities. The outlet location for such a facility is not provided. Depending on outlet location and volumetric control, MVCA may have additional comments.

This memorandum highlights observations and provides comments.

Development Proposal Overview

Site description: The subject property is approximately 6.26 hectares in area in the Town of Carleton Place, ON. Reporting describes the site as currently occupied by a Christmas tree farm and being comprised of sections of woodlands, range, grass, and gravel. Reporting notes the Ontario GeoHub's soil survey complex has been used to determine the underlying soil conditions and their respective hydrologic soil groups. Based on this information, the site is comprised of Farmington soil, which is classified as having a hydrological soil group 'B'.

The development plan anticipates 250 fully serviced residential dwelling units. Stormwater drainage for quantity and quality is proposed to be managed by a combination of conventional storm sewers and a stormwater management facility outletting into existing pipe infrastructure. Existing infrastructure is described as piped infrastructure in the neighboring Carleton Lanark Subdivision and a stormwater management facility which outlets from that subdivision to the northerly off-site roadside ditch along Industrial Avenue, which ultimately drains to the Mississippi River.

Stormwater Control Criteria: The following stormwater management criteria are stated and described to be met in reporting:

- Stormwater quantity controls will be required to regulate the post-development peak flows to pre-development levels for all design storms including the 2-, 5-, 10-, 25-, 50-, and 100-year storm events,
- Stormwater quality controls will be required to achieve the "Enhanced" level of protection, and
- To ensure a safe and acceptable outlet for all design storm events, the projected outflow rates from the proposed stormwater management facility must remain within the allocated outflow rates determined by the neighboring development.

Summary of proposed stormwater servicing: The report describes use of models to complete stormwater calculations. Model inputs and outputs have not been reviewed.

- Proposed minor drainage system: Report #1 describes an internal minor drainage system out letting to a proposed stormwater management facility within the subdivision. No allowances have been made for future connections from external development. External drainage is modified so that pre-development drainage to Edmund Street is redirected to the proposed Lanark Street outlet. Pipe sizes range from 375mm to 1200mm. A 1050mm pipe is shown to exit the development and connect to existing infrastructure. Table 6 (p7) summarizes pre development and increased post development uncontrolled flows.
- Proposed stormwater management facility: Report #1 describes a stormwater

management facility consisting of a forebay, extended detention cell and a permanent outlet structure. The report notes the outlet structure is to be designed to control flow to meet downstream assumptions. Table 7 (p7) describes storage requirements. Table 8 (p8) asserts post development flow based on the assumptions and the selected design storm will be slightly less than required to meet downstream assumptions.

Observations

1. Report #1: PRELIMINARY STORMWATER MANAGEMENT REPORT WINTERGREEN RIDGE SUBDIVISION:

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

b. Page 3, Section 5, Table 9: “the amount of runoff generated may vary depending on the actual percentage of directly connected impervious area”.

Reporting notes that layouts of lots and units will be optimized in final design. Once established, a calculation of directly connected impervious area would help substantiate calculation of runoff volume and quality storage.

c. Page 4/5: The existing site drainage is characterized including area outside of the development site. It is noted “The external drainage areas EXT1 through EXT5 are to remain unchanged under post-development conditions.”

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

d. Page 8: “Additional collaboration with the design consultant of the neighboring development will be required to address these concerns and formulate a storm sewer infrastructure design with tie-ins that are mutually advantageous.” *And Report #1 goes on to recommend consideration of changes to the Carleton/Lanark*

pond, a bypass sewer and a possible need to modify existing sewers outside of the subdivision to accommodate this development.

The current reporting does not provide an indication of communication with the Town or the adjacent land developer on comments related to a need to change the approved downstream infrastructure.

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

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

400 Lanark St and 215 Townline Rd. Subdivision Applications TIS review

Sean Derouin


Thu 12/21/2023 12:51 PM

To:Koren Lam

Cc:Terry McCann

Foby Randell

Andrew Tennant

 1 attachments (215 KB)

23-045 Townline Rd Dvlpmnt Appl Memo Dec 21-23 QC.pdf;

Hi Koren,

We have received the peer review, see attached and below comments addressed to both applications:

- We confirm traffic signals are not warranted and that Townline road can accommodate the generated traffic.
- The County would like to request a PXO, Level 2 Type B, to be installed at Lanark street, with both developments sharing in the cost, to provide a safe crossing for pedestrians.
- The proposed site plans that have been provided should be revised to include the proposed road network for the adjacent development to confirm suitable offsets between intersections on Lanark Street.
 - This could be dealt with at the site plan control level, along with the parking considerations noted in the review.

Thanks,

Sean



100 Craig Henry Drive, Suite 201
Ottawa, ON K2G 5W3
613-228-4813

TECHNICAL MEMORANDUM

TO: Sean Derouin, Public Works Manager Lanark County	DATE: December 21, 2023
FROM: Stephen Brook, P.Eng.	PROJECT #: 23-045
PROJECT: Lanark Developments, Townline Road Traffic Impact Study Peer Review	
SUBJECT: Townline Road Development Applications	

BT Engineering Inc. (BTE) has completed a review of Traffic Impact Studies for two adjacent residential developments, proposed to be located on Townline Road. The studies are:

- 400 Lanark Street, Carleton Place Transportation Impact Study, prepared by McIntosh Perry, dated September 2023; and
- Carleton and Lanark Subdivision Traffic Impact Study (Update), prepared by D.J. Halpenny & Associates Ltd., dated October 20, 2023.

The 400 Lanark Street Site is identified to consist of 250 dwelling units (35 single detached homes and 215 medium density dwelling units). Access to the site would be provided from Lanark Street and Edward Street. The Carleton and Lanark subdivision would include 256 dwelling units with access to Lanark Street and Carleton Street. Comments related to each of the developments are provided as follows:

1. 400 Lanark Street Development

Upon reviewing the report prepared by McIntosh Perry we noted that:

- The trip generation summarized in Table 6.1 of the report contains minor discrepancies in the directional distribution for the street townhouses compared to the directional splits that are identified in the Institute of Transportation Engineers (ITE) Trip Generation Manual - 11th Edition. With the size of the development, that discrepancy did not affect the projected traffic volumes; and
- The capacity analysis utilized a saturation flow rate of 1900 vehicles/hour/lane. Although that is the default value for Synchro, a saturation flow rate ranging from 1600 - 1800 vehicles/hour/lane would be considered more appropriate for the aggressiveness of area drivers and the 40 - 50 km/h posted speed limit on Townline Road. With the levels of service that have been projected, this change would not have significantly alter the projected traffic impacts.

An objective of the Transportation Master Plan is to create an inclusive and barrier-free multi-modal transportation system. The safety of pedestrians needs to be recognized as a major element of the roadway infrastructure. The provision of sidewalks is not identified within the report but as part of the site plan approval process:

- The extension of existing sidewalks along Edmund Street and Lanark Street, providing continuous connections to Townline Road and along the frontage of the development, should be a requirement; and
- The provision of sidewalks within the proposed subdivision should be reviewed. The provision of a boulevard to accommodate snow storage and garbage collection between the sidewalk and the curb is desirable.

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

2. The Carleton and Lanark Subdivision

Upon reviewing the report prepared by D.J. Halpenny & Associates Ltd. it is noted:

- The projected trip generation and distribution of traffic appear reasonable;
- The calibration factors that were used for the traffic analysis, completed using Highway Capacity Software (HCS) 2023, should have been identified in the report but were not provided;
- Similar to the 400 Lanark Street development, the safety of pedestrians is a fundamental component of an inclusive and barrier-free multi-modal transportation system. Extensions of existing sidewalks along Lanark Street and Carleton Street, connecting the development to Townline Road East for pedestrians are required. These are identified conceptually in the Site Plan that was provided (Figure 3.1). Details of the sidewalk connections must be reviewed as part of the site plan approval process. The provision of boulevards between the sidewalk and the curb are desirable to accommodate snow storage and provide a more pedestrian friendly environment;
- The D.J. Halpenny & Associates Ltd. report states “a common parking lot providing 252 parking spaces” would be provided for the stacked townhouse units. The conceptual site plan, however, shows a mix of parallel and right angle on-street parking along both sides of private roadways within the development. The layout and dimensions of the proposed parking and charging infrastructure will require review as part of the site plan approval process. The standard that has been assumed for the geometry of the parking layout should be provided as part of the site plan. The proposed parking layout will make snow removal more difficult but, snow removal from the private roadways will not be a municipal responsibility.

3. General Comments

From the analysis that has been provided, the existing 3 lane cross-section on Townline Road East can suitably accommodate the vehicle traffic that would be generated by the proposed developments.

Combined, the two proposed developments would include over 500 new dwelling units which will increase pedestrian and vehicle traffic. To accommodate the increased pedestrian demand crossing Townline Road consideration should be given to the provision of a pedestrian cross-over (PXO).

Subject: Townline Road Development Applications

Project: BTE 23-045, Lanark Developments, Townline Road Traffic Impact Study Peer Review

Date: December 21, 2023

The proposed site plans that have been provided should be revised to include the proposed road network for the adjacent development. This is needed to confirm that a suitable offset between intersections on Lanark Street will be provided.

Prepared by:



Stephen Brook, P.Eng.

Senior Transportation Engineer

BT Engineering Inc.



Enbridge Gas Inc.
500 Consumers Road
North York, Ontario M2J 1P8
Canada

October 30, 2023

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

Dear Koren,

Re: Draft Plan of Subdivision
Wintergreen Ridge Ltd
400 Lanark St
County of Lanark
File No.: 09-T-23007

Enbridge Gas does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions.

This response does not constitute a pipe locate, clearance for construction or availability of gas.

The applicant shall use the [Enbridge Gas Get Connected tool](#) to determine gas availability, service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping and/or asphalt paving.
(https://enbridge.outsystemsenterprise.com/GetConnected_Th/Login2?OriginalURL=https%3A%2F%2Fenbridge.outsystemsenterprise.com%2FGetConnectedApp_UI%2F)

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

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

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

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.

From: PrimeCities
Sent: November 2, 2023 4:55 PM
To: Koren Lam
Subject: Draft Plan of Subdivision (09-T-23007), 400 Lanark St., Lanark County



11/2/2023
Koren Lam

Carleton Place
Lanark (County)

Attention: Koren Lam

Re: Draft Plan of Subdivision (09-T-23007), 400 Lanark St., Lanark County; Your File No. 09-T-23007
Our File No. DTS: 37997 / Circ: 38939

Dear Sir/Madam,

We have reviewed the circulation regarding the above noted application. The following paragraphs are to be included as a condition of approval:

Bell Canada Condition(s) of Approval

- 1) The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.
- 2) The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.

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

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

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

Concluding Remarks:

To ensure that we are able to continue to actively participate in the planning process and provide detailed provisioning comments, we note that we would be pleased to receive circulations on all applications received by the Municipality and/or recirculations.

If you believe that these comments have been sent to you in error or have questions regarding Bell's protocols for responding to municipal circulations and enquiries, please contact planninganddevelopment@bell.ca directly.

We note that WSP operates Bell Canada's development tracking system, which includes the intake and processing of municipal circulations. **However, all responses to circulations and requests for information, such as requests for clearance, will come directly from Bell Canada, and not from WSP.** WSP is not responsible for Bell's responses and for any of the content herein.

Should you have any questions, please contact the undersigned.

Yours Truly,



Juan Corvalan
Senior Manager - Municipal Liaison

From: ARABIA Gabriel
Sent: November 2, 2023 1:41 PM
To: Koren Lam
Subject: Lanark County - 400 Lanark St - 09-T-23007

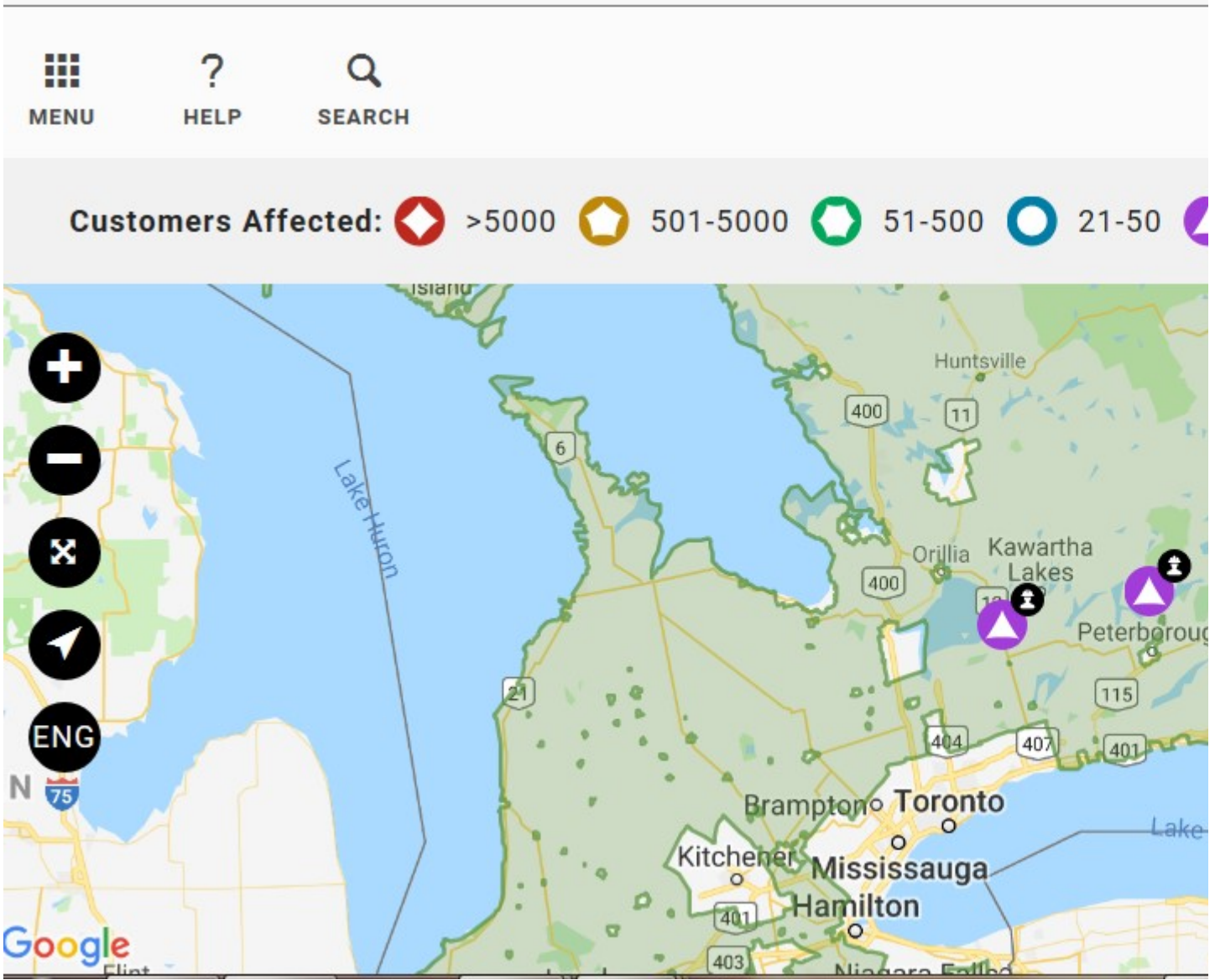
Hello,

We are in receipt of your Plan of Subdivision application, 09-T-23007 dated October 25th, 2023. We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time. **Our preliminary review considers issues affecting Hydro One's 'High Voltage Facilities and Corridor Lands' only.**

For proposals affecting 'Low Voltage Distribution Facilities' the Owner/Applicant should consult their local area Distribution Supplier. Where Hydro One is the local supplier the Owner/Applicant must contact the Hydro subdivision group at subdivision@hydroone.com or 1-866-272-3330.

To confirm if Hydro One is your local distributor please follow the following link:
[HydroOne Map](#)

Please select " Search" and locate address in question by entering the address or by zooming in and out of the map



If you have any further questions or inquiries, please contact Customer Service at 1-888-664-9376 or e-mail CustomerCommunications@HydroOne.com to be connected to your Local Operations Centre

If you have any questions please feel free to contact myself.

Thank you,

Dennis De Rango
 Specialized Services Team Lead, Real Estate Department
 Hydro One Networks Inc.

From: Cody Paradis
Sent: November 7, 2023 6:26 PM
To: Kristy Warwick
Subject: 400 lanark st Carelton Place subdivision

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

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

Is there going to be houses directly beside our property?

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

Thank you,

Origin: <https://www.lanarkcounty.ca/en/doing-business/development-and-land-use-planning-contact-us.aspx>

This email was sent to you by Cody Paradis through
<https://www.lanarkcounty.ca>.

From: noreply@lanarkcounty.ca on behalf of Tami Allison
Sent: November 8, 2023 12:35 PM
To: Kristy Warwick
Subject: Re: 09-T-23007

Dear Koren Lam

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

V best

Tami

Origin: <https://www.lanarkcounty.ca/en/doing-business/planning-notices.aspx>

This email was sent to you by Tami Allison through <https://www.lanarkcounty.ca>.

From: Aaron Niedbala
Sent: December 14, 2023 1:13 PM
To: Koren Lam
Cc: Niki Dwyer
Subject: Comments - 400 Lanark Street Subdivision
Attachments: Screenshot 2023-12-14 at 12.51.30 PM.png; Screenshot 2023-12-13 at 11.24.26 AM.png; Screenshot 2023-12-14 at 12.52.36 PM.png; Screenshot 2023-12-13 at 11.24.15 AM.png

Hello Koren,

I am a resident of Carleton Place that is interested in ensuring local developments are high quality for the sake of local residents and Council, and also the developer. I understand that I have missed the official commentary period for the current draft submission of the subdivision at 400 Lanark Street in Carleton Place. I have spoken with Niki Dwyer and she indicated that it may still be quite early in the overall process and that there is still opportunity to provide feedback.

I hope that you can incorporate my feedback below into this development application.

Thank you,
Aaron Niedbala

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

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

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

- Provide a mid-block connection from Street D towards the stormwater pond/Lanark Street (eg. along Lot 17). This is the highest-impact, lowest cost suggestion on this list as it would provide eastward access from Street D without having to amble needlessly through the entire neighbourhood.
- Provide a high-quality (eg. a multi-use-pathway) connection from Street B through block D to Townline. This would provide proper access to a future transit corridor in the form of Townline.

- Provide a mid-block connection between Street D -> Block G -> Street A, which would provide more direct access from Street D to Townline.
- Provide a block for future pathway expansion eastward from Street D towards Lanark Street. This may already be provided in the draft design, it wasn't clear to me.
- Site the apartment buildings closer to Townline.

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