

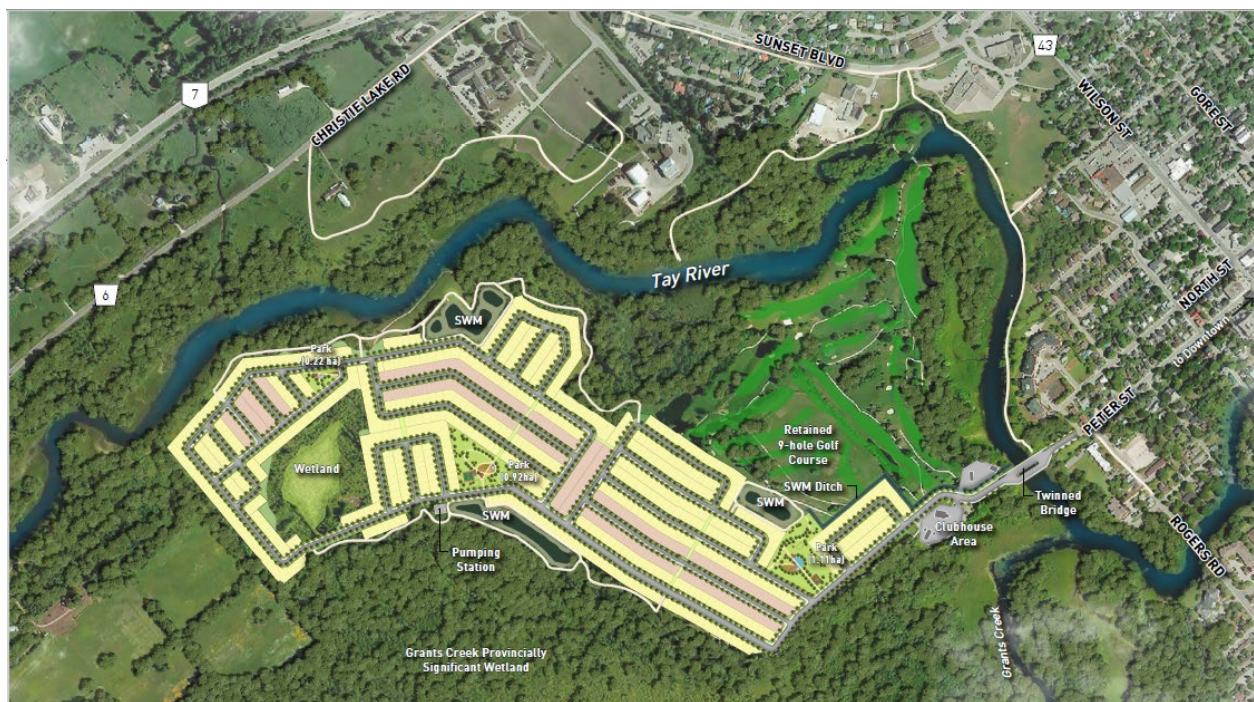
WESTERN ANNEX LANDS

141 PETER STREET

PLANNING RATIONALE

OFFICIAL PLAN AMENDMENT, ZONING BY-LAW
AMENDMENT, AND RESUBMISSION OF DRAFT
PLAN OF SUBDIVISION

FEBRUARY 2023



CAIVAN



**WESTERN ANNEX LANDS
141 PETER STREET**

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BY-LAW AMENDMENT, AND
RESUBMISSION OF DRAFT PLAN OF
SUBDIVISION**

FEBRUARY 2023

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APPENDICES

Appendix A contains the Draft Official Plan Amendment;

Appendix B contains the Draft Zoning By-law Amendment;
and

Appendix C contains the development concept plan.

1 INTRODUCTION

WSP was retained by Caivan (Perth GC) Limited (“Caivan”) to prepare a Planning Rationale (this “Report”) in support of an Official Plan Amendment (OPA), Zoning By-law Amendment (ZBLA) applications, and a resubmission in response to the County and Town comments on the Draft Plan of Subdivision (POS) application for the redevelopment of the 18-hole Perth Golf Course, referred to in this Report as the Western Annex Lands (the “site”).

In April 2022, WSP submitted a Draft Plan of Subdivision application package to the County of Lanark (‘the County’) for a portion of the lands annexed by the Town of Perth (‘the Town’) in 2009. The lands included in that original application largely correspond to the area covered by the Town’s Residential Designation west of the Tay River. The Draft Plan of Subdivision application was deemed complete on June 8, 2022 and circulated for technical review. On August 10, 2022 comments were received from both the County and the Town indicating that the Draft Plan of Subdivision application was not consistent with the Town’s Official Plan, and that a Official Plan Amendment and Zoning Bylaw Amendment were required concurrent with the subdivision application.

In response to the Town and County comments, applications for an Official Plan Amendment and a Zoning By-law Amendment have been submitted to the Town of Perth in February 2023, along with numerous technical studies supporting the proposed development. The proposed redevelopment of the Western Annex Lands will include residential land uses and the required supporting infrastructure (roads, water, sanitary sewers and stormwater management). The planning approvals for these lands will be under the Planning Act, and co-ordinated with the supporting infrastructure projects which will be subject to the requirements of the Municipal Class Environmental Assessment process. This co-ordinated Planning and EA process will enable the integration of the development and the supporting infrastructure approvals.

On September 16, 2022 Caivan and their consultants met with staff from the County, Town and Rideau Valley Conservation Authority to review feedback, address outstanding concerns, identify additional information required, and discuss a pathway forward. Following this meeting, a series of subsequent meetings were held with Caivan and Town staff to further guide transportation, access, roadway standards, servicing, and park concepts for the development.

Caivan is now submitting a revised development concept that encompasses the entirety of the proposed development. The Town brought the remainder of these lands into the urban settlement boundary in 2019 under OPA 16 (Bylaw 3304-16) to enable the long-term infrastructure planning required for the responsible and orderly development of these lands. Caivan has similarly determined that a sustainable and viable development concept requires planning for the entire site now, although the subsequent construction would occur in phases over several years. The financial viability of this project relies on the approval and commitment from the Town of Perth for the entire development.

The revised development concept illustrated in **Appendix C** is supported by this Planning Rationale which includes a Draft Official Plan Amendment (OPA) as **Appendix A**, a Draft Zoning By-law Amendment (ZBLA) as **Appendix B**, and numerous technical studies that address the Town's key concerns. These technical studies have been submitted under separate cover and are summarized in **Section 5** of this Planning Rationale. Specific references to these studies are also dispersed in this Planning Rationale to support various Provincial, County, and Town policies.

The proposed redevelopment of the Western Annex Lands is for a primarily residential development with a mix of detached single unit dwellings and townhomes, three quality park spaces, active transportation infrastructure, and a second bridge crossing at Peter Street.

This Planning Rationale represents the justification for the OPA, ZBLA, POS applications including an assessment and confirmation of the appropriateness of the proposed development in terms of consistency with the Provincial Policy Statement 2020, and meeting the general intent and purpose of the Official Plans for the County of Lanark and Town of Perth including OPA 16, and the Province's intention to create more housing faster by reducing barriers to development through recently enacted changes under Bill 23. This Planning Rationale is structured as follows:

Section 2 provides a description of the site and discussion on the growth management framework for the Western Annex Lands;

Section 3 describes the proposed development concept including the required planning approvals;

Section 4 contains the policy analysis; and

Section 5 contains a summary of key studies and findings that informed the development concept;

Section 6 provides a conclusion and summary of planning opinion.

This Report also has the following Appendices:

Appendix A contains the Draft Official Plan Amendment;

Appendix B contains the Draft Zoning By-law Amendment; and

Appendix C contains the development concept plan.

2 WESTERN ANNEX LANDS

2.1 SITE DESCRIPTION

The site is located at the western extent of the Town of Perth and is comprised of the following parcels:

- Part of Lot 26 and 27 Concession 1, Geographic Township of Bathurst
- Part of Lot 25 and 26 Concession 2, Geographic Township of Bathurst
- Part of Park Lots 1,2, and 3 in Lot 27 Concession 2, Geographic Township of Bathurst
- Part of Lot 26 and 27 Concession 1, Geographic Township of Bathurst
- Part of the Road Allowance between Concessions 1 & 2, Geographic Township of Bathurst
- Part of Lot 1 in Southeast Half Lot 1, Concession 1 Compiled Plan No.8828, Geographic Township of Drummond
- Part of Lot 1 in Southeast Half Lot 1, Concession 2 Compiled Plan No.8828, Geographic Township of Drummond
- Part of the Road Allowance Between Geographic Townships of Bathurst and Drummond

The site is currently operating as the Perth Golf Course, an 18-hole golf course dating back to 1890. The Golf Course includes a driving range, clubhouse, five (5) accessory buildings, and a parking lot. The site is irregularly shaped with an area of approximately 300 hectares (741 acres).

The western property line and a portion of the southern property line are part of the municipal boundary between the Town of Perth and the Township of Tay Valley. The Tay River runs along the site's northern and eastern property lines. Surrounding land uses include:

- Lands to the East: Across the river to the east are the main business area of Perth and existing low-rise residential areas. The site is located within walking distance of Downtown Perth via Peter Street which provides the vehicle access for the site.
- Lands to the South and West: Grants Creek runs along the site's southern property line and the provincially significant Grants Creek Wetland extends to the south and west along with rural/agricultural lands to the west.
- Lands to the North: Across the river to the north is Christie Lake Road with a mix of rural uses and institutional uses including County of Lanark offices and two large seniors housing complexes.

The site is within the Town of Perth's settlement boundary and is currently designated as Residential, Special Study Area, Parks and Open Space and Environmental Protection. A portion of these lands are within the floodplain of the Tay River.

The site and its surrounding context are shown in **Figure 2-1**.

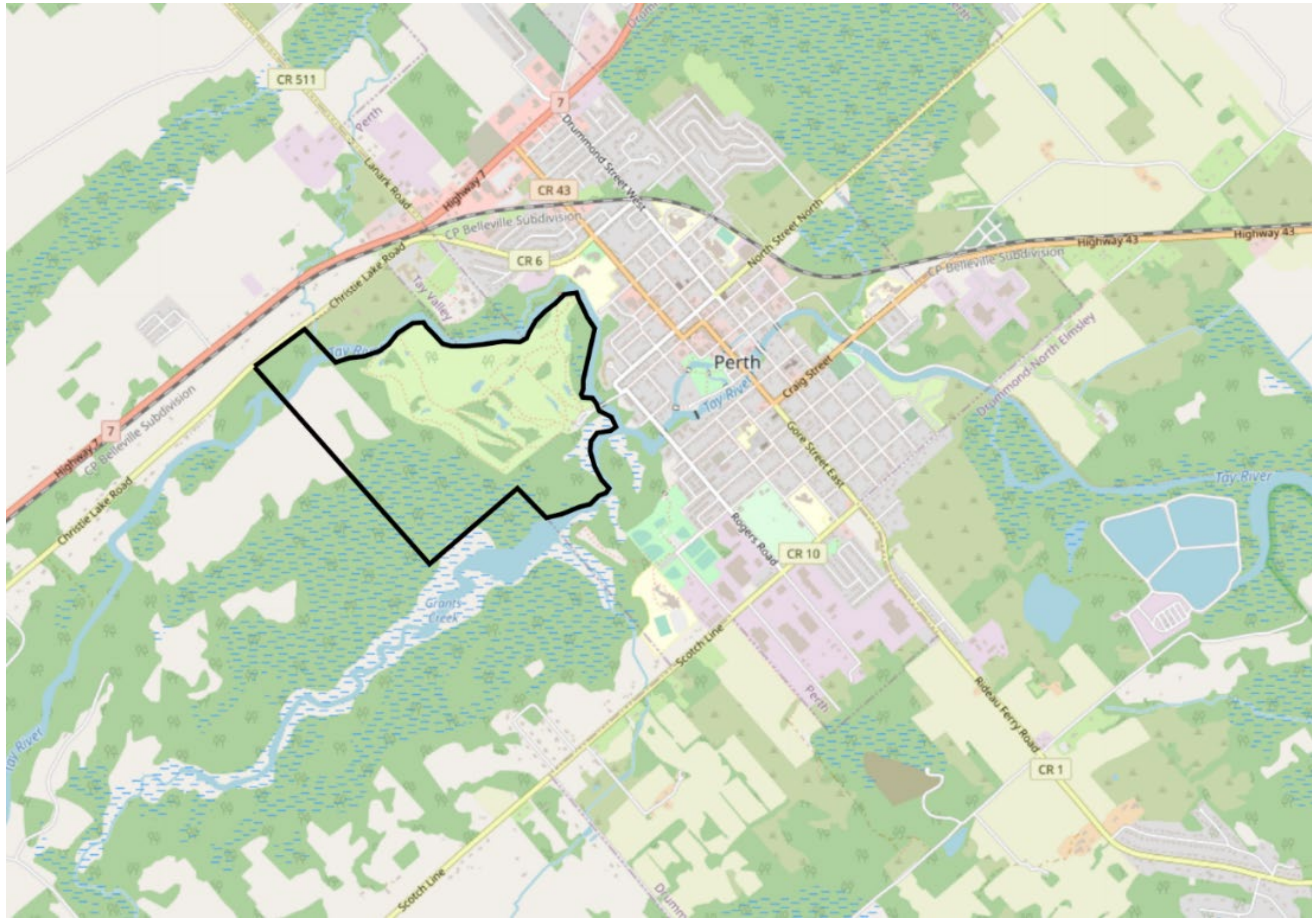


Figure 2-1: Site location

2.2 GROWTH MANAGEMENT FRAMEWORK

The site was annexed by the Town of Perth from the Township of Tay Valley on December 21, 2009 to accommodate future growth in the municipality. Since that time, the Town has undertaken several policy amendments and development initiatives to proactively plan for this growth and to guide future development as illustrated in **Figure 2-2**. These documents communicate the vision for the development of this land including the protection of environmentally sensitive areas, projected population growth, desired land uses and densities, and the municipal services required to enable the efficient and orderly development of these lands.

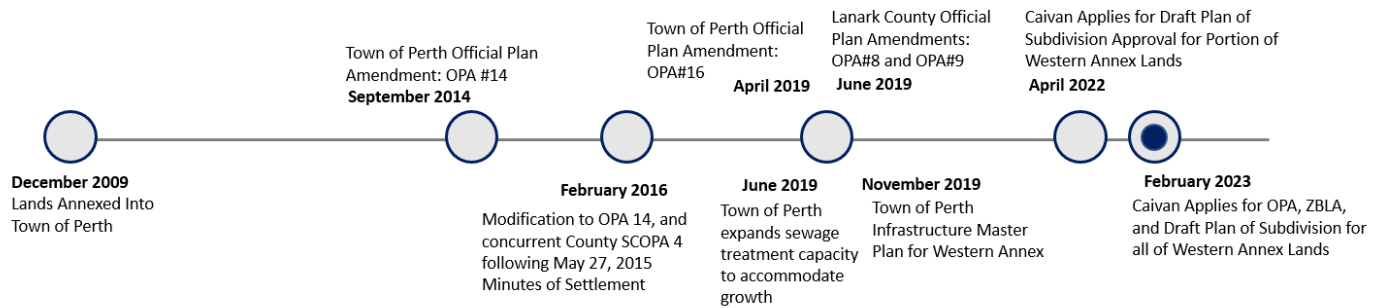


Figure 2-2: Timeline Demonstrating Growth Management Actions for the Western Annex Lands

TOWN OF PERTH OPA 14

Official Plan Amendment 14 (Bylaw 3304-14) was approved by Town Council on September 9, 2014. It created the Future Urban Service Area Designation for lands “needed to accommodate future residential and neighbourhood development in years beyond the planning horizon of this Plan” and included this site along with the other lands (Tayview lands) annexed in 2009.

Prior to OPA 14, the Town filed an appeal of the Province’s approval of Lanark County Sustainable Communities Official Plan. The Town believed that County’s projected slow growth rate for Perth relied on historical growth trends which were low because of limited availability of greenfield sites prior to the 2009 annexation and sewer capacity limitations which could be resolved going forward¹.

Following the agreement reached by the Town of Perth, County of Lanark, and Ministry of Municipal Affairs and Housing reflected in the May 27, 2015 Minutes of Settlement, the Town modified OPA 14 to include a portion of the Golf Course Lands within the settlement area boundary with a demonstrated ability to accommodate 120 residential units based on a simple area multiplied by density calculation.

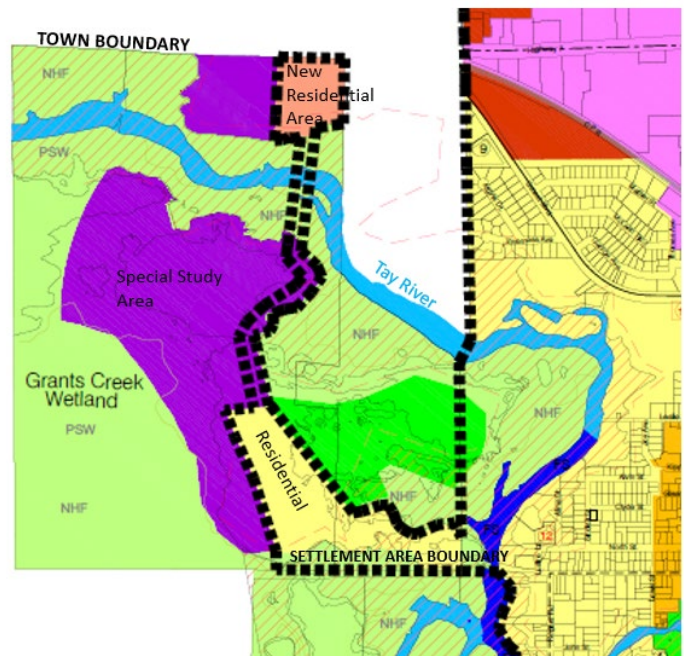


Figure 2-3: Schedule B from May 2015 Minutes of Settlement

¹ Jp2g Consultants Inc (2019). Infrastructure Master Plan: Western Annex in the Town of Perth.

The Minutes of Settlement also changed the Future Urban Service Area Designation to a Special Study Area clarifying that these lands were outside of the settlement area boundary and indicating that future development of these lands would only be done following a comprehensive review of the Official Plan, occur at urban densities using municipal services, and in consideration of natural heritage features.

TOWN OF PERTH OPA 16

The Town's OPA 16 was approved and implemented by By-law No. 3304-16. The effect of OPA 16 was to expand the Town's urban settlement boundary to accommodate future growth and development. The Western Annex Lands, which include the site, were brought into the urban settlement boundary and designated Residential, Special Study Area, Environmental Protection, and Parks and Open Space.

OPA 16 contemplated the future residential use of this site but indicates that prior to development of these lands it must demonstrate that the infrastructure and public service facilities, planned or available, are suitable for development and are financially viable over their life cycles.

INFRASTRUCTURE MASTER PLAN FOR THE WESTERN ANNEX LANDS

The Town of Perth hired Jp2g Consultants Inc to prepare an Infrastructure Master Plan (IMP) for the lands referred to as the Western Annex in order to facilitate future development. The IMP includes the community concept plan shown in **Figure 2-4**. The IMP relied on population forecasts in the Town's Official Plan Amendment 16, which identified the potential for the western annex lands to supply 190 new residential units within the next ten years and potentially 700 residential units in the future.

The IMP sets out the framework for transportation, water supply, sanitary sewer and stormwater servicing for the Western Annex Lands, identifies key challenges in the development of this area, and contains a series of recommended servicing improvements.

The IMP provides the basis for the redesignation of the Special Study Area lands to Residential Area at the appropriate time, either through the comprehensive Official Plan review process or through a privately initiated OPA application. The development concept presented in this OPA application uses the IMP as foundation which has been refined through further consultant studies including those listed in Table 8-1 of the Infrastructure Master Plan. These studies have been completed for this site and are summarized in **Section 5**. Full copies of each of these reports have been submitted under separate cover and form part of the OPA, ZBLA applications submission package to the County and the Town.

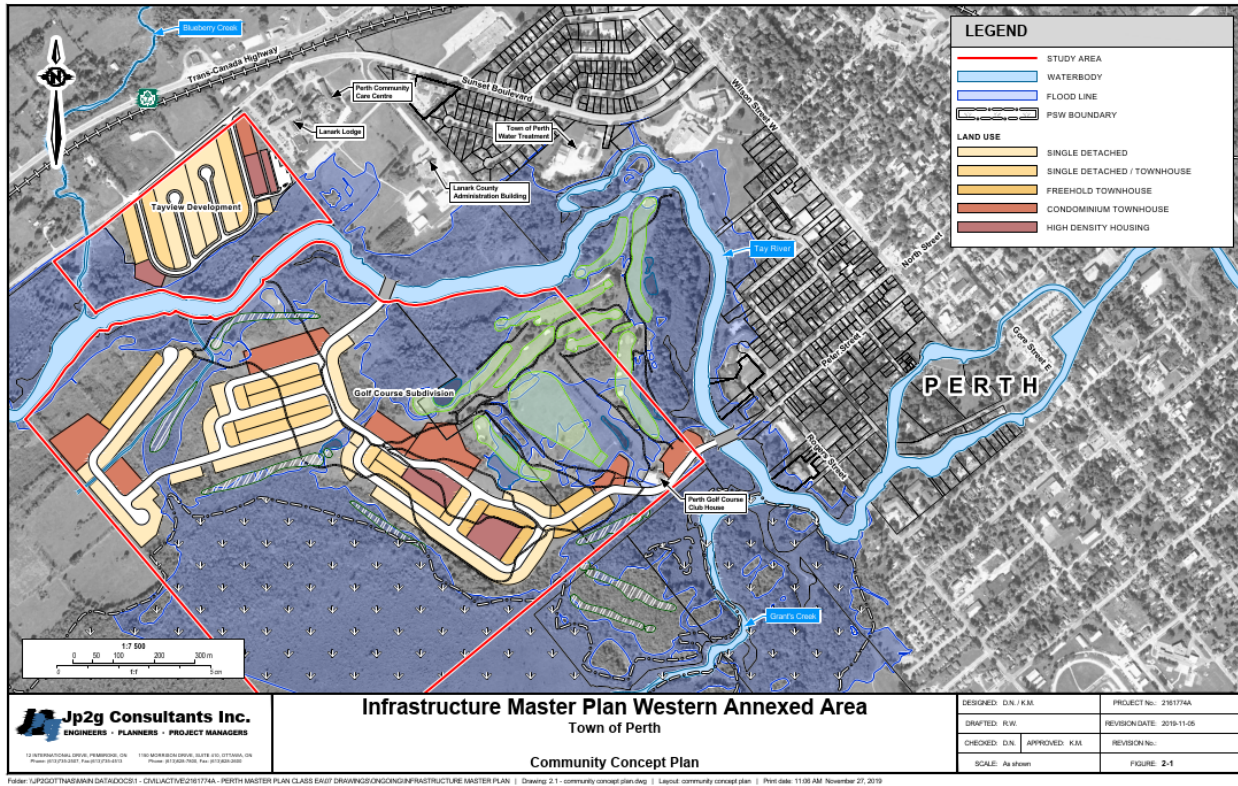


Figure 2-4: Community Concept Plan from the Western Annexed Area Infrastructure Master Plan

In summary, through the Town’s past OPAs, which are in full force and effect, and the Town’s IMP, there is a clear understanding that the Western Annex Lands were established for accommodating future growth and development. The Town’s planning and servicing policies and infrastructure projects anticipate, plan for, and support future residential development of this area while acknowledging some detailed technical issues that needed to be resolved prior to these lands being developed, namely servicing capacity, cost and allocation, wetland and floodplain considerations, and emergency access.

The following sub-sections demonstrate how these technical issues have now been addressed and respond to the high-level matters raised by the County and the Town in their review of the April 2022 Draft Plan of Subdivision application submission. These key aspects inform the policy and growth framework for the accompanying OPA, ZBLA, and POS applications.

2.2.1 ESTABLISHING SUFFICIENT SANITARY CAPACITY AND ALLOCATION

The Town’s OP has policies on ensuring that adequate capacity exists prior to the development of these lands, and for allocating servicing capacity such that development of one greenfield area does not preclude development in other areas of the town (Section 5.2 of the Town’s Official Plan). This in part has led to the establishment of the Special Study Area designation of a portion of the site several years ago.

As part of the OPA and ZBLA applications submission, and in response to the County and Town comments, David Schaeffer Engineering Limited (DSEL) prepared a Functional Servicing Report (February 2023) in consultation with the Town's Environmental Services Department. Following discussion with the Town, DSEL did a more detailed analysis of wastewater servicing capacity, in response to the Town's request for further information on the development's servicing needs throughout the lifespan of the development, and the impact this will have on the Town's overall capacity to accommodate growth throughout the municipality.

DSEL's analysis of design flows, 2021 census data, existing service areas and annual infiltration rates indicates that the Town's lagoon has sufficient capacity to accommodate the proposed development in addition to future growth and would not trigger the need for a lagoon expansion (DSEL Functional Servicing Report, February 2023).

The Functional Servicing Report demonstrates that sufficient residual capacity already exists to support not only the portion currently designated Residential, but the development of the entire site as shown in the development concept plan (Figure 2-4), without restricting development in remainder of the Town's urban service boundary.

2.2.2 TRANSPORTATION CONNECTIONS: SECOND BRIDGE CROSSING

The Town's Official Plan and the Town's IMP contain policy stating that a second crossing of the Tay River is required prior to development of the Special Study Area to ensure adequate circulation and to provide an alternate route for emergency response access (Section 8.1.4.5 – Access Constraints). The need for an additional crossing, and the timing for construction of this crossing, was also one of the Town's primary concerns with the initial Plan of Subdivision application.

The IMP proposes a second bridge crossing connecting to the driveway for the County of Lanark municipal building as the preferred solution. However, there are challenges with this proposed location as described by Lanark County representatives at the September 16, 2022 meeting. A bridge at this location requires County agreement and coordination with Tay Valley Township, Drummond Township, Lanark County and the Town of Perth would be required as it crosses municipal boundaries. The existing driveway would also need to be upgraded to public road standards including potential land acquisition to support the required road right-of-way width.

CGH Transportation Group has studied several options for a second bridge crossing presented in their memo dated November 24, 2022 which is included under separate cover. CGH evaluated the options based on needs of pedestrians, cyclists, motorists, emergency response, Peter Street traffic calming improvements, ability to support project build-out, structural costs of the bridge, and land requirements. Using these criteria, CGH identified the construction of a new bridge south of the existing bridge as the preferred solution.

The proposed solution can accommodate future traffic flows related to the new development, provides a second access point for emergency vehicle access and provides

active transportation connections between the residential neighbourhood and downtown Perth. CGH's analysis indicates that a second bridge crossing to the County lands at the north end of the Western Annex Lands is not required to support this development and is not recommended due to cost and process challenges.

2.2.3 MUNICIPAL FINANCIAL SUSTAINABILITY

One of the Town's concerns relates to the impact of the proposed development on the Town's financial sustainability. The development of these lands is costly due to servicing requirements and environmental constraints and the Town has indicated that future development of these lands will need to demonstrate that it is an efficient use of public resources.

As outlined in Section 2.2.1 herein, the Town has made substantial infrastructure investments to prepare for growth. This includes the expansion of the sanitary sewer treatment system and replacing combined sewers with separate stormwater and sanitary systems. Development of the Western Annex Lands will allow the Town to recover some of the costs associated with these upgrades however there will be additional municipal serving costs associated with the development. Caivan retained Altus Group to examine the potential fiscal impacts of the proposed development on both the Town and County finances from both a capital and operating perspective.

As demonstrated by the Fiscal Impact Study prepared by Altus Group (February 7, 2023), the proposed development concept is anticipated to have a positive fiscal impact for the Town generating approximately \$8.83 million in development charge revenues for the Town and an estimated yearly surplus of \$1.49 million at build-out which can go towards accelerated debt repayment.

3 PROPOSED DEVELOPMENT

The Western Annex Lands are a key part of the Town's overall growth strategy to become a fully serviced and completed settlement area within the County of Lanark, and the Town has taken several actions to facilitate the growth and development of the Western Annex Lands as discussed in **Section 2**. Caivan (Perth CG) Ltd is proposing an amendment to the Town of Perth Official Plan to redesignate Special Study Area lands as the servicing constraints have been addressed through technical studies as summarized above and in **Section 5**. The proposed amendment creates a new planning framework for these lands to support the development of a fully serviced residential neighbourhood as described in **Section 3.1**.

Specifically, the purpose of the Official Plan Amendment is to address necessary changes to the Town's policies and mapping to allow for the development of a planned residential neighborhood on the Western Annex Lands.

The Town of Perth intends to be a fully serviced, completed settlement area within Lanark County and has been actively planning the development of the Western Annex Lands as part of this vision. The polices in this proposed amendment will guide the development and neighbourhood design of these lands through zoning, Site Plan, and Draft Plan of Subdivision application processes, specific to the Western Annex Lands by the addition of a new section in the Town's OP entitled Western Annex Lands.

The purpose and intent of the Zoning By-law Amendment is to add a new Section to the Town's Zoning By-law called Residential – Western Annex Lands. The general intent and purpose of the Residential – Western Annex Lands is to:

- a) allow predominantly residential uses; and
- b) permit different development standards, primarily for the Western Annex Land area, which promote efficient land use and compact form while showcasing newer design approaches.

Copies of the proposed OPA and ZBLA are found in Appendices A and B respectively to this Report.

3.1 PROJECT DESCRIPTION

Caivan is proposing to redevelop a portion of the golf course into a comprehensively planned residential neighbourhood (**Figure 3-1**) with approximately 940 single detached dwellings and townhomes, approximately 5 acres of park space, and the retention of natural heritage features including the Tay River corridor and the provincially significant Grant Creek Wetland. The development concept maintains a 9 nine-hole golf course and contemplates additional functions for the club house.

Table 3-1 outlines the proposed land use presented in the Draft Plan of Subdivision prepared by J.D. Barnes, February 3, 2023 (Reference No. 22-10-006-00 V6), a reduced size copy of which is included as **Figure 3-2**.

TABLE 3-1: Proposed Land Uses

LANDS	LOT/BLOCK	AREA (acres)	APPROX. # OF LOTS
SINGLE UNIT DETACHED	Lot 1 to 640	46.74	640
TOWNHOUSE	Block 641 to 702	12.51	299
MULTI USE PATH	Block 703 to 712	0.56	
STREETS	Streets A to Street R	35.59	
PARKS/OPEN SPACE	Block 714 to 716	5.49	
STORMWATER PONDS	Block 717 to 720	10.28	
WETLANDS	Block 721	80.19	
TOTAL		191.49	939

The proposed development will be fully serviced with Town water, sanitary and stormwater systems and is generally in keeping with the Western Annex Lands IMP. The development concept shown below represents full project build-out, however, it is anticipated that the development will proceed in several phases dependant on servicing and market conditions.

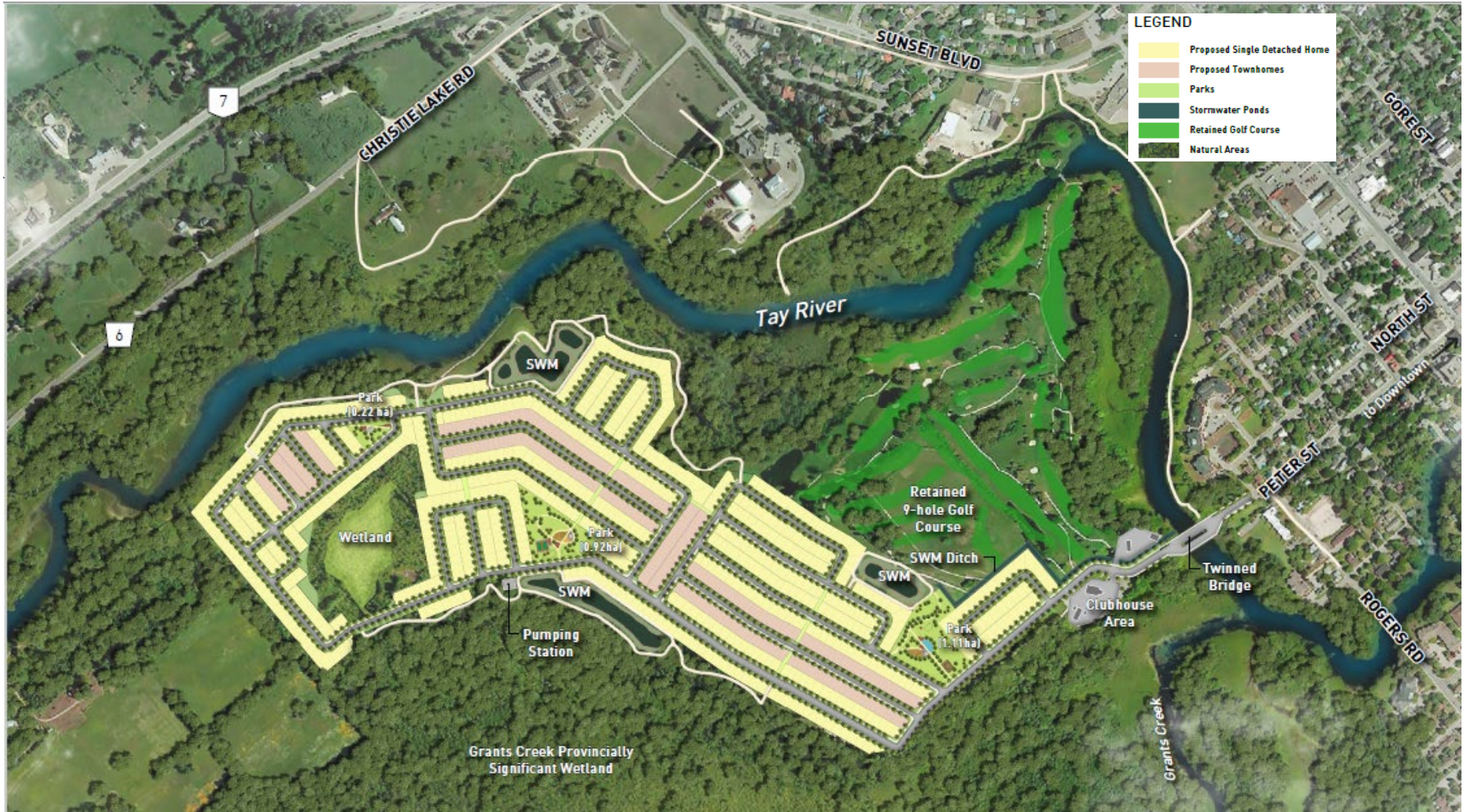


Figure 3-1: Western Annex Lands Proposed Master Plan. Source: Urban Design Brief, NAK Design Strategies, February 2023.

SERVICING

The proposed development will be fully serviced with Town water, sanitary and stormwater systems and is generally in keeping with the Western Annex Lands IMP. New internal services will be provided as outlined in the Functional Servicing Report, summarized in Section 5 of this report. The proposed access for the development is via Peter Street bridge which will be upgraded and twinned as described in Section 2.2 above in order to provide a second access and multi-modal transportation connections between the development and downtown Perth.

SUPPORTING DOWNTOWN PERTH

The Western Annex residential neighbourhood is intended to support the continued vitality of downtown Perth. It is located within walking distance, or a short cycle, of the many services and amenities located in downtown, and rather than adding a new commercial node within the neighbourhood, the intention is to add residential density to support existing businesses. The development proposal includes modifications to the Peter Street crossing to provide active transportation connections between the Western Annex neighbourhood and downtown Perth as outlined in CGH's bridge options memo (CGH Perth Golf Course Access Options Memo dated November 2022). The preferred concept retrofits the existing bridge with a sidewalk and one-way travel lane and adds a second bridge to the south with a one-way travel lane and a designated multi use pathway.

The downtown is the heart of Perth and the importance of supporting the downtown is emphasized in the Town's Official Plan. The proposed development supports and strengthens the existing commercial centre of the Town of Perth by introducing new residents within walking distance of Peter Street, which will connect the proposed development to Downtown Perth. The additional 900 to 1,000 residential dwelling units will result in approximately 2,250 to 2,500 new residents (based on a PPU of 2.5). Rather than introducing a new commercial or mixed-use node that may compete or detract from downtown, the proposed development concept supports commercial uses through home-based businesses. Home based businesses often serve as start-up locations for businesses which if successful, will later expand and relocate into commercial spaces, and they also support the rise of remote-work culture. While the commercial land uses will primarily be in the form of home-based business, the reimagined golf course also offers opportunities for retail or service uses at the gateway to the Western Annex neighbourhood. The proposed Official Plan Amendment also enables neighbourhood level commercial uses by permitting them within the proposed land use designations for the Western Annex Lands (**Appendix A**).

In addition to residential and commercial uses, the development concept proposes three neighbourhood parks offering a mix of flexible and programmed spaces designed to meet community needs. These concepts shown in **Figure 3-3** were prepared following consultation with Town Parks staff.

PARK 0.20ha - FIT PLAN



LEGEND	
	PROPERTY LINE
FENCING	
	1.5m HT. CHAIN LINK FENCE
PLANTING	
	DECIDUOUS STREET TREE
	LARGE DECIDUOUS TREE
	CONIFEROUS TREE
	MULTI-STEM TREE
	SEEDING
	SODDING
	SHRUB BED AREA
	SHRUB PLANTING
SURFACING	
	C.I.P. CONCRETE
	ASPHALT PAVING - HEAVY DUTY
	ASPHALT PAVING - LIGHT DUTY
AMENITIES	
	BENCH
	CONCRETE PING PONG TABLE
	WASTE RECEPTACLE
	PARK SIGN (SINGLE POST)

PERTH PERTH ANNEX LANDS
141 PETER STREET



PARK 0.92ha - FIT PLAN



LEGEND	
	PROPERTY LINE
FENCING	
	1.5m HT. CHAIN LINK FENCE
PLANTING	
	DECIDUOUS STREET TREE
	LARGE DECIDUOUS TREE
	CONIFEROUS TREE
	MULTI-STEM TREE
	SEEDING
	SODDING
	SHRUB BED AREA
	LANDSCAPE BERM
SURFACING	
	C.I.P. CONCRETE
	ASPHALT PAVING - HEAVY DUTY
	ASPHALT PAVING - LIGHT DUTY
	PLAYGROUND & FITNESS AREA
	SAND PLAY AREA
AMENITIES	
	BENCH
	TRANSFER BENCH
	SHADE STRUCTURE
	PARK SIGN (DOUBLE POST)
	WASTE RECEPTACLE

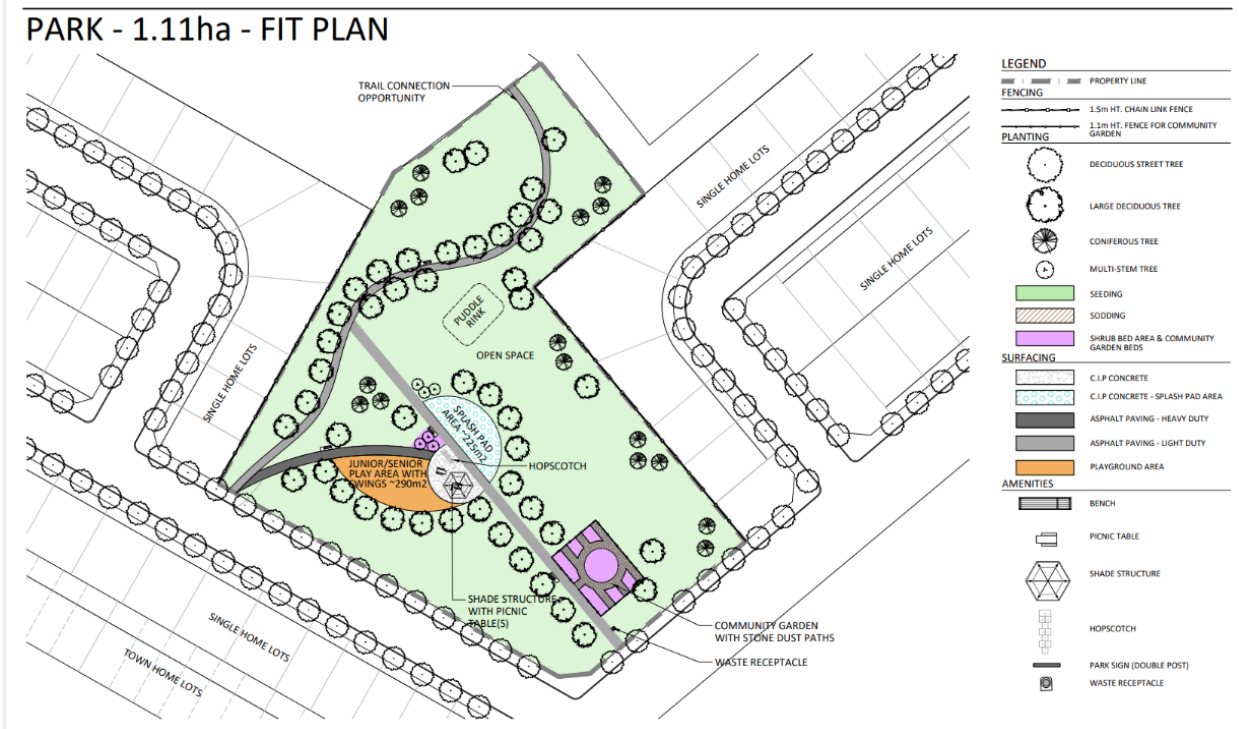


Figure 3-3: Park Concept Plans Prepared by Nak Design Strategies, January 2023.

HOUSING MIX

The proposed development concept includes a mix of housing types and offers increased housing choice in Perth by introducing single detached dwellings, townhouse, and additional dwelling units. Currently rowhouses account for only about 5% of dwellings in the Town of Perth². The proposed development concept includes approximately 300 townhouse units. This will substantially increase the availability of rowhouse and townhouse dwellings in Perth and assist the Town in achieving the stated housing mix target in the Town’s Official Plan of 60 – 65% low density, 15 – 25% medium density, and 10 – 20% high density residential development.

The development proposes a variety of sizes and housing types to meet different household needs. The proposed development concept achieves a greater density than conventional development patterns through efficient land use and is in keeping with the established low-rise development patterns characteristic of small towns.

The proposed development concept will offer the ability to provide a mix housing options at different price points with a range of dwelling sizes and housing types. It will also significantly increase housing supply in the region with the addition of approximately 940 new dwelling

² Statistics Canada 2021 Census Profile Table for Town of Perth, available at <https://www12.statcan.gc.ca/census-recensement/2021/dp-pd/prof/index.cfm?Lang=E>

units exclusive of additional dwelling units. The ability to have Additional Dwelling Units can make homeownership more affordable by offsetting mortgage costs through rents, increase rental housing options in the community, and can provide additional flexibility to meet different household needs.

At present, planned residential uses include single detached dwellings and townhouses with the potential for additional dwelling units. However, the draft Official Plan Amendment and Zoning By-law amendment allow for further housing types to provide flexibility in housing types for the future.

MULTI-MODAL TRANSPORTATION NETWORK

The proposed street network is a modified grid providing multiple routes to destinations within the neighbourhood including each of the three neighbourhood parks. Park concept plans were designed following consultation with Town of Perth Parks staff and are enclosed under separate cover.

A second bridge crossing, as discussed above is a key consideration in the development potential of these lands for emergency planning purposes and for traffic conditions beyond the initial phases of development. The proposed solution of twinning Peters Street Bridge provides a second access point for emergency vehicles and provides active transportation connections from the Western Annex neighbourhood to the rest of Perth. Both bridges will accommodate active modes of transportation. The existing bridge will be retrofitted with a sidewalk and the new bridge will have a 3.0 m multi-use path as currently proposed in CGH Perth Golf Course Access Options Memo, November 2022.

Within the Western Annex, a modified grid will provide convenient access between dwellings and neighbourhood destinations such as local parks. For longer blocks, a network of pedestrian pathways is proposed to provide more efficient walking routes.

SUSTAINABLE DESIGN

The proposed development concept directs development away from sensitive natural heritage features (See **Figure 4-2**). Grant Creek Provincially Significant Wetland and the Tay River riparian corridor will be retained and potential impacts to these areas from the proposed development will be mitigated as outlined in the Environmental Impact Study, a summary of which is provided in **Sections 4** (conformance with PPS and OP Natural Heritage policy) and **Section 5** of this report. To ensure the wetland water balance is maintained, the stormwater management on the site has been designed to provide contributions equivalent to the contributions from the same area, predevelopment. An Integrated Hydrological Impact Study is included under separate cover.

For the area within the development boundary as shown on the concept map (**Appendix C**), a modified grid network contributes to sustainable neighbourhood design by providing efficient pedestrian and cycling routes within the neighbourhood and to downtown which encourages active transportation. Street trees will be provided creating a more comfortable pedestrian realm and providing shade to pedestrians and adjacent homes.

3.2 REQUIRED APPROVALS

To support the redevelopment of the site as described above, the following planning applications have been submitted jointly with this Planning Rationale:

1. Town of Perth Official Plan Amendment application

The OPA application proposes a new planning policy framework for the Western Annex Lands which is informed by the Provincial Planning Statement, Town's Official Plan and Western Annex IMP, and is refined by additional consultant studies including those listed in Section 5 and others provided under separate cover. The draft OPA bylaw is included in **Appendix A**.

2. Zoning By-law Amendment application

The draft Zoning Amendment Bylaw is included in **Appendix B**. As part of this application, a new residential zone is proposed for the Western Annex Lands which permits single detached dwellings, semi-detached dwellings, townhouses, additional dwelling units, and home-based businesses. This zone also allows limited commercial uses to support neighbourhood serving commercial development and to allow additional commercial uses within the golf course clubhouse.

As discussed in **Section 2** of this Rationale, the Town has been actively planning for residential growth of these lands for many years including annexing the lands, bringing them into the settlement boundary area, undertaking an infrastructure master plan for this area, and completing sanitary sewer upgrades to make additional capacity available. Through this application, Caivan is requesting that the Town's Official Plan be amended to facilitate the development of the Western Annex Lands as outlined in the draft OPA and draft Zoning amendment bylaws in order to comprehensively plan the entire site and provide a well integrated planning and development framework that makes the best use of public resources.

4 POLICY ANALYSIS

This Section provides the high-level matters raised by the County and the Town in response to the April 2022 Draft Plan of Subdivision application submission, and sets the policy and growth framework for the additional OPA, and ZBLA applications for future site development. This framework is justified through numerous technical studies that will be addressed in later Sections of this Report.

As set out below, the proposed development concept is consistent with many policy directions in the Provincial Polity Statement, Bill 23 – Build More Homes Faster Act (2022), the County of Lanark Sustainable Communities Official Plan (2012) as amended, and the Town of Perth Official Plan (2019) including Official Plan Amendment 16 which brought the site into the urban settlement area and advances the growth-related goals and objectives of the Town.

The proposed OPA to the Town's Official Plan, would remove the Special Study Area designation from the balance of the Western Annex Lands and identify the preferred and required serving infrastructure to deliver on the Town of Perth's growth management strategy. The proposed development concept will provide a fully serviced residential neighbourhood on the Western Annex Lands that accommodates Perth's sustained growth and provides additional housing supply. The intent of the proposed OPA is to create a new Section and related policies specific to the Western Annex Lands, along with revisions to the Town's existing Schedules A and B, and proposes to add a new Schedule C to the Town's Official Plan.

The implementing ZBLA would be specific to the Western Annex Lands, with permitted uses to enable future redevelopment of the site, while considering natural heritage features.

Both the proposed OPA and ZBLA would ultimately implement and reflect the proposed draft Plan of Subdivision, for all of the Western Annex Lands at full build out over many phases and years.

4.1 PROVINCIAL POLICY STATEMENT (2020)

The Provincial Policy Statement (PPS) came into effect on May 1, 2020. It provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the PPS sets the policy foundation for regulating development and use of land. The Provincial Policy Statement seeks to strike a balance between the province's economic, social and environmental interests by:

- Promoting cost-effective development patterns that stimulate economic growth;
- Protecting resources for their economic use and/or environmental benefits; and
- Focusing growth within settlement areas and directing development away from significant or sensitive resources and areas, which may pose a risk to public health and safety.

The following provides a summary of the key policy considerations of the PPS as it relates to the proposed development concept and the supporting OP and Zoning By-law amendment applications.

SECTION 1.1 MANAGING AND DIRECTING LAND USE TO ACHIEVE EFFICIENT AND RESILIENT DEVELOPMENT AND LAND USE PATTERNS

This section includes policies to sustain healthy, livable, resilient and safe communities. Section 1.1.3.1 directs that settlement areas shall be the focus of growth and development, as that their vitality and regeneration shall be promoted. Policy 1.1.3.2 (a) states that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

1. “efficiently use land and resources;
2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
3. minimize negative impacts to air quality and climate change;
4. support active transportation;
5. Are transit-supportive, where transit is planned, exists or may be developed”.

SECTION 1.4 HOUSING

In addition, Policy 1.4.1 identifies that planning authorities provide an appropriate range and mix of housing types and densities to meet the project requirements of current and future residents.

SECTION 1.5 PUBLIC SPACES, RECREATION, PARKS, TRAILS AND OPEN SPACE

Policy 1.5.1 (a) states that healthy, active communities should be promoted by “planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity”. Additionally, Policy 1.5.1 (b) provides direction for the planning and provision for a range and equitable distribution of publicly accessible built and natural setting for recreation, including parklands, public spaces, open space areas, trails and linkages, and water-based resources where practical. Policy 1.5.1 also ensures that impacts to other protected areas and conservation reserves are minimized.

SECTION 1.6 INFRASTRUCTURE AND PUBLIC SERVICE FACILITIES

Policies under 1.6.6 Sewage, Water and Stormwater state that municipal sewage services and municipal water services are the preferred form of servicing for settlement areas (Policy 1.6.6.2). Planning for sewage and water services are to “direct and accommodate expected growth that supports the efficient use of existing municipal waste and water services.

Transportation focused policies state that transportation and land use considerations are to be integrated into all stages of the planning process (Policy 1.6.7.5) and that the land use pattern, density and mix of uses proposed should minimize the length and number of vehicle trips while supporting current and future use of transit and active transportation (Policy 1.6.7.6).

SECTION 1.7 LONG-TERM ECONOMIC PROSPERITY

Policy 1.7.1 d) speaks to “maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets”. The site is about 500 m from the Town of Perth’s downtown as delineated by the Central Area District designation in its Official Plan. The introduction of new residents within walking distance of downtown will support its economic prosperity.

SECTION 2.1 NATURAL HERITAGE

As demonstrated by the Environmental Impact Statement prepared in support of the subdivision proposal and which is summarized in **Section 5.3** of this Report, any negative impacts on significant wetlands, woodlands, and wildlife habitat will be mitigated in accordance with the policies of Section 2.1 of the PPS.

An Environmental Impact Study (EIS) assessed the potential impacts of the proposed development on natural heritage features on and adjacent to the site, including habitat for species at risk (SAR), Grants Creek Provincially Significant Wetland, watercourses and fish habitat, and habitats that meet the definitions of Significant Wildlife Habitat and Significant Woodlands. A full Headwater Drainage Feature Assessment (HDFA) was undertaken on the tributaries on-site and has been submitted under separate cover.

The site is characterized by a mix of the man-made golf course environment and natural or naturalizing areas of the wetland, trees and brush. The open greens and fairways of the existing golf course cover about 30% of the overall site, and the remainder is comprised of wetland, deciduous forest, cultural meadow, and cultural thicket. There are two watercourses (Grants Creek and the Tay River) and 20 headwater drainage features (Tributaries “A “through “U”, but with Tributary “B” located off the Site on the north side of the Tay River). Three of these convey water from outside of the golf course footprint. The remainder are minor ephemeral swales located primarily or entirely within the golf course footprint. See **Figure 4-2**.

None of the tributaries on the site were found to support fish. As such, no provincially and/or nationally listed (SAR) fish species were captured and no critical habitat for aquatic SAR or sensitive spawning habitat were identified.

The Tay River runs along the north and east boundaries of the site. The existing shoreline vegetation conditions are a mix of riparian wetland, forest and golf course managed playing surfaces. The proposed development boundary is entirely outside of the 30 metre environmental setback measures from the waters edge as identified by an OLS. See **Figure 4-2**. Opportunities for significant improvements to restore and enhance the shoreline vegetation are available.

Improvements to the Peter Street bridge over the Tay River are required, although detail design of the project is unknown at this time. Any work affecting the bed or the banks of the Tay River and associated aquatic habitat will be undertaken in consultation with and with appropriate approvals and mitigation in consultation with Fisheries and Oceans Canada (DFO) and the Rideau Valley Conservation Authority (RVCA) as required.

Two stormwater management facilities are proposed to outlet treated stormwater into the Tay River. The water will be managed for quantity and treated for quality to 80% TSS removal to protect the water quality and aquatic habitat of the Tay River. The design and construction of the outlet structures will be undertaken to ensure sensitivity with the shoreline environment and habitat.

Grants Creek Provincially Significant Wetland abuts the south and east boundaries of the development lands. Kilgour and Associates has undertaken a site-specific delineation of the wetland boundary in accordance with OWES guidelines. The refined wetland boundary is shown in **Figure 4-1**. The boundary has experienced minor expansion and contraction in some areas, however notable a large new extension of the wetland of approximately 14,882 square metres has been added to the PSW. See **Figure 4-1**. A 30-metre setback, with some variability of larger buffers and limited encroachments mitigated by appropriate grading is expected to protect the wetland in its current condition.

Specifically, the edge of the development, including rear yard lot lines, stormwater management facilities and the road network are predominantly 30 metres or greater from the edge of the PSW. There are some limited encroachments, including the rear of proposed residential lots 616, 617 and 618 which abut the newly identified wetland extension setback. There is an approximately 80 metre section of street A that is within the wetland by 12.5 metres, where it connects to the Peter Street bridge. See **Figure 4-2**. This street boundary and alignment is based on the Peter Street ROW on the east side and extension across the water to the development. The existing bridge is proposed to be twinned with a new structure on the south side of the existing ROW. An EA process will be undertaken to address the bridge twinning and any resulting road extension and encroachment.

A 275-metre-long section of Street A is proposed in close proximity to the wetland boundary. See **Figure 4-2**. The EIS recommends potential mitigation or compensation measures which may be appropriate to pursue. Mitigation for the impacted areas could be achieved through wetland improvements to low quality sections of the wetland, including programs for tree planting the removal of invasive Buckthorn. These same measures would also help offset the loss of small fringes of Significant Woodland along the south edge of the site.

An Integrated Hydrological Impact Study has been completed which integrates data and analysis collected on the groundwater and surface water to establish the existing conditions contributing to the wetland hydrological function. The findings of the hydrotechnical components of this work indicate that the contributions to the hydrological regime of the wetland from this site are predominantly from surface water. Groundwater plays a very minor role due to the near to surface bedrock conditions and limited movement of groundwater through it. Conversely, within the catchment area of the wetland on this site, surface water runs overland or just below the ground surface, but above the bedrock interface towards the wetland (interflow). To ensure the wetland water balance is maintained, the stormwater management on the site has been designed to provide contributions equivalent to the contributions from the same area, predevelopment. Stormwater discharge shall be treated for quality to greater than 80% and controlled to ensure predevelopment conditions are maintained. Based on the location of the proposed outlet and the characteristics of the receiving wetland habitat, negative impacts from treated stormwater, despite potential increased salt content, are not expected. A Homeowners booklet educating homeowners regarding their own management of pollutants such as fertilizer may be helpful to maximize mitigation. Groundwater interaction and contributions to the wetland are not expected to be impaired.

Significant woodland has been identified on the site in accordance with provincial and local guidelines by Kilgour and Associates. See **Figure 4-2**. An area of the woodland is expected to be removed for development. Opportunities for compensation exist on the site, particularly along riparian areas that can benefit from restoration.

The following species at risk have been observed on or are considered to have habitat on the site and implications for the proposed development process: Gray Rat snake, Blanding's Turtle, Little Brown Bat, Tri-Coloured Bat, Butternut and Black Ash.

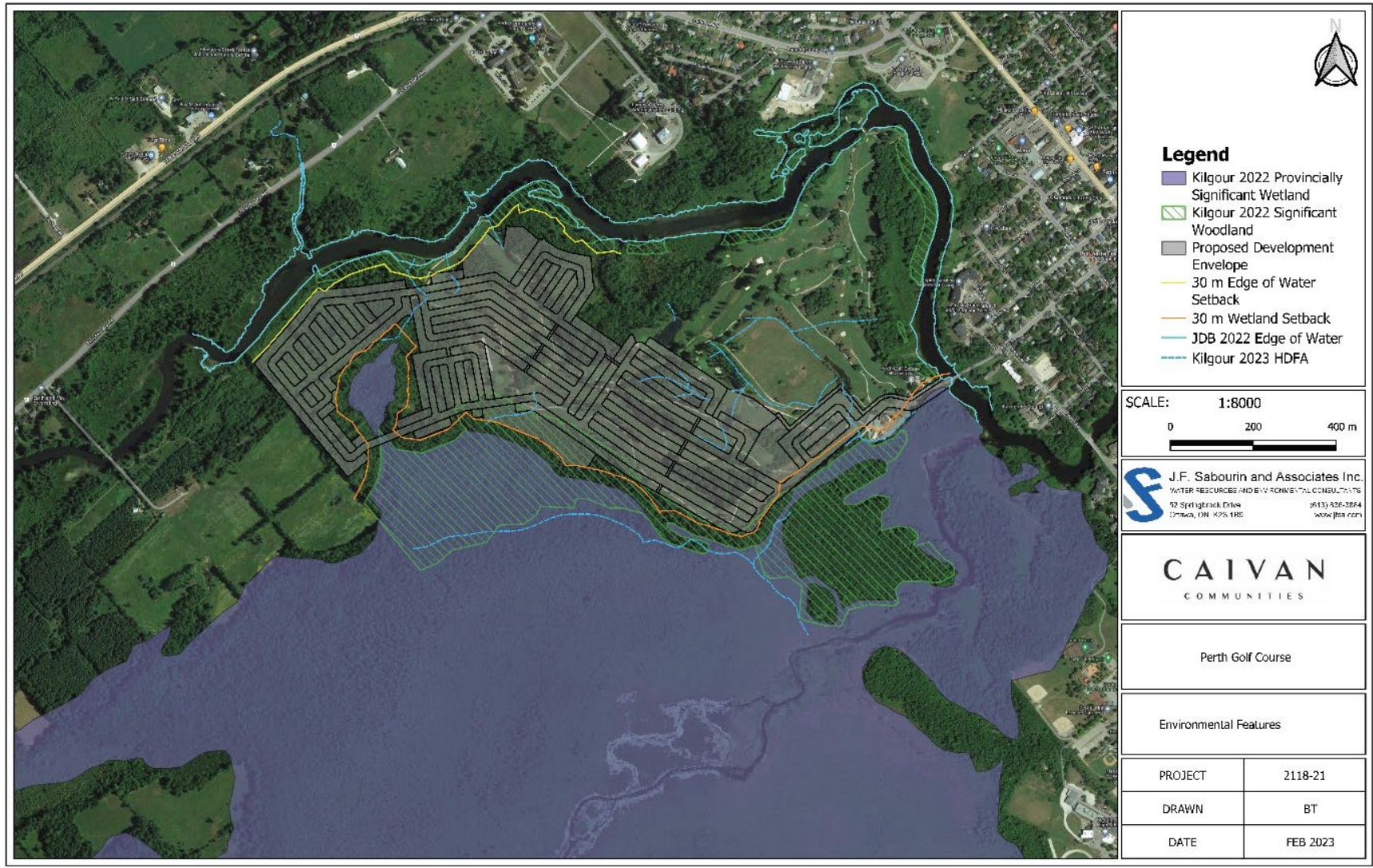
Gray Rat snake has Category 2 and 3 habitat across the entire site (forested areas constitute Category 2, all other portions Category 3. Any work on the site will thus require the negotiation of a Net Benefit Permit with the MECP. A compensation/mitigation plan under a permit would likely include construction timing windows, requirements for significant fencing along rear yards around the periphery, and additional tree planting around and in open areas of the Site. Further compensation measures could also be required by the MECP.

Category 2 Blanding's Turtle Habitat will extend 30 m in from the Tay River and wetland areas peripheral to the site. This buffer area will generally be protected by existing development setbacks though incursions will also need to be supported by a Net Benefit Permit from the MECP. The community itself will correspond with existing Category 3 areas (protected travel corridor). The compensation/mitigation plan under a permit could include (but would not necessarily be limited to) construction timing windows and requirements for significant fencing along rear yards around the periphery, with the possibility the connection of the newly recognized finger of PSW being extended to the Tay River to provide a travel corridor and/or the construction of nesting mounds around the periphery of the adjacent golf course.

The two at-risk bat species appear to be present in relatively small numbers. Protection for these species will likely be limited to the restricted timing windows for tree clearing, with potential requirements for the construction of bat roosting structures nearby.

The total number of Butternuts on site is small (5). These trees will be removed with under standardized permitting process with financial contributions to the province's Conservation Fund. While Black Ash is listed in Ontario as a species at risk, the implementation of legal protections has been delayed until 2025. Clearing of trees of this species would likely occur before that time.

Four types of Significant Wildlife Habitat exist on the site: Woodland Amphibian Breeding Habitat, Wetland Amphibian Breeding Habitat, Woodland Area-sensitive Bird Breeding Habitat, and Habitat for Special Concern Species. The removal of the woodland and alterations to wetlands will impact these habitats; however, more suitable locations for these habitats exist elsewhere on site, such as in Grants Creek Provincially Significant Wetland and along the Tay River. In addition, the development will result in the removal of a Significant Woodland and Significant Wildlife Habitat west of the golf course. The EIS recommends developing a landscape and/or rehabilitation plan to show replacement plantings to compensate for the woodlands being removed.



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Figure 4-2: Environmental Features, J.F. Sabourin and Associates Inc, February 2023.

SECTION 2.2 WATER

Consistent with policy 2.2.1, the water resources systems on site have been studied and described in the Water Budget and Groundwater Analysis, Headwater Drainage Features Assessment, and Hydrogeological Investigation. In addition, the Function Servicing Report has ensured that “stormwater management practices minimize stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces.” (2.2.1 i).

SECTION 2.6 CULTURAL HERITAGE

Section 2.6 of the PPS requires the conservation of significant cultural heritage landscapes and significant archeological resources. A Heritage Impact Assessment (HIA), March 23, 2022 prepared by WSP. The HIA determined that nine (9) of the golf course holes do have heritage value, which will be incorporated into the development. A Stage 2 and 3 Archaeological Assessments, were prepared by Matrix Heritage Inc. were completed for the site and informed the concept plan.

SECTION 3.1 NATURAL HAZARDS

In accordance with Section 3.1 of the Provincial Policy Statement and Section 7.0 (Public Health and Safety) of the Perth Official Plan natural hazards present on the site include organic soils, meanderbelt, unstable slopes and flood plain.

Organic soils are often associated with wetlands, and site specific geotechnical work has been undertaken to identify the presence location of such soils on the site. The geotechnical investigation has determined that organic soils, where present on the site, do not pose a threat to development, and where encountered in limited areas, recommendation for mitigation are provided.

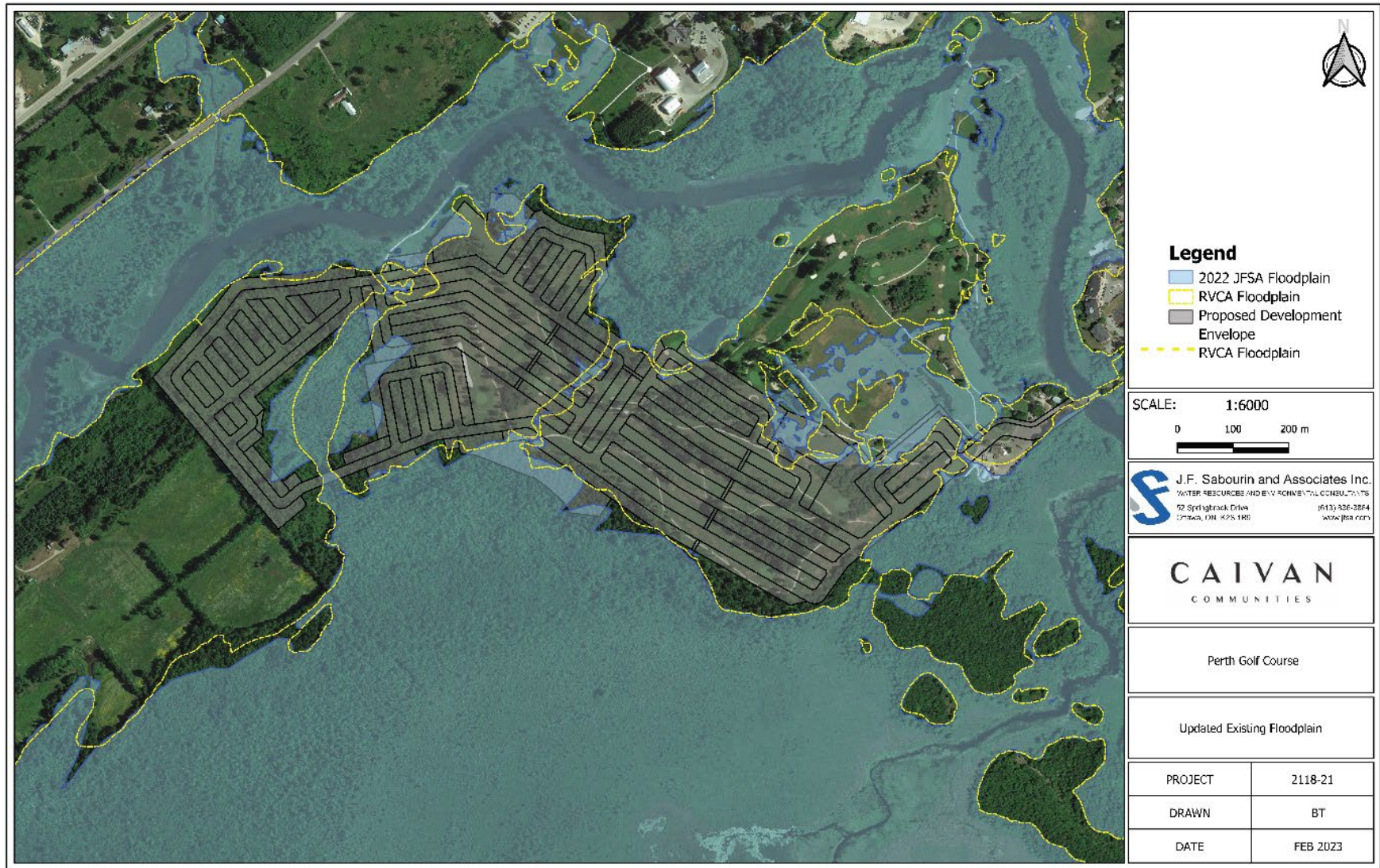
The nature of Grants Creek requires than a meander belt analysis be undertaken to ensure the proposed development shall not be affected by river and stream meandering. The geomorphological analysis determined that a meander belt of 227 metres should be applied centred on the watercourse. The Grants Creek meander belt shall not impact the development area, nor shall the proposed development interfere with the natural erosion and meander processes of the creek. No meander belt analysis is required for the Tay River as it is a confined system.

A slope stability analysis was undertaken along the banks of the Tay River where the feature comes in proximity to the proposed development envelope along the north boundary. The investigation was prepared in accordance with Ministry of Natural Resources (MNR) Technical Guide “Understanding Natural Hazards” dated 2001 and site specific investigations. The analysis resulted in the determination that no stable slope allowance is required due to the height and geometry of the slopes, a conservative toe erosion allowance of 8 metres was calculated, and the standard 6 metre erosion access allowance is applied. See Figure 4. It should be noted that additional erosion survey along the bank from the waters edge advised

that the toe erosion could be reduced to 5 metres based on the observed presence of bedrock. Based on a conservative position, the erosion hazard limit for the slopes along the Tay River is 14 metres, as measured from the crest of the slope.

The 1:100 year flood plain of the Tay River and Grants Creek was mapped by the Rideau Valley Conservation Authority in 2013. Site specific topography was collected by LiDAR in 2021, providing a more accurate and current topographic elevation survey of the existing conditions on the site. JFSA acquired the flood plain model from the RVCA, and applied it, with out modification, to the updated topography. See **Figure 4-3**. This updated 1:100 flood plain boundary expands and contracts the flood plain boundary and has been applied in the determination of the development envelope for the site. Details on this work are contained in the accompanying JFSA technical report and the topography and data provided to the RVCA for review and concurrence.

Minor modifications to the flood plain boundary are proposed in accordance with RVCA local policies under O.reg 174/06. A limited volumetrically balanced cut and fill has been prepared to adjust edges of the flood plain to provide a more efficient development boundary edge. This site alteration work requires a permit from the RVCA and an application shall be submitted for approval, concurrent with review of this application. The resulting work will remove any development, including lots, blocks, parks, streets and stormwater facilities from the 1:100 year flood plain, and add new flood plain at the same elevation where it did not previously exist. Once the application is reviewed and a permit issued by the RVCA, conditions of draft approval may be prepared requiring that the site alteration work be completed and accepted by the RVCA prior registration. This is consistent with the Planning Act and established previous OMB decisions, as well as processes in other jurisdictions. A technical zoning bylaw amendment shall be required to remove any flood plain overlay from the development envelope.



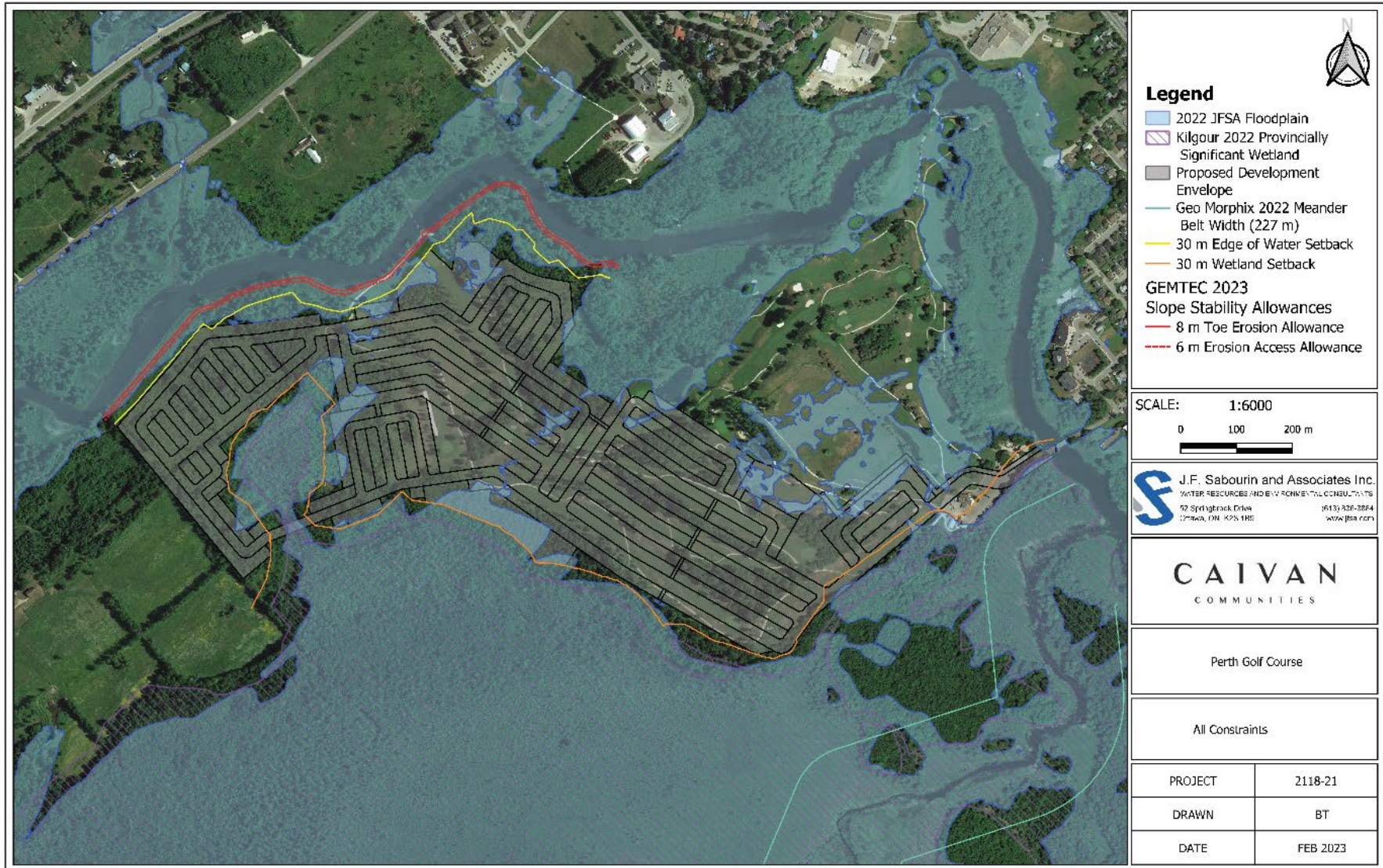
C:\0102 - J.F. Sabourin and Associates Inc\0102 - PERTH GOLF COURSE - Updated Existing Floodplain\0102 - Perth Golf Course\Perth

Figure 4-3: Updated Existing Floodplain (J.F. Sabourin and Associates Inc, February 2023).

The potential natural hazards have been evaluated in accordance with provincial guidelines and mapped onto the subject site. See **Figure 4-4**. All hazards have been avoided or shall be mitigated in accordance with the MNR Technical Guidelines and local Conservation Authority policies. The development proposal is consistent with the Provincial Policy Statement and applicable Official Plan Policies.

The proposed development, and the proposed OPA and ZBLA are consistent with the Provincial Policy Statement, 2020. The proposal is to provide residential development within a settlement area, utilizing land and existing infrastructure efficiently, and protecting natural heritage features.

The proposed development will be serviced by municipal sewage and water services as planned for in the Town of Perth's Council adopted Infrastructure Master Plan, 2019.



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Figure 4-4: Environmental and Natural Hazard Constraints (J.F. Sabourin and Associates Inc, February 2023).

4.2 COUNTY OF LANARK SUSTAINABLE COMMUNITIES OFFICIAL PLAN (2012)

The Lanark County Sustainable Communities Official Plan (SCOP) was adopted June 27, 2012. The SCOP provides a land use planning framework for the County of Lanark and was developed to recognize and emphasize local municipal land use planning priorities within a broader framework of County sustainability. The SCOP provides for the implementation of land use policies through a “plan regionally, act locally” lens and empowers and supports local land use planning responsibilities.

The SCOP identifies Settlement Areas on Schedule A – Land Use and reflects the Settlement Area as established in local municipal Official Plans. As previously described, the site is located on lands which were annexed by the Town of Perth in 2009. Following annexation of the site and other lands by the Town of Perth, the Town initiated an amendment to the SCOP to include all lands within the new municipal limit of the Town of Perth. The SCOP designates the site as Settlement Area on Schedule A – Land Use.

The objectives of the Settlement Area designation described in Section 2.6.1 of the SCOP are to:

1. ensure the provision of an adequate supply of residential land;
2. provide for a range and mix of low, medium and high density housing types in accordance with servicing capacities;
3. provide for neighbourhood facilities and amenities which are appropriate to a residential living environment;
4. ensure the provision of roads and other municipal services necessary to the development of functional neighbourhood areas;
5. provide for mixed use communities with appropriate commercial, institutional and employment uses.

The proposed development, OPA, and ZBLA conforms to the overall direction of the Lanark County SCOP. The Western Annex Lands are designated as a Settlement Area, an area for growth and development. The proposed draft plan of subdivision would provide a range and mix of housing types with the necessary municipal services and neighbourhood amenities, such as parks and open space.

4.3 TOWN OF PERTH OFFICIAL PLAN (CONSOLIDATED 2019)

The Town of Perth Official Plan as amended up to and including By-law 3304-16, was last consolidated in September 2019. The Town of Perth Official Plan (OP) sets out the vision for the community and it is the primary planning tool used to guide the growth and development in the Town over the next 20 years. The Town’s OP brings the provincial and regional policy direction down to the local level, implementing the Provincial Policy

Statement, Planning Act, and the County of Lanark Sustainable Communities Official Plan through a local lens. The OP provides the policy framework for guiding land use decisions including evaluating the appropriateness of a proposed development both at a Town-wide level as well as in relation to specific sites.

The following subsections outline how the proposed development concept generally conforms or aligns with the overall intent of the Official Plan and the future plan for this site - to create a residential neighbourhood that respects and protects the surrounding natural heritage features.

DEVELOPMENT STRATEGY FOR PERTH

Chapter 1 of the Town's OP presents the vision statement and key components of the Town's development strategy. It provides a wide breadth of policy goals needed to create a healthy community including compact and efficient land use, conservation of natural features, providing a variety of housing options, facilitating economic development opportunities, increasing active transportation options and sustaining the downtown core.

Policy 1.2.1 focuses on creating compact, energy efficient, and cost-effective development patterns that optimizes the use of available public services, infrastructure, and facilities.

Policy 1.2.3 aims to sustain a healthy local economy by providing diverse opportunities for economic development including the core commercial lands downtown and on the Highway 7 corridor, sustaining industrial employment lands, and through home based businesses.

Policy 1.2.4 - To achieve an appropriate supply of housing, the Town's housing strategy is to provide an adequate and continuous inventory of serviced land for the development of a full range of housing types and densities; to set out specific targets for affordable housing; and to use a portfolio of planning tools to facilitate residential development (e.g., community improvement alternate development standards, zoning, intensification);

Policy 1.2.5 - To sustain lifestyles and activities commensurate with a 'small town atmosphere' while providing opportunities for community development; and

Policy 1.2.7 - To conserve the attributes of the natural physical environment such as wetlands, wildlife communities, trees and vegetation, to conserve the water quality of surface and groundwater systems and to maintain river corridors in their natural state wherever possible.

Policy 1.2.10 directs development away from hazardous lands, both natural and human-made hazards unless development can be done in manner that does not endanger property, health or safety or occupants and that does not cause adverse environmental impacts.

The proposed development supports the Town's vision statement and strategic development policies by providing residential development and an efficient use of existing and planned community infrastructure. The proposed development contributes to ensuring that a range of housing types and densities are available within in the Town of Perth, and

responds to and maintains the natural landscape of the Perth Golf Course, the Tay River and Grants Creek Wetland. **The proposed OPA and ZBLA conform to these OP policies.**

RESIDENTIAL AREA

The Residential Area designation is intended “to provide for an adequate and continuous supply of serviced land for the development of an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents” (Section 8.1.2).

Further, the objectives for lands designated as Residential Area are that they are to be fully serviced, compact and energy efficient, and generally ground-related in nature. The built form, massing and profile in Residential Areas should be compatible and/or appropriately transition between existing housing, non-residential and new residential. Development in Residential Areas should facilitate the provision of convenient and appropriately located neighbourhood-servicing land uses. (Section 8.1.3.1)

The following uses are permitted in the Residential Area designation (Section 8.1.3.2):

- (i) “An appropriate range and mix of housing types and densities sufficient to meet freehold and rental markets and consistent with the Residential Design Principles of this Plan will be permitted. Medium and high density housing types, notably apartments, should be designed to include a mix of bachelor, one, two and three bedroom units. Accessory apartments or second units in low density housing will be permitted where residential design and zoning standards are met. Special needs housing (see Section 8.1.3.11) such as: student housing, group homes, garden suites and crisis housing is also permitted.

Parking structures, recreational structures, utility and waste receptacles accessory to medium and high density residential uses.

1. Parks, open space and natural areas.
2. Neighbourhood-servicing uses such as places of worship, limited local commercial services and public service and institutional facilities including cemeteries and long-term care homes appropriate to the neighbourhood.
3. Home Based Businesses.”

Residential Area objective 8.1.3.1 g) directs development west of the Tay River, which specifically includes the Perth Golf Course, to also meet the policies of the New Residential Area designation, specifically Sections 8.1.4.2 through 8.1.4.5.

Section 8.1.4.2 – Development Concept states that:

- a) “The New Residential Area is anticipated to meet the mid to long-term growth and settlement needs of the Town. The intended land use pattern will be predominantly residential but will include an appropriate mix of public service facilities and neighbourhood-servicing commercial uses essential to a well planned residential community and will also seek to retain and support redevelopment of existing land

uses, particularly the Perth Golf Course. The mix of housing types and densities will be designed to meet the projected requirements of future residents and which are consistent with the housing policies of this Plan. Development may only proceed where the necessary urban infrastructure can be provided and adequate capacity is available, notably municipal (piped) water and sanitary sewer. Development will be designed to conserve the attributes of the natural environment and will avoid hazardous sites.

- b) The Town may consider approval of development in the New Residential Area in advance of the build-out of other areas of the Town; however, the proponent must demonstrate that the proposed development is comprehensively planned, is cost-effective, efficient, sustainable, and can be integrated with the projected growth needs of the Town.”

Sections 8.1.4.3 to 8.1.4.5 provide policy guidance on the range of permitted uses within the New Residential Area, and servicing and access constraints. Specifically, 8.1.4.3 requires that development proceed in a manner consistent with the Residential Area policies, above, except that increased levels of medium and high density housing may be permitted.

Section 8.1.4.2 states that:

- a) “Development within this designation shall proceed consistent with the permitted uses and the policies for the Residential Designation as per Section 8.1.3 of this Plan except that the mix/ratio of housing density forms may involve increased levels of medium and high density housing types in circumstances where significant portions of the development property are not suitable for development by virtue of flood plain or natural heritage or environmental constraints. Retention and redevelopment of the existing golf course and the continuation and development of commercial uses typically associated with a golf course will also be contemplated in this designation.
- b) The subdivision of land, construction of new buildings and/ or significant expansion of existing buildings within this designation will only be permitted when the Town has established or recovered adequate residual capacity to service such development (Servicing Capacity Study).”

Section 8.1.4.4 requires that all development be connected to municipal services and that servicing be provided to all of the developable lands in an efficient, sustainable and cost-effective manner. As a result, development is limited until municipal services are available. This policy directs that the lands be zoned by a zone category that prohibits new uses and/or new development until the extension of municipal services is assured. The site is zoned with a Holding Zone for this reason, as discussed in Subsection 4.4.

Section 8.1.4.5 recognizes that the lands west of the Tay River, designated New Residential Area (or Residential Area, as directed by Section 8.1.3.1 g) currently have inadequate road access to accommodate the safe and efficient movement of people and goods based on the development potential of the land within this designation unless an additional road access is constructed. The number of new residential units is based, in part, by the traffic

management capacity of the existing Peter Street bridge and Peter Street corridor without a reduction in the level of service.

“The Zoning amendment should not proceed until such time as a new primary vehicle access corridor has been established either by plan of subdivision, acquisition of a corridor by the Town of Perth or by identification of a specific road corridor in a completed formal Master Plan for the lands annexed to the westerly side of Perth (Section 8.1.4.5 b).”

The proposed development implemented by the proposed OPA and ZBLA meets the general intent of the Residential Area policies. The proposed housing types and densities are projected to meet the demand of future residents and are consistent with the housing policies of the Official Plan. The proposed OPA introduces a new designation with specific policies to enable the future redevelopment of the Western Annex Lands. Based on the work completed by CGH Transportation, a second bridge crossing at Peter Street is the preferred corridor for access to the site.

SPECIAL STUDY AREA

The balance of the developable lands on the site are designated Special Study Area. Lands designated Special Study Area are “needed to accommodate future residential and neighbourhood development in years beyond the planning horizon of this Plan.”

Section 8.8.3 (a) states:

“Lands within the Special Study area will be required to accommodate future development at urban densities including: all forms of residential development, neighbourhood commercial uses, institutional and community service uses, and parks and open space uses. Further planning or more detailed infrastructure design work will be required to determine the preferred land use mix and servicing elements for these areas.”

The Infrastructure Master Plan prepared by Jp2g Consultants Inc in 2019 provides the basis for the future redesignation of the Special Study Area lands to Residential Area at the appropriate time, either through the comprehensive Official Plan review process or through a privately initiated OPA application. Caivan has initiated a private OPA application will of the supporting studies that support the Town’s concept plan as envisioned in the Town’s IMP.

The necessary infrastructure has been investigated and is planned to accommodate the development proposal at full build out.

Phase 1 and Phase 2 of the proposed development are expected to meet the mid- and long-term growth and settlement needs of the Town of Perth by providing a range and mix of housing to meet the needs of current and future residents, parks, open spaces and community amenities such as the retained portion of Perth Golf Course and its original clubhouse.

The proposed community is directly connected to Downtown Perth via Peter Street, and is within walking distance, supporting the notion that future residents of the proposed community will support and add to the vibrancy of Downtown Perth rather than compete with it by including neighbourhood serving commercial uses.

The proposed OPA removes the Special Study Area designation and proposes a new designation for the Western Annex Lands with site specific policies. The proposed OPA would permit home based businesses to contribute to neighbourhood serving uses, as well as other land uses such as the potential for a wellness centre, as ancillary uses to the Golf Course. The permission of these uses would enable neighbourhood serving uses in the new development, while not detracting from the existing businesses in the downtown core.

4.3.2 ROADS

The Official Plan provides minimum design standards for the various classes of municipal roads, including Collector Streets, Local Streets and Laneways.

The Official Plan defines Roads as follows:

Table 4-1: Town of Perth Road Classifications

Road Type	Operational Characteristics	Right of Way Width (m)
Collector Road	Undivided roadway, 2-3 traffic lanes, traffic flows exceeding 4,000 vehicles per day, should include cycling facilities.	<ul style="list-style-type: none"> • 20 to 26 metres • 20 metres if undivided
Local Road, typical	Carry low volumes of traffic at low speeds, provide direct access to abutting properties, can include on-street parking.	<ul style="list-style-type: none"> • 18.5 to 20 metres • up to 22 metres at intersections • 20 metres minimum on roads with average traffic exceeding 500 vehicles per day
Local Road, reduced width	Reduced right-of-way width applies to Local Roads that accommodate no or low volumes of through traffic, or developed in conjunction with rear lanes. In these instances, a reduced right-of-way width may be considered.	<ul style="list-style-type: none"> • Reduced minimum width of 16.75 metres
Laneway	Carry low volumes of traffic at low speed, intended for property access, and are anticipated to remain as private roads.	<ul style="list-style-type: none"> • 6 to 10 metres

The proposed development contains one Collector Street, the extension of Peter Street from the river crossing to the Block 716 park shown on the revised Draft Plan of Subdivision. The cross-section for a collector street is shown in **Figure 4-5**. The remaining streets are intended to meet the minimum standard of the Local Street as shown in **Figure 4-6** and **Figure 4-7**. Low traffic volume Local Roads with no thoroughfare are proposed at the reduced right-of-way width of 16.75 metres as shown in **Figure 4-7**.

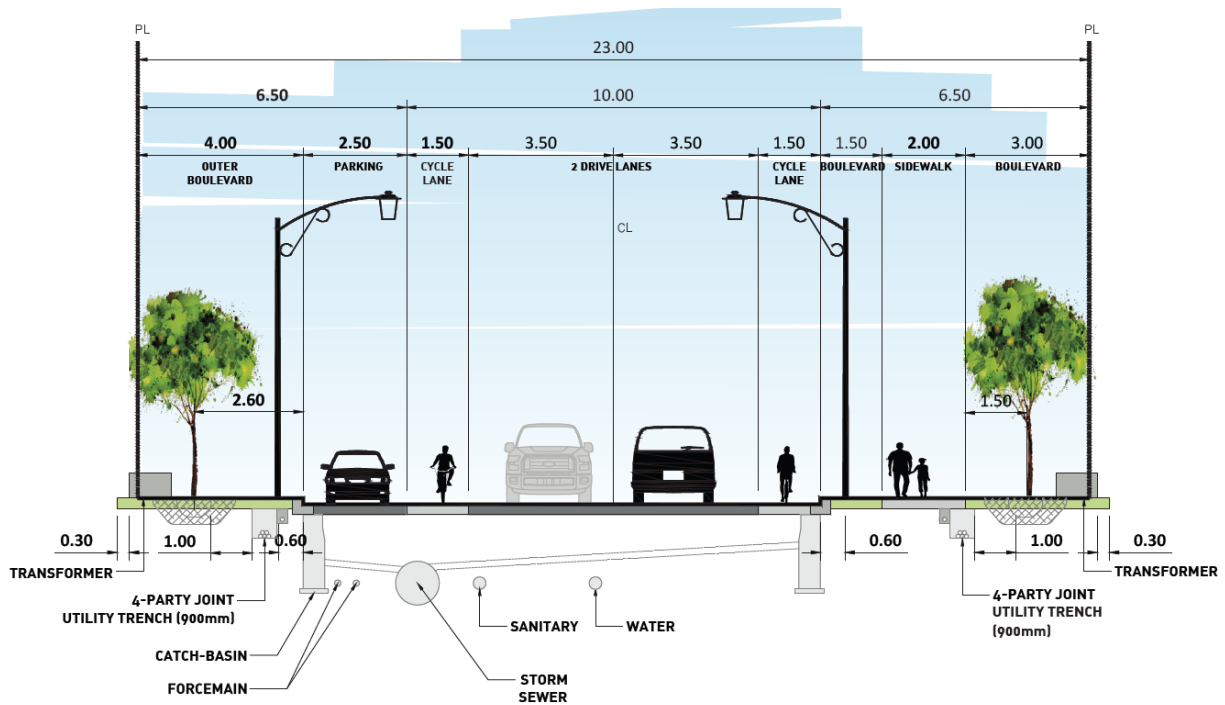


Figure 4-5: 23.0m Collector Street Cross-section

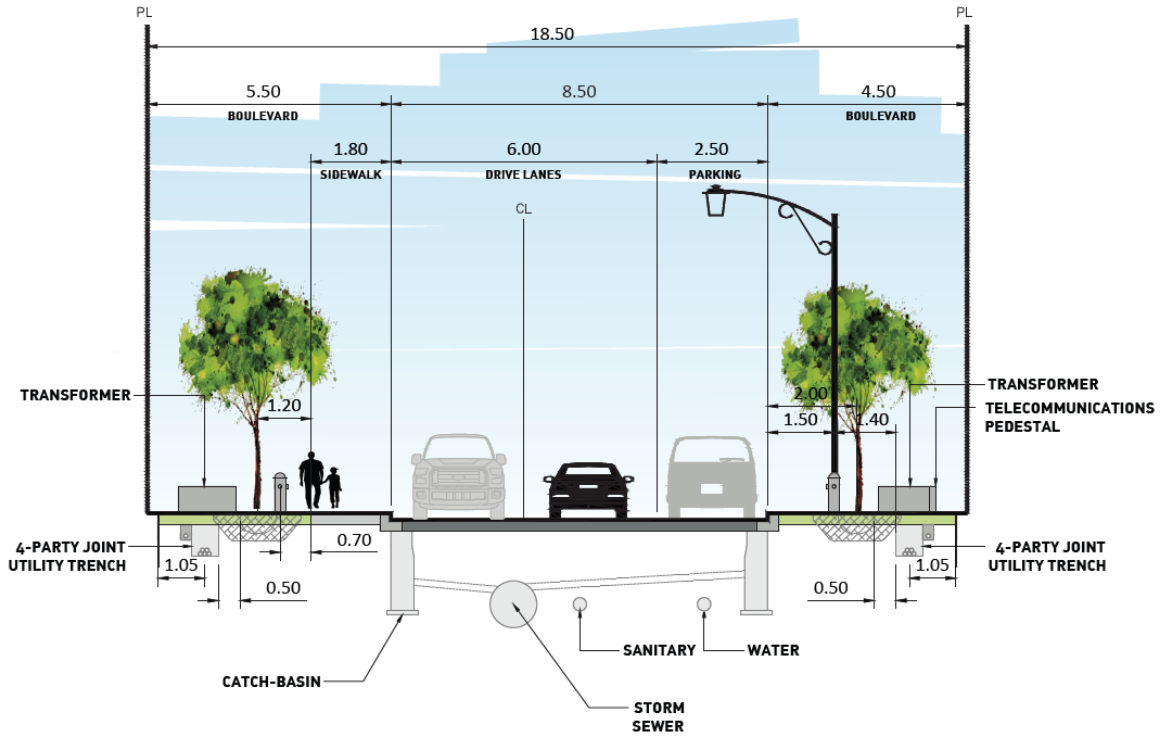


Figure 4-6: 18.5m Local Street Cross-section

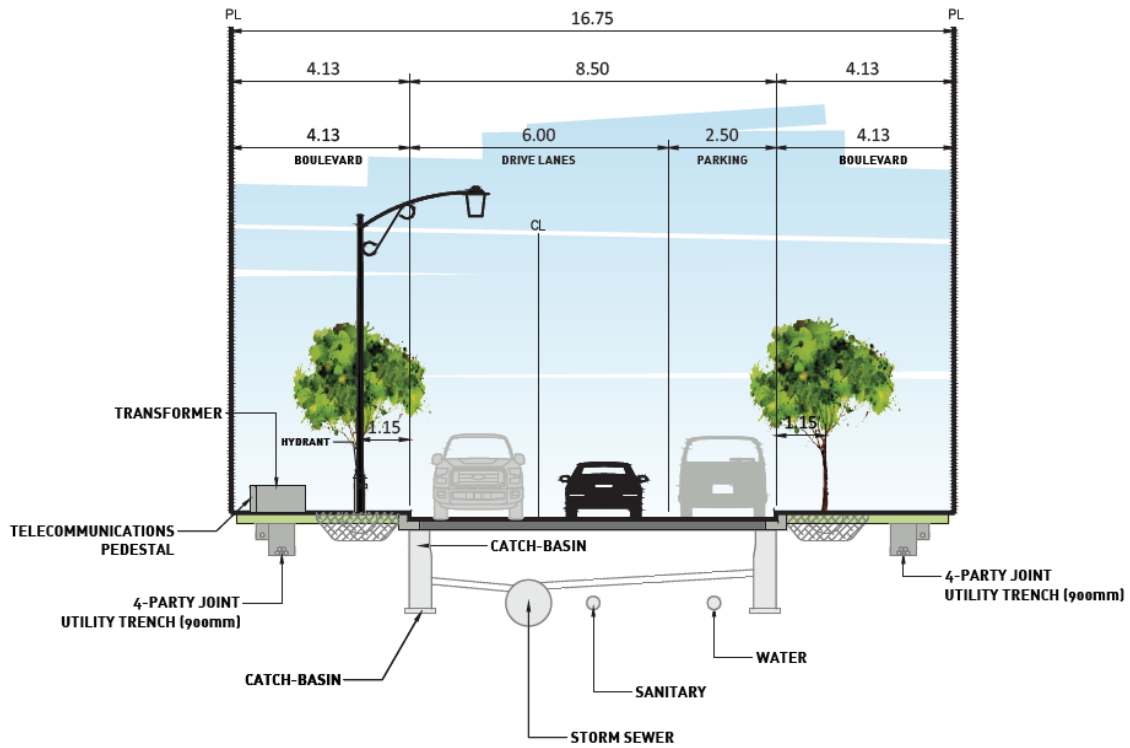


Figure 4-7: 16.75m Local Street Cross-section

The proposed cross-sections for the development meets the minimum right-of-way widths as defined by the Official Plan and were developed following meetings with Town of Perth staff in October 2022.

5 SUPPORTING TECHNICAL STUDIES

This section provides a summary of the technical studies completed to support the proposed development, which reflect those identified in Table 8-1 of the Infrastructure Master Plan November 2019 as being required to support a subdivision application on the Western Annex lands. For additional details on each technical discipline, refer to the appropriate study, which have been submitted as part of the applications submission package.

5.1 WESTERN ANNEX LANDS, 141 PETER ST. URBAN DESIGN BRIEF, FEBRUARY 2023, SECOND SUBMISSION– PREPARED BY NAK DESIGN STRATEGIES

The Urban Design Brief illustrates the conceptual community structure for the Western Annex Lands including building typologies, streets and mobility networks, natural areas, parks and open space.

5.2 PHASE ONE AND PHASE TWO ENVIRONMENTAL SITE ASSESSMENT (GEMTEC CONSULTING ENGINEERS AND SCIENTISTS LIMITED, APRIL 7, 2022, AND FEBRUARY 2023)

A Phase One Environmental Site identified a potential environmental concern (APEC) on the Site. The Phase Two Environmental Site Assessment was undertaken in accordance with the requirements as defined in Part VII and Schedule E of Ontario Regulation 153/04, as amended by O. Reg. 511/09, for the purpose of obtaining a Record of Site Condition for the Site, as the property use is changing from commercial to residential, a more sensitive land use. The Phase Two ESA identified concentrations of several metal parameter exceedances in both soil and groundwater and provides recommendations to manage these exceedances.

5.3 ENVIRONMENTAL IMPACT STUDY (KILGOUR AND ASSOCIATES LTD., FEBRUARY 2023)

The Environmental Impact Study (EIS) assessed the potential impacts of the proposed development on natural heritage features on and adjacent to the site, including habitat for species at risk (SAR), Grants Creek Provincially Significant Wetland, watercourses and fish habitat, and habitats that meet the definitions of Significant Wildlife Habitat and Significant Woodlands. A full Headwater Drainage Feature Assessment (HDFA) was undertaken on the tributaries on-site and is contained in the EIS.

The site is characterized by a mix of the man-made golf course environment and natural or naturalizing areas of the wetland, trees and brush. There are two watercourses (Grants Creek and the Tay River) and 20 headwater drainage features. None of Tributaries on the site were found to support fish. As such, no provincially and/or nationally listed (SAR) fish species were

captured and no critical habitat for aquatic SAR or sensitive spawning habitat were identified.

The proposed development boundary is entirely outside of the 30 metre environmental setback measures from the waters edge as identified by an OLS. Opportunities for significant improvements to restore and enhance the shoreline vegetation are available.

Improvements to the Peter Street bridge over the Tay River are required, although detail design of the project is unknown at this time. Any work affecting the bed or the banks of the Tay River and associated aquatic habitat will be undertaken with appropriate approvals and mitigation in consultation with Fisheries and Oceans Canada (DFO) and the Rideau Valley Conservation Authority (RVCA) as required.

Grants Creek Provincially Significant Wetland abuts the south and east boundaries of the development lands. Kilgour and Associates has undertaken a site-specific delineation of the wetland boundary in accordance with OWES guidelines.

The following species at risk have been observed on or are considered to have habitat on the site and implications for the proposed development process: Gray Rat snake, Blanding's Turtle, Little Brown Bat, Tri-Coloured Bat, Butternut and Black Ash.

Four (4) types of Significant Wildlife Habitat exist on the site: Woodland Amphibian Breeding Habitat, Wetland Amphibian Breeding Habitat, Woodland Area-sensitive Bird Breeding Habitat, and Habitat for Special Concern Species. The removal of the woodland and alterations to wetlands will impact these habitats; however, more suitable locations for these habitats exist elsewhere on site, such as in Grants Creek Provincially Significant Wetland and along the Tay River.

5.4 HYDROGEOLOGICAL INVESTIGATION (GEMTEC CONSULTING ENGINEERS AND SCIENTISTS LIMITED, FEBRUARY 2022)

A technical study was undertaken to characterize the hydrogeological function of the site to evaluate its ability to sustain a residential development without negatively impacting surrounding natural features (i.e., the Tay River and Grants Creek Wetland). Approximately 44 boreholes, 24 of which had monitoring wells installed, were distributed over the site footprint for the purpose of soil, water quality, hydraulic conductivity, hydraulic gradient, and water level characterization.

The subsurface conditions on the site consist of peat and clay (current and historical wetland areas only) and silty sand (golf course area only), overlying glacial till atop fine-grained igneous (granite) and variably metamorphosed (gneiss) Precambrian bedrock. The topography of the development site undulates by approximately five to seven metres (i.e., from 135 to 142 metres above mean sea level) due to alterations performed for the existing Perth Golf Course, presence of drainage features, and morphology of the underlying bedrock.

Conversely, the adjacent Tay River and Grants Creek Wetland are at elevations of approximately 132 to 134 metres above mean sea level.

Groundwater levels were measured between approximately 0 metres (at ground surface) to 4.9 metres below the ground surface over the course of the investigation. A water budget was undertaken for the development area to support infrastructure design and mitigation measures to maintain pre-development infiltration.

With the effective application of low impact development features to offset alterations to the water budget, no significant adverse impacts to the Tay River or Grants Creek Wetland are anticipated. Similarly, dewatering during construction is not anticipated to cause significant adverse impacts to surface water features with the use of appropriate discharge measures, and groundwater quality for the development site meets the Town of Perth Storm Sewer Use By-law No. 4819 except for manganese. The proposed development would be serviced with municipal water and sanitary sewers and is not expected to impact neighbouring private services in the short- or long-term, which are approximately 200 metres away at their closest location.

5.5 GEOTECHNICAL INVESTIGATION (GEMTEC CONSULTING ENGINEERS AND SCIENTISTS LIMITED, APRIL 4, 2022)

Site specific fieldwork was undertaken on the site during 2021 and 2022 by GEMTEC staff and included boreholes, auger holes and probe holes. Soil and bedrock samples were returned to the laboratory for examination by a geotechnical engineer. Subsurface conditions included materials such as peat, fill material, silty sand, silty clay and glacial till, all overlying Precambrian bedrock. The bedrock surface was encountered between 129.0 and 137.7 mask. Groundwater elevations ranging from 133.3 to 138.1 mask were measured in the test pits and boreholes.

Recommendations and guidelines regarding site and building construction, material, design and best practices are provided to prevent or mitigate any potential for negative impacts or outcomes.

5.6 SLOPE STABILITY ASSESSMENT (GEMTEC CONSULTING ENGINEERS AND SCIENTISTS LIMITED, FEBRUARY 2023)

A slope stability analysis was undertaken in accordance with the Ministry of Natural Resources (MNR) Technical Guide “Understanding Natural Hazards” dated 2001. The geometry and material comprising the slopes as surveyed. No signs of slope instability (e.g., tension cracks) were observed and minor erosion were noted. The slopes along the Tay River are generally sloped at about 3 horizontals to 1 vertical, except for cross section D-D which has a slope height of about 0.9 metres, there for the Stable Slope Allowance described in the MNR procedures is not required. Given that minor erosion was observed along the slope, a conservative Toe Erosion Allowance of 8 metres was established and applied at the crest of the slope. The MNR procedures also include the application of a 6-metre-wide Erosion Access

Allowance beyond the Toe Erosion Allowance to allow for access by equipment to repair a possible failed slope. The Erosion Hazard Limit for the slopes along the Tay River has been determined to be 14 metres, as measured from the crest of the slope.

5.7 INTEGRATED HYDROLOGICAL IMPACT ASSESSMENT (FEBRUARY 2023)

An Integrated Hydrologic Impact Assessment (IHIA) has been prepared to ensure the form and function of Grants Creek Provincially Significant Wetland (PSW) is supported and maintained as the development of the Perth Golf Course subdivision advances. The report draws from the data and analysis undertaken by the supporting technical consultants to establish the existing hydrological conditions on the site and the adjacent wetland. This approach, prepared by surface and groundwater professionals, biologists, civil and geotechnical engineers, has resulted in a holistic understanding of the relationship between the proposed development lands and the adjacent wetland environment.

The report contains a water budget incorporating hydrologic modelling of surface water flows, groundwater flows, storage, and evapotranspiration. This budget has then been used to compare pre and post development scenarios considering the surface and ground water hydrologic system and its relationship with the Grants Creek wetland hydrology and function.

The findings indicate that the development land contributions to the hydrogeological regime of the wetland are small in the context of the larger wetland catchment and are predominantly of a surface water origin. Limited relationships exist between the wetland and groundwater recharge related to the development lands. The report contains recommended mitigation strategies for short term construction and long-term development phases, suggested strategies to bring post development water budget closer to predevelopment through infrastructure design, and potential opportunities for improving areas of degraded wetland function.

The report contains the information and analysis required to satisfy tests under the CA Act (where applicable), and local and provincial policies related to wetland protection.

5.8 FUNCTIONAL SERVICING REPORT (DAVID SCHAEFFER ENGINEERING LTD., FEBRUARY 2023)

The proposed development will be serviced by a new internal network of 150mm, 200mm, and 300mm diameter watermains designed in accordance with Town Standards. Two connections to existing infrastructure are proposed at North Street and Rogers Road.

Additionally, it will be serviced by a network of gravity sanitary mains, which will feed into a new wastewater pump station located west of the Tay River. The new pump station will outlet to existing trunk sewers on Rogers Road at Jessie Drive. The receiving sewers have sufficient capacity to accommodate the full buildout of the subdivision.

Finally, the development will be serviced by an internal gravity storm sewer system. Three stormwater management ponds will be built, two of which will outlet to the Tay River and one to the Grants Creek Wetland. The site will also be serviced with two oil / grit separators (OGS). One OGS will outlet into the Tay River and the other into the Grants Creek Wetland.

Stormwater will be controlled for quality and quantity before being released into the Tay River and Grants Creek Wetland. Predevelopment peak flows will be maintained, and Low Impact Development measures will be implemented upstream of end of pipe treatment facilities to provide quality and quantity controls.

Erosion and sediment controls will be implemented prior to any site alteration and development and will be maintained during construction. Silt fencing, catch basin inserts, and mud mats will be installed.

5.9 TRANSPORTATION IMPACT STUDY (CGH TRANSPORTATION, FEBRUARY 2023)

Access to the development is proposed to be by way of the existing Peter Street Bridge and a proposed new bridge across the Tay River immediately adjacent, each for one-way traffic. The subdivision layout is functionally similar to the Infrastructure Master Plan concept but with no through connection to a second bridge to the north. The development is forecast to generate 593 total AM and 743 total PM peak hour two-way auto trips. The introduction of a directional restriction will push all inbound traffic to arrive via North Street, while outbound traffic is forecast to use both Peter Street and North Street. A new signal at the intersection of North Street and Wilson Street West will facilitate acceptable operations within the study area at full subdivision buildout, while queuing is anticipated to increase from the background conditions. As auto trip generation rates have been trending down and the development will include active mode connections and many destinations are within walking distance of the site, the auto trips generated by the site are anticipated to be conservatively represented within this study and monitoring activities will be part of determining need for future traffic calming and traffic control modifications.

5.10 STAGE 3 ARCHAEOLOGICAL ASSESSMENT, JANUARY 31, 2023 – PREPARED BY MATRIX HERITAGE INC.

A Stage 3 archaeological assessment was conducted for the Flett Farm site to assess the cultural heritage value as recommended in previous Stage 1 and Stage 2 investigations. A significant number of artifacts associated with the previous farmstead use were recovered. The Flett Farm Site will be disturbed by the proposed development therefore a Stage 4 excavation is recommended to document recovered artifacts.

5.11 HERITAGE IMPACT ASSESSMENT (WSP, MARCH 23, 2022)

The site is not listed on the Town of Perth's Municipal Heritage Register under Section 27 (1.2) of the Ontario Heritage Act (OHA), nor is it designated under Part IV or Part V of the OHA. The site was evaluated using the criteria of Ontario Regulation 9/06 and determined to possess cultural heritage value or interest as it is one of Canada's oldest golf courses, an important institution in the local community, and supporting the context of the area. The development will have minor impacts to the Perth Golf Course's identified heritage attributes. The Heritage Impact Assessment recommends maintaining the existing trees and foliage between the front nine holes of the golf course and the subdivision and installing plaques outlining the history of the Perth Golf Course and identifying holes #1, #8, and #9 as the original holes dating back to 1890.

6 SUMMARY OF OPINION

It is the professional opinion of WSP that the proposed Caivan Western Annex Lands community represents good land use planning and is appropriate for the site for the following reasons:

- The proposed development, proposed OPA and the proposed ZBLA supports and is consistent with the Provincial Policy Statement.
- The proposed development, and the proposed OPA and the proposed ZBLA conforms to the strategic directions and policies of the Official Plan. Caivan proposes to provide a range of housing forms and densities that are in keeping with and complements the existing urban character and scale; to provide infrastructure that is integrated with the planned development; to provide parks and open space; to enhance the natural environment; and, to provide access to community facilities and services.

Under Section 51(24) of the Planning Act, there are 13 criteria when considering a draft plan of subdivision and consents:

- a) “the effect of development of the proposed subdivision on matters of provincial interest”:
 - The proposed subdivision will not negatively effect, and is supportive of, provincial interest. As previously noted in this Planning Rationale, the proposed Draft Plan of Subdivision is consistent with the PPS.
- b) “where the proposed subdivision is premature or in the public interest”:
 - The proposed subdivision is in the public interest as it will provide diverse and appropriate housing options for residents of the Town of Perth. The proposed development will complement the existing surrounding community by introducing new and compatible housing forms. The proposed development will support the continued desirability of downtown Perth as a destination and will fulfill the Town of Perth’s Growth Strategy as outlined in the local and County OPs and IMP.
- c) “whether the plan conforms to the Official Plan and adjacent plans of subdivision, if any”:
 - As previously noted in this Report, the proposed development generally conforms with the intent of the Official Plan and the processes required to permit development. The design and scale of the proposed development is intended to complete and complement the adjacent communities.
- d) “the suitability of the land for the purposes for which it is to be subdivided”:
 - As previously noted in this Report and through the findings of the supporting studies, the land is suitable for the subdivision and development of the proposed residential community.

- d.1) “if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing”:
- No below-market rate affordable housing is proposed to be provided through the proposed development.
- e) “the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them”:
- The proposed road network is designed to be safe for pedestrians, cyclists, and motorists. The modified grid network and hierarchy of streets ensure easy orientation throughout the community as well as pedestrian-oriented scale and permeability. One (1) new road connection is proposed crossing the Tay River at the east end of the site. Supporting studies, specifically the Transportation Impact Study and the Perth Golf Course Access Options Memo prepared by CGH Transportation and submitted under a separate cover, include detailed information about the road network, and the adequacy within the proposed subdivision and the surrounding network at full build out scenarios.
- f) “the dimensions and shapes of the proposed lots”:
- Range from 10.7- to 15.24-metre wide for singles and 6.1- to 7.3 m for towns configured in a variety of arrangements
- g) “the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land”:
- None
- h) “conservation of natural resources and flood control”:
- The Environmental Impact Study undertaken in support of the development identified some natural resources on the site that require conservation. Development shall have no net negative impacts on the natural features or on their ecological function.
- i) “the adequacy of utilities and municipal services”:
- Municipal services are required to be constructed in order to service the proposed community. Details regarding the provision of utilities and municipal services have been submitted with the applications under a separate cover.
- j) “the adequacy of school sites”:
- No school sites are proposed within the draft plan of subdivision area.
- k) “the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes”:

- Future residents of the proposed community will benefit from the existing and retained Perth Golf Course, proposed trail network and natural heritage areas. Caivan is proposing three (3) neighbourhood parks, ranging in size from 0.22 ha to 1.1 ha for a total of 2.24 ha.
- l) “the extent to which the plan’s design optimizes the available supply, means of supplying, efficient use and conservation of energy”:
 - The density of the proposed community and range of lot size and variety of housing typologies (including townhomes) optimizes the available land supply.

“the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41(2) of this Act”:

- Site Plan Control does not apply to this application.

The proposed Draft Plan of Subdivision meets the applicable criteria under Section 51(24) of the Planning Act.

In conclusion, the proposed OPA, ZBLA, and Draft Plan of Subdivision application to support the proposed Western Annex Lands community represents good planning and is in the public interest.

Please feel free to contact me at Nadia.De-Santi@wsp.com or at (613) 690-1114 if you have any questions or require additional information.

Yours truly,



Nadia De Santi, MCIP, RPP

Practice Lead



Erin Ferguson, MCIP, LPP

Senior Planner

Appendix

A

Draft Official Plan
Amendment

APPENDIX A –

OFFICIAL PLAN AMENDMENT

DRAFT BY-LAW NO. 2023-XX

This amendment was adopted by the Corporation of the Town of Perth by By-law No. 2023-XX in accordance with the Planning Act, R.S.O. 1990, as amended, on the _____ day of _____, 2023.

STATEMENT OF COMPONENTS

PART A – THE PREAMBLE contains an explanation of the purpose and basis for the amendment, as well as a description of the lands that are affected, but does not constitute part of this amendment.

PART B – THE AMENDMENT consisting of the adoption of replacement text and policies for the Western Annex Lands as illustrated in Schedule “A” – Key Location Map. Changes to the Town of Perth Official Plan Schedule A – Land Use Designations and Overlays are described and illustrated in Schedule “B” – Proposed Land Use Designations attached hereto and forming part of this By-law. Changes to the Town of Perth Official Plan Schedule B – Transportation and Utility Corridors are illustrated in Schedule “C” – Proposed Road Classifications attached hereto and forming part of this By-law. Addition of Schedule “D” – Western Annex Land Use Concept attached hereto and forming part of this By-law to be a new “Schedule “C” – Western Annex Land Use Concept Plan, of the Town of Perth Official Plan.

PART A – THE PREAMBLE

PURPOSE

The purpose of Official Plan Amendment No. 2023-XX is to address necessary changes to the Town's policies and mapping to allow for the development of a planned residential neighborhood on the Western Annex Lands.

The Town of Perth intends to be a fully serviced, completed settlement area within Lanark County and has been actively planning the development of the Western Annex Lands as part of this vision. The policies in this proposed amendment will guide the development and neighbourhood design of these lands through zoning, Site Plan, and Draft Plan of Subdivision application processes.

LOCATION

The lands affected by By-law 2023-XX include the lands within the Western Annex boundary shown in Schedule "A". These lands are generally described as lands bounded by the Tay River to the north and east, the Town of Perth municipal boundary to the west, and the municipal boundary and Grants Creek to the south, and legally described as:

- Part of Lot 26 and 27 Concession 1, Geographic Township of Bathurst
- Part of Lot 25 and 26 Concession 2, Geographic Township of Bathurst
- Part of Park Lots 1,2, and 3 in Lot 27 Concession 2, Geographic Township of Bathurst
- Part of Lot 26 and 27 Concession 1, Geographic Township of Bathurst
- Part of the Road Allowance between Concessions 1 & 2, Geographic Township of Bathurst
- Part of Lot 1 in Southeast Half Lot 1, Concession 1 Compiled Plan No.8828, Geographic Township of Drummond
- Part of Lot 1 in Southeast Half Lot 1, Concession 2 Compiled Plan No.8828, Geographic Township of Drummond
- Part of the Road Allowance Between Geographic Townships of Bathurst and Drummond

All lands are within County of Lanark.

BASIS

The Town of Perth has been actively planning for the growth and residential development of the Western Annex Lands as part of their strategy to become a fully serviced and completed settlement area within the County of Lanark.

As part of this growth strategy, the Western Annex Lands were annexed by the Town in 2009 to provide sufficient lands for future residential growth. In 2014, the Town initiated Official Plan Amendment No. 14 and designated a portion of these lands as Special Study Area to accommodate future residential development although a portion of these lands remained outside of the Settlement Area boundary. In 2019, the Town initiated concurrent OP amendments to the Town and County Official Plans to expand the settlement area boundary to include all lands within the Town's municipal boundary, including the Western Annex Lands and the Town adopted the Western Annex Infrastructure Master Plan to guide the development of this area. Although the Western Annex Lands are within the urban Settlement Area boundary, the Town's Official Plan currently restricts development of the portion designated Special Study Area as it felt these lands were not required to accommodate the population growth allocated to the Town by the County up to 2038, and due to servicing constraints.

Caivan (Perth CG) Ltd is proposing an amendment to the Town of Perth Official Plan which would remove the Special Study Area designation and identifies the preferred and required serving infrastructure to deliver on the Town of Perth's growth management strategy. The proposed development concept will provide a fully serviced residential neighbourhood on the Western Annex Lands that accommodates Perth's sustained growth and provides additional housing supply.

This amendment will:

- Amend Section 8.1.4 New Residential Area Designation, specifically Policy 8.1.4.2 (a) to remove reference to the Perth Golf Course;
- Add a new Section 8.10 Western Annex Lands in the Official Plan to provide policy direction specific to the development of the Western Annex Lands. This includes policy direction and guidance on housing, parks and open space, transportation, servicing and environmental protection;
- Amend Schedules A and B of the existing Official Plan; and
- Add a new Schedule C to the existing Official Plan.

EFFECT

The effect of the proposed Official Plan Amendment is to:

- Amend Policy 8.1.4.2 (a) to delete "particularly the Perth Golf Course", as the lands are not designated New Residential Area.
- Add a new Section 8.10 – Western Annex Lands to provide policies specific to the development of the Western Annex Lands. In the event of a conflict with policies in other sections of the Official Plan, the policies of Section 8.10 will take precedence; and
- Amend Schedule A – Land Use Designations and Overlays of the Official Plan to redesignate the lands within the Western Annex from Special Study Area, Residential, Parks and Open Space, Environmental Protection to "Residential", "Parks and Open Space" and "Environmental Protection" as per Schedule "C" of the proposed Official Plan Amendment.
- Amend Schedule A – Land Use Designations and Overlays of the Town of Perth Official Plan be amended to include the "Hazard Lands Overlay" as shown in the attached Schedule B – Proposed Land Use Designations".
- Amend Schedule B – Transportation and Utility Corridors to include proposed road classification for the Western Annex Lands as shown in attached Schedule "C – Proposed Road Classification".
- Add a new Schedule C – Western Annex Land Use Concept Plan to the Town of Perth Official Plan to guide future land use and development of the Western Annex Lands.

PART B – THE AMENDMENT

Introductory Statement

All of this part of the document entitled Part B – The Amendment, consisting of the text in Schedule “B” and changes to the Official Plan land designations in Schedule “B”, changes to the road classifications as described in Schedule “C”, and the Western Annex Land Use Concept Plan included as Schedule D attached hereto, constitutes Amendment No. 2023 - XX to the Official Plan for the Town of Perth including amendments per By-law 3304-16 (OPA Amendment #16) passed April 16, 2019.

Details of the Amendment

It is recommended that Policy 8.1.4.2 (a) be amended as provided in the attached text.

It is recommended that Section 8.10 entitled ‘Western Annex Lands’ be added to the Town of Perth Official Plan as provided in the attached text.

It is recommended that Schedule A – Land Use Designations and Overlays of the Town of Perth Official Plan be amended to have the Western Annex Lands redesignated from ‘Special Study Area’, ‘Parks and Open Space’ and ‘Environmental Protection’ to ‘Residential Area’, ‘Parks and Open Space’, and ‘Environmental Protection’ as shown in the attached Schedule B – Proposed Land Use Designations”.

It is recommended that Schedule A – Land Use Designations and Overlays of the Town of Perth Official Plan be amended to include the “Hazard Lands Overlay’ as shown in the attached Schedule B – Proposed Land Use Designations”.

It is recommended that Schedule B – Transportation and Utility Corridors of the Town of Perth Official Plan be amended to add the proposed road classification for the Western Annex Lands as shown in attached Schedule “C – Proposed Road Classification”.

It is recommended that the Land Use Concept Plan as shown in the attached Schedule D be added to the Town of Perth Official Plan as Schedule C – Western Annex Land Use Concept Plan.

Implementation and Interpretation

The implementation and interpretation of this Amendment shall be in accordance with all other relevant policies of the Official Plan for the Town of Perth. In event of a conflict, the policies of Section 8.10 – Western Annex Lands will have precedence.

Schedule B - Proposed Official Plan Amendment Text

Amend Section 8.1.4 - New Residential Area Designation

Subsection 8.1.4.2 Development Concept. Policy (a) be amended to delete “particularly the Perth Golf Course.” The Perth Golf Course is not designated as New Residential Area and therefore policies in section 8.1.4 will not be applied to the Western Annex Lands.

Proposed New Section 8.10 – Western Annex Lands

8.10 - Western Annex Lands

8.10.1 General Scope

A new comprehensively planned residential neighbourhood will be developed west of the Tay River in keeping with the Town’s growth management strategy. The Western Annex is intended to be a walkable residential community inspired by the Town’s rich heritage character that provides diverse housing options and quality recreational opportunities with strong connections to the Tay River and downtown Perth. This residential area will be developed based on the policies below. In the event of a conflict with policies in other sections of the Official Plan, the policies of Section 8.10 will take precedence.

8.10.2 Goal

To create a compact, walkable residential neighbourhood that provides quality park and trail amenities, protects the surrounding natural heritage, and results in the efficient use of municipal services.

The following policies contained in Sections 8.10.1 to 8.10.10 shall apply to the lands shown on Schedule “B”.

8.10.3 Objectives

1. Provide for a range of housing types and densities, to support a variety of lifestyles and to meet diverse housing needs.
2. Create a multi-modal transportation network that provides safe and convenient connections to neighbourhood destinations within the Western Annex and to adjacent neighbourhoods and downtown Perth.
3. Protect, maintain and enhance the Tay River corridor, environmentally significant wetlands, and surrounding natural heritage features.
4. Provide active and passive recreational opportunities for all ages and abilities that foster community connections, encourage active lifestyles and enhance community well-being.
5. Encourage a high standard of urban design that contributes to a strong a sense of place.
6. Require all development to be on full municipal water and sanitary services, without restrictions on sanitary allocations.
7. Ensure a logical progression of the planned and orderly phasing of the development and future build out based on housing demand.

8.10.4 Residential Area Designation

8.10.4.1 Permitted Uses in the Residential Area Designation

The following uses are permitted in the 'Residential Area' designation:

1. Residential uses
2. Parks and recreational facilities
3. Home Based Businesses
4. Golf course clubhouse
5. Small-scale neighbourhood-serving commercial uses
6. Municipal services and utilities including but not limited to stormwater ponds, sanitary systems, and water infrastructure.

8.10.4.2 Residential Policies

1. Permit a variety of housing types, sizes and densities to meet diverse household needs. Ground-oriented housing including row houses and townhouses is strongly encouraged to help achieve the housing mix targets of the Official Plan.
2. Encourage residential development with a mix of incomes and a general density target of 19 dwelling units per gross hectare.
3. Enable compact, efficient development through smaller lot sizes and reduced yard requirements that support a range of housing types.
4. Permit additional dwelling units in all single-detached, semi-detached, rowhouse and townhouse dwellings as a means of increasing housing supply and options for all demographics.
5. Support limited small-scale, pedestrian-oriented, neighbourhood-serving commercial uses, as ancillary to the Golf Course building area.
6. Permit compatible home based business uses where they are accessory to the residential use in an effort to diversify the local economy and to reduce people's reliance on the automobile.
7. Permit the continued operation of the Perth Golf Course including the clubhouse and support the redevelopment, and expansion of the clubhouse to include commercial uses which serve the broader community.

8.10.5 Parks and Open Space Designation

8.10.5.1 Permitted Uses in the Parks and Open Space Designation

The following uses are permitted in the 'Parks and Open Space' designation:

1. Neighbourhood parks, community parks, natural green spaces, golf course, walking and cycling trails.
2. Municipal services and utilities including but not limited to stormwater ponds, sanitary systems, and water infrastructure.

8.10.5.2 Parks and Open Space Policies

1. Locate neighbourhood and community parks such that residents will generally have access to a park within a convenient 5-minute walk of each dwelling.
2. Parks shall have frontage onto public roads and park features shall be sited to ensure visibility from the street to promote a sense of safety and security and to ensure public accessibility.
3. Parks shall be designed to offer amenities in keeping with the needs of the Town of Perth.

4. The retention of existing tree stands within parks is encouraged to provide shade, neighbourhood cooling, and other environmental benefits.
5. An integrated system of trails for all ages and abilities that encourages all-season use, and connects the community to natural features, existing trails, and the historic downtown shall be provided.
6. The precise location of the Parks and Open Space lands shown conceptually on Schedule A – Land Use Designations, will be determined at the detailed design stage.

8.10.6 Environmental Protection Area Designation

8.10.6.1 Permitted Uses in the Environmental Protection Area Designation

The following uses are permitted in the 'Environmental Protection Area' designation:

1. Conservation uses
2. Existing golf course
3. Low impact recreational trails and boardwalks
4. Temporary structures with no long-term impact that support educational activities
5. Passive recreational activities that do not require site alteration
6. Flood mitigation works and infrastructure

8.10.6.2 Environmental Protection Policies

1. Ensure natural heritage features, as defined in an EIS written by a qualified professional, specifically Grants Creek PSW, the Tay River and tributaries, and significant woodlands, wildlife habitat, and important linkages between them are supported. Development shall have no net negative impacts on the natural features or on their ecological function, in accordance with recommendations arising from a site-specific EIS conducted according to best practices and accepted guideline documents.
2. Development adjacent to natural features shall be setback 30 metres except where it can be shown that a net benefit can be achieved to enhance, restore or protect the values or functions associated with the feature.
3. The use of alternative low impact development techniques for stormwater management is encouraged where suitable conditions exist to support groundwater recharge and reduce stormwater runoff.
4. Trail development that uses environmentally sensitive design principles and construction practices may be supported along the Tay River corridor and within the setback buffer of Grants Creek Wetland. Trail users shall be encouraged to stay on the designated path to avoid damage to adjacent sensitive environments through signage and trail design.

8.10.7 Natural Hazards

Natural hazards are lands that could be unsafe for development due to flooding (at or below the 1:100 year flood elevation), erosion, river meander, unstable slopes, sensitive marine clays or organic soils. The following policies apply to lands within the Natural Hazard Overlay as shown on Schedule A - Land Use Designations and Overlays.

8.10.7.1 Permitted Uses in the Flood Plains, Hazardous Lands and Hazardous Sites

1. Flood or erosion mitigation works
2. Linear servicing infrastructure, including require transportation infrastructure such as bridges
3. Passive non-structural uses which do not affect flood flows
4. Non-structural recreational uses including pathways and golf course playing surfaces
5. Non-structural conservation and education activities

8.10.7.2 Natural Hazard Policies

1. Development is not permitted in lands subject to natural hazards unless:
 1. associated with and supports a permitted use, and
 2. approved by Council, and
 3. approved under the Conservation Authorities Act if applicable.
2. Site alterations are not permitted on lands subject to natural hazards unless approved under the Conservation Authorities Act where applicable and is one of the following:
 1. flood or erosion control work;
 2. municipal linear infrastructure that has completed an EA process;
 3. a waterside dock or deck;
 4. supports restoration or improvements to the natural environment; or
 5. a site alteration which mitigates, removes or reduces the hazard risk without adverse impacts in accordance with provincial guidelines and policies.
3. The flood plain boundary shown on Schedule A is determined by the RVCA. Changes to the flood plain boundary shall not require an Official Plan Amendment. Any change to the flood plain boundary shall follow the normal permitting process with the Conservancy Authority.

8.10.8 Transportation Network

Notwithstanding the policies in the Official Plan, the following shall apply to the Western Annex Lands.

8.10.8.1 Transportation Policies

1. Establish a street network based on a modified grid that provides a well connected, integrated and efficient transportation network that supports safe and convenient movement of pedestrians, cyclists, and vehicles within the Western Annex and connecting to Downtown Perth.
2. Ensure that parks and neighbourhood services and amenities are easily accessible by all modes of transportation by people of all ages and abilities.
3. Short block lengths are encouraged to promote efficient transportation patterns and a walkable neighbourhood design. Longer blocks shall provide pedestrian pathways for convenient travel between adjacent streets.
4. Alternative design standards such as reduced road right of way widths are supported where they are more cost-effective, lessen environmental impact, are designed for low travel speeds and promote a safe and comfortable pedestrian environment.
5. Street trees shall be required for all public roads to provide shade, reduce heat absorption and provide an attractive streetscape.

8.10.8.2 Street Hierarchy

The street classification shown in Schedule C to this Amendment shall be applied to lands in the Western Annex Lands based on the function and level of service required for each municipal street and adjacent land uses.

1. Collector streets shall serve as the primary route connecting local roads within the Western Annex and connecting the Western Annex to adjacent neighbourhoods. Collector streets shall have a 23.0 metre right-of-way and accommodate a sidewalk and a dedicated on-street cycling lane to encourage walking and cycling to neighbourhood destinations and into downtown Perth, and be generally consistent with the cross-section shown in **Figure 1**.
2. Local streets are intended to provide a comfortable pedestrian experience with relatively low levels of local vehicular traffic. The local street network shall facilitate logical, direct, permeable, and safe neighbourhood connections and shall have a right-of-way width between 16.75 and 18.5 metres.
 - a) 18.5 metre Road Right-of-way: These routes will connect pedestrians from the collector road and community open spaces to areas throughout the neighbourhood. These streets provide a sidewalk along one side of the street, one travel-lane each direction, and parking on one side and shall be generally consistent with the cross-section shown in **Figure 2**.
 - b) 16.75 metre Road Right-of-Way: These routes use shared public space with no designated sidewalk; it provides one drive lane in each direction, on-street parking on one side, and street trees in grass boulevard on both sides of the street and shall be generally consistent with the cross-section shown in **Figure 3**.

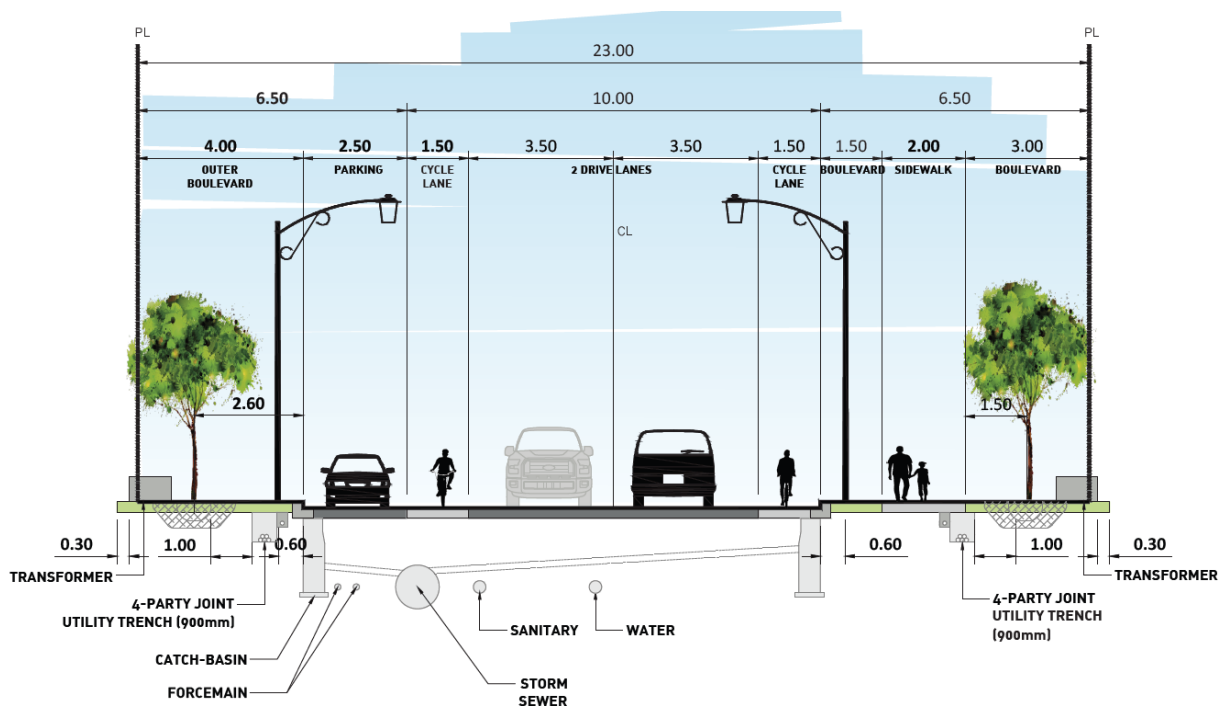


Figure 1. Collector Street with 23 m ROW

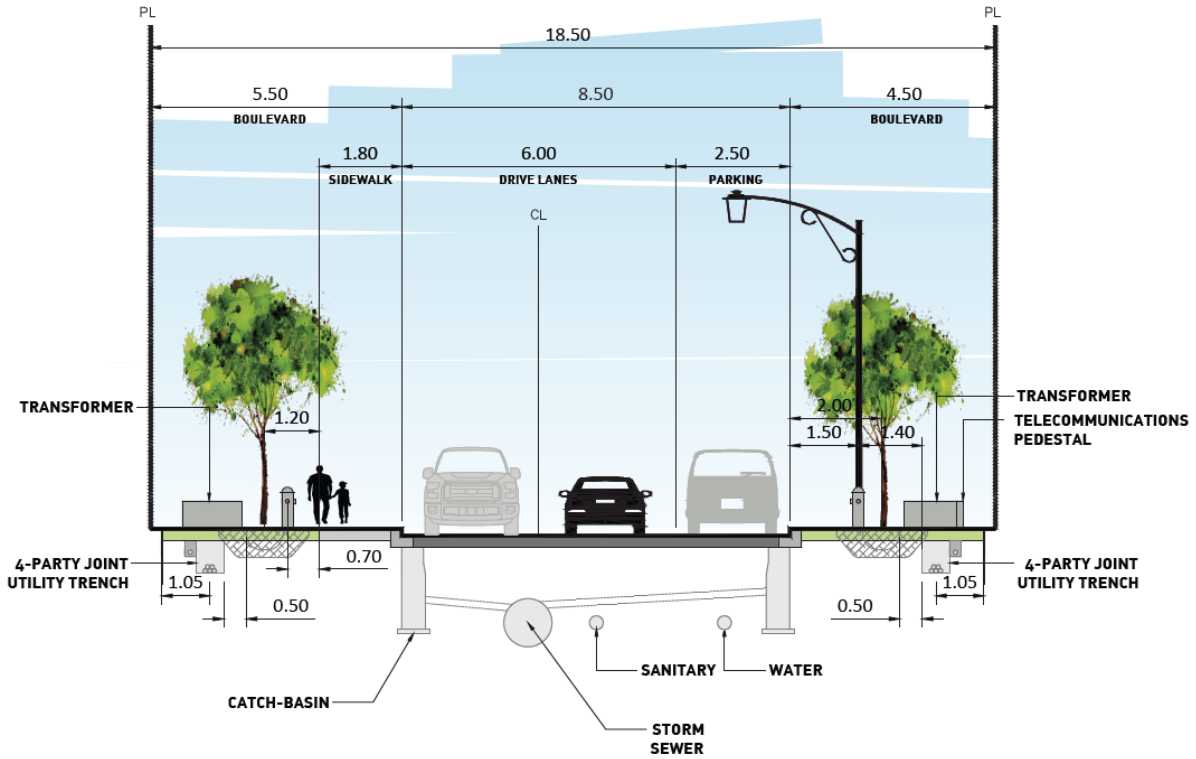


Figure 2. Local Street with 18.5 m ROW

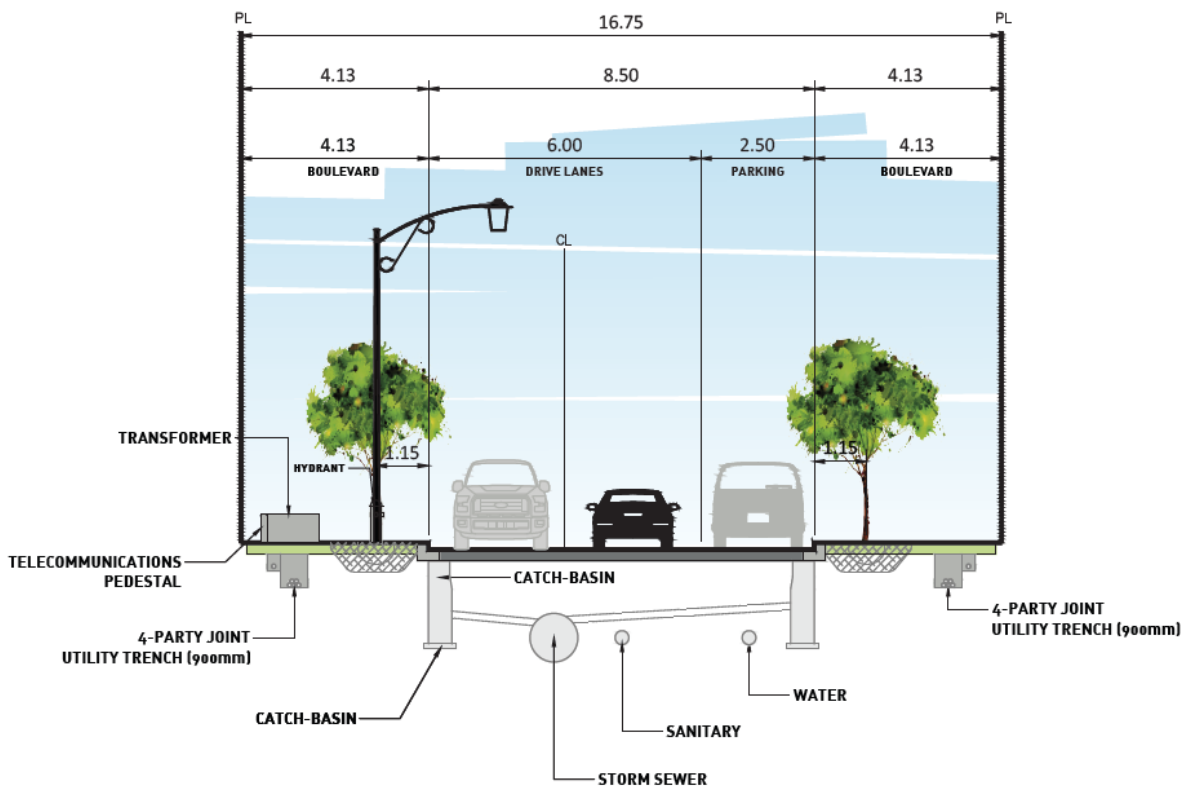


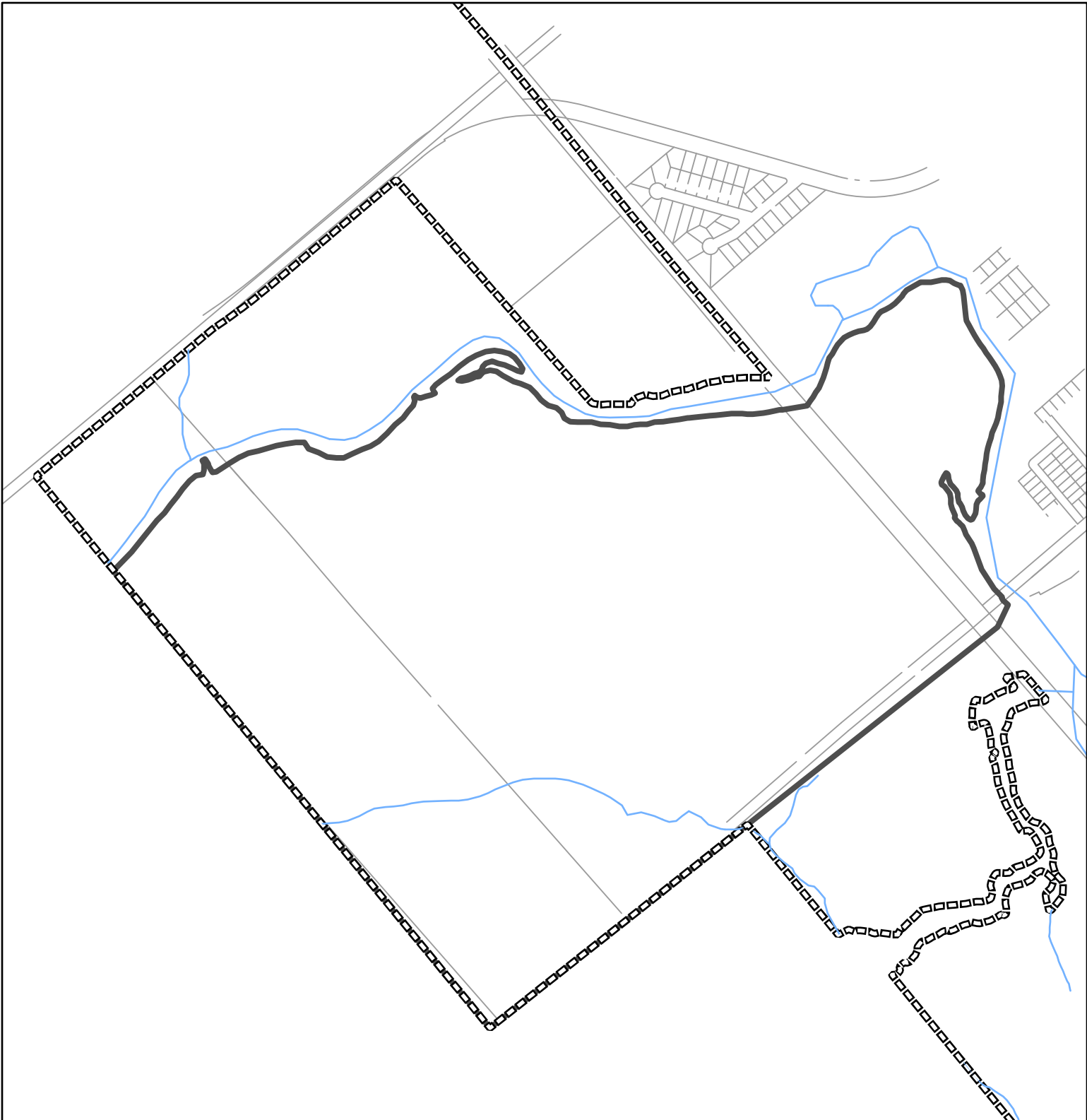
Figure 3. Local Street with 16.75 m ROW

8.10.9 Community Design Policies




1. Consideration for community gateways should be explored with the Town, where appropriate.
2. Landscape features shall be integrated throughout the Western Annex as a defining character element.
3. Building design shall contribute to a sense of place and an attractive public realm.
4. Porches, stairs, canopies and other entrance features shall be permitted to encroach into the required front yard of residential uses to provide visual interest and contribute to an attractive public realm.

8.10.10 Implementation Policies

1. The policies in this section are specific to land within the Western Annex. In the event of a conflict with policies in other sections of the Official Plan, the policies of Section 8.10 will take precedence.
2. The boundaries of the land use designations established in the Western Annex are intended to be approximate and shall be considered as absolute only where they coincide with roads, rivers, or lot lines or other clearly defined physical features.
3. Where land use designation boundaries are considered approximate, amendments to the Official Plan will not be required to make minor boundary adjustments provided the intent of the Official Plan is maintained.
4. Should the Golf Course and its operations cease to exist due to financial or other matters, the lands shall be available for development in keeping with Section 8.10 Residential – Western Annex Lands policies of this Official Plan.
5. The flood plain shown on Schedule A may be revised to reflect site specific conditions without requiring an Official Plan Amendment.



CAIVAN

-  Town of Perth Municipal Boundary/
Settlement Area Boundary
-  Western Annex Lands Boundary
-  Watercourse

Western Annex Lands

Schedule A


Subject Lands - Western Annex

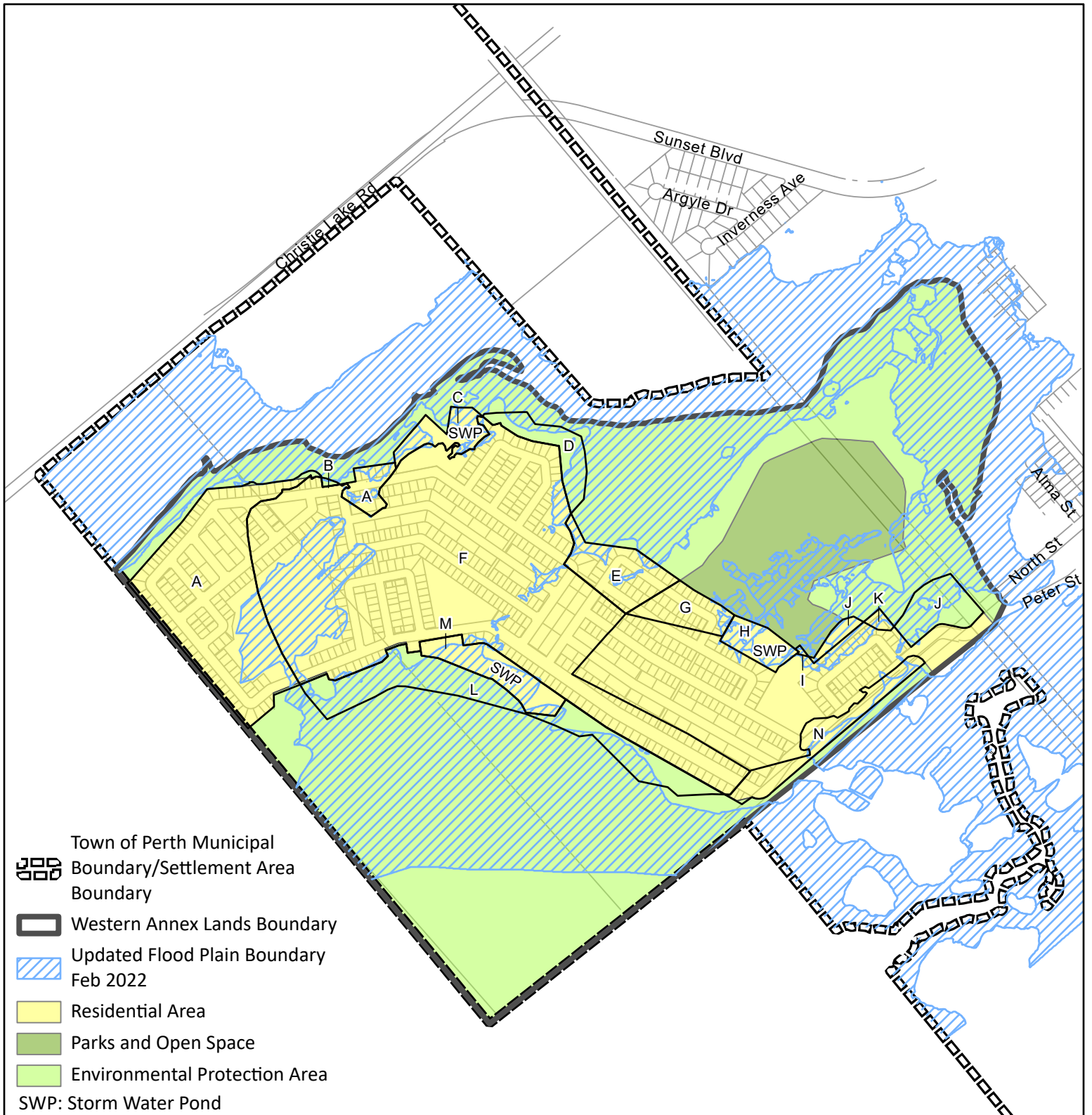
Prepared by WSP
February 2023







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-  Town of Perth Municipal Boundary/Settlement Area Boundary
 -  Western Annex Lands Boundary
 -  Updated Flood Plain Boundary Feb 2022
 -  Residential Area
 -  Parks and Open Space
 -  Environmental Protection Area
- SWP: Storm Water Pond

CAIVAN

Western Annex Lands

Schedule B

Proposed Land Use Designations

Prepared by WSP
February 2023

Area F, M to be redesignated from Special Study Area to Residential Area

Areas B, D, and L to be redesignated from Special Study Area to Environmental Protection Area


Areas J to be redesignated from Residential Area to Environmental Protection Area

Areas A, C, E, K, and N to be redesignated from Environmental Protection Area to Residential Area

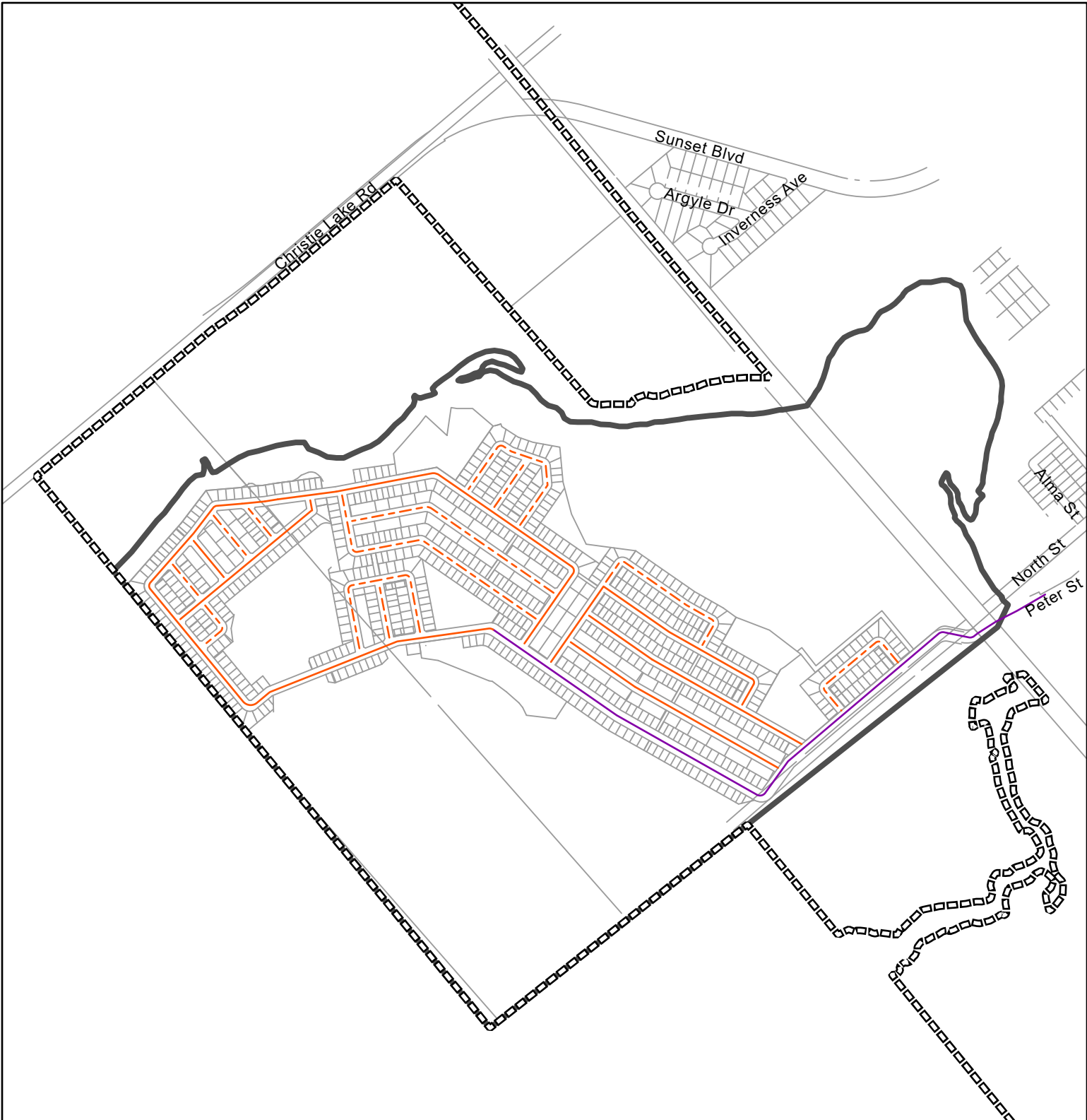
Areas G, H, and I to be redesignated from Parks and Open Space to Residential Area

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Western Annex Lands

Schedule C

Road Classifications

Prepared by WSP
February 2023

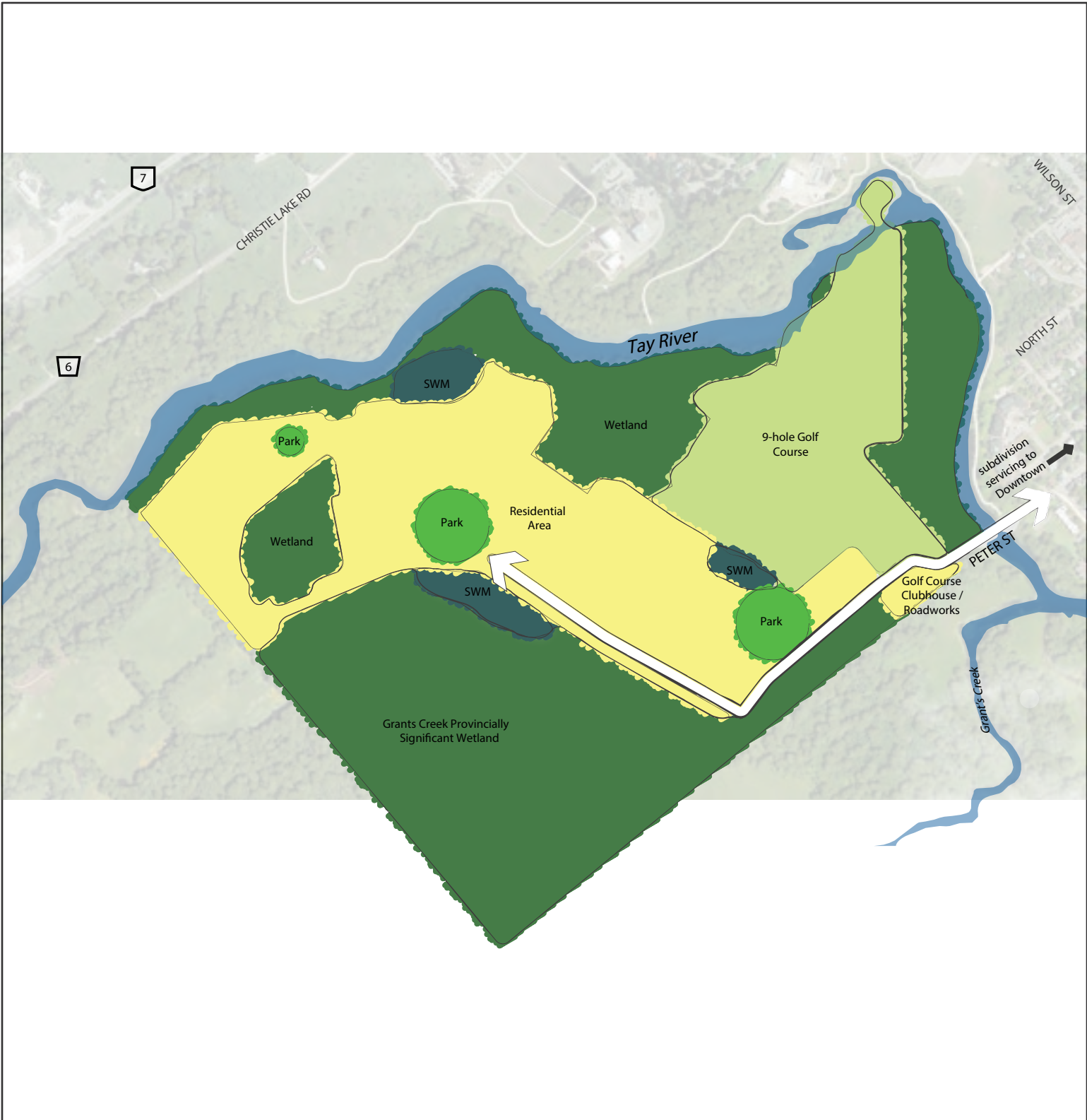
-  Town of Perth Municipal Boundary/
Settlement Area Boundary
-  Western Annex Lands Boundary
-  Western Annex Local (18.5 m ROW)
-  Western Annex Local (16.75 m ROW)
-  Western Annex Collector (23.0 m ROW)

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CAIVAN

Western Annex Lands

Schedule D

Western Annex Land Use
Concept Plan

Prepared by WSP
February 2023

LEGEND

- Residential Area
- Golf Course
- Parks
- Stormwater Ponds
- Open Space
- Collector Road

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Appendix

B

Draft Zoning By-law Amendment

DRAFT BY-LAW NO. 2023-XX

A by-law of the Town of Perth to amend By-law No. 3358 entitled 'Comprehensive Zoning By-law', Consolidated to December 2022 to change the zoning of the lands legally described as:

- Part of Lot 26 and 27 Concession 1, Geographic Township of Bathurst
- Part of Lot 25 and 26 Concession 2, Geographic Township of Bathurst
- Part of Park Lots 1,2, and 3 in Lot 27 Concession 2, Geographic Township of Bathurst
- Part of Lot 26 and 27 Concession 1, Geographic Township of Bathurst
- Part of the Road Allowance between Concessions 1 & 2, Geographic Township of Bathurst
- Part of Lot 1 in Southeast Half Lot 1, Concession 1 Compiled Plan No.8828, Geographic Township of Drummond
- Part of Lot 1 in Southeast Half Lot 1, Concession 2 Compiled Plan No.8828, Geographic Township of Drummond
- Part of the Road Allowance Between Geographic Townships of Bathurst and Drummond

The Council of the Town of Perth, pursuant to Section 34 of the Planning Act, R.S.O. 1990, enacts as follows:

The Zoning Schedule A of By-law No. 3358 is amended by rezoning the lands shown on Attachment 1 to this by-law as follows:

1. To add a new Section 23: Residential – Western Annex Lands to the Comprehensive Zoning By-law with the following provisions:

Section 23: Residential – Western Annex Lands (R-WAL)

The general intent and purpose of the Residential – Western Annex Lands is to:

- a) allow predominantly residential uses; and
- b) permit different development standards, primarily for the Western Annex Land area, which promote efficient land use and compact form while showcasing newer design approaches.

23.1 Permitted Uses

- Accessory Buildings or Structures
- Additional Dwelling
- Clinic
- Convenience store or confectionary store
- Golf Course Club House and ancillary uses (restaurant, spa, conference rooms)
- Home Based Business
- Semi-detached Dwellings
- Single Detached Dwelling
- Park
- Public use or public service facility
- Rowhouse and Townhouse Dwelling
- Wellness Centre

23.2 Zone Requirements

Requirement	Semi-detached/ Rowhouse/Townhouse	Single Detached Dwelling
minimum lot area	137 m ²	137 m ²

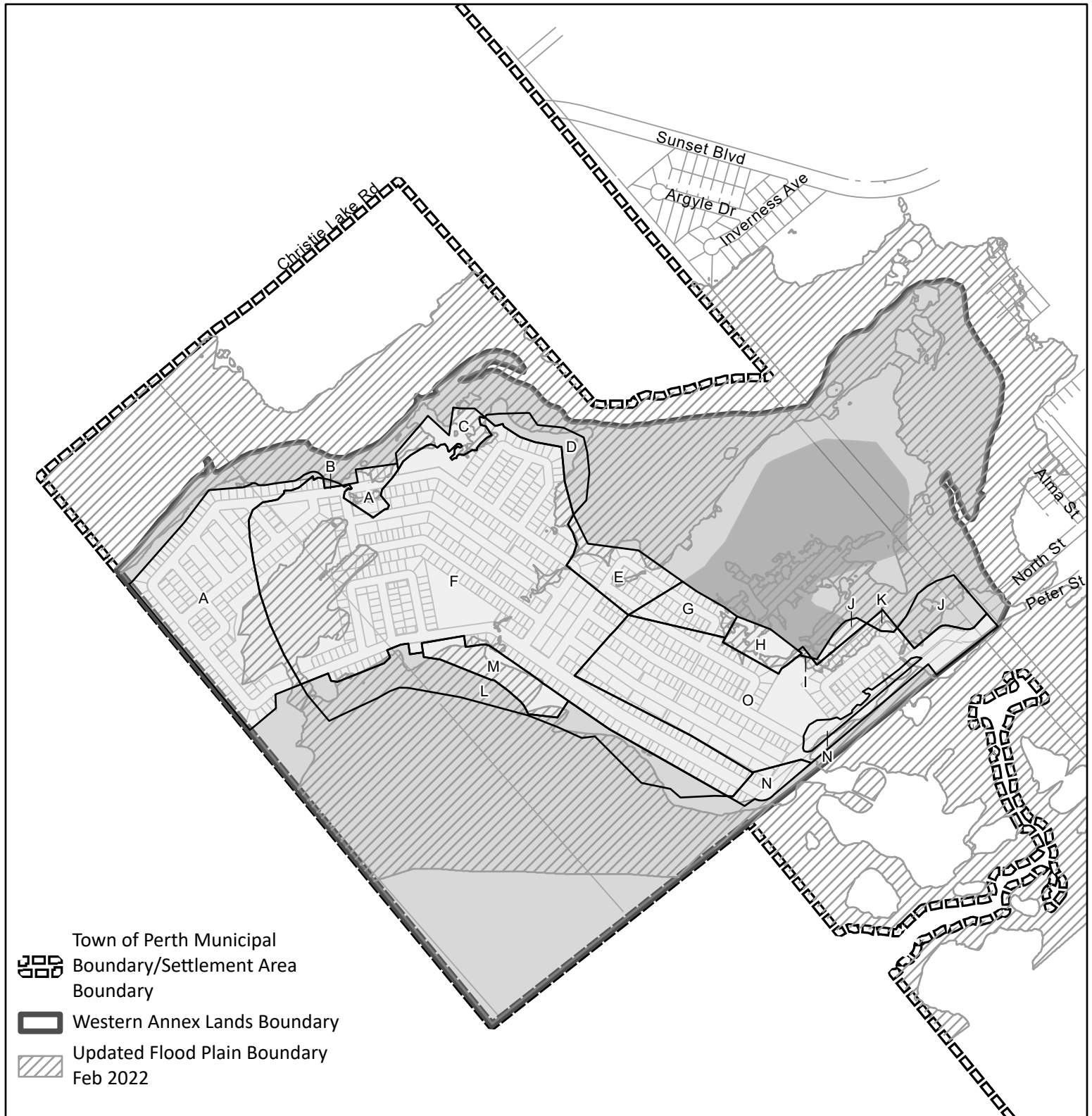
Requirement	Semi-detached/ Rowhouse/Townhouse	Single Detached Dwelling
minimum lot frontage	7.3 m	9.4 m
minimum front yard	3.0 m	3.0 m
minimum interior side yard	0 m	1.8 m total, with a minimum setback on one side not less than 0.6 m
minimum exterior side yard	1.5 m	2.5 m
minimum rear yard	6.0 m, except that the minimum rear yard may be reduced to 4.5 m for up to 50% of the lot width provided the total rear yard exceeds 33 m ²	6.0 m, except that the minimum rear yard may be reduced to 4.5 m for up to 50% of the lot width provided the total rear yard exceeds 33 m ²
maximum height:	14.0 m	14.0 m
maximum lot coverage:	65%	55%




23.3 Additional Requirements

- a) Notwithstanding any other provisions of this by-law, one parking space is required for each dwelling unit. Parking may occur within a garage or driveway including those portions of the driveway that are located within the public right-of-way.
- b) Notwithstanding Section 4.35 “Parking and Storage of Motor Vehicles” or any other provisions of this by-law, a maximum of 60% of the area of the front yard or the required minimum width of one parking space, whichever is greater, may be used for a driveway.
- c) Any front yard not required for a driveway, a walkway up to 1.8 m in width, or covered by a projection permitted in subsection (f) below, shall be landscaped with soft landscaping.
- d) Notwithstanding Section 4.19.4 “Employees, Hours and Parking for Home Based Businesses”, or any other provisions of this bylaw, no additional parking spaces are required for a home based business except that one additional parking space will be required for each non-resident employee that works on the premise.
- e) Section 4.28 “Lot Coverage, Impervious Surfaces” of this by-law does not apply to residential uses within the Western Annex.
- f) Notwithstanding Section 4.37 “Permitted Projections” of this by-law:
 - i. a porch or balcony may project up to 2.0 m into a required front yard but may be no closer than 1.0 m to the front lot line.
 - ii. stairs may project up to 2.5 m into a required front yard but may be no closer than 0.5 m to the front lot line.

- iii. An air conditioner or heat pump may project up to 2.0 m into a required side, rear or front yard but shall not be located no closer than 0.2 m from any lot line.
2. To rezone the lands identified as Area O on Schedule A as attached from Residential First Density Holding (R1-h) to Residential – Western Annex Lands (R-WAL).
3. To rezone the lands identified as Areas F, G, H, I, M on attached Schedule A from Open Space Holding (OS-h) Zone to Residential – Western Annex Lands (R-WAL).
4. To rezone the lands identified as Areas A, C, E, K, and N from Environmental Protection (EP) Zone to Residential – Western Annex Lands (R-WAL).
5. To rezone the lands identified as Areas B, D, and L on Schedule A as attached from Open Space Holding (OS-h) to Environmental Protection (EP).
6. To rezone the lands identified as Area J on Schedule A as attached from Residential First Density Holding (R1-h) to Environmental Protection (EP).
7. Notwithstanding any other provisions in the Zoning By-law, the following are permitted uses in the EP Zone for the Western Annex Lands:
 - a) Conservation uses
 - b) Existing golf course
 - c) Low impact recreational trails and boardwalks
 - d) Temporary structures with no long-term impact that support educational activities
 - e) Passive recreational activities that do not require site alteration
 - f) Flood mitigation works and infrastructure
 - g) Flood or erosion mitigation works
 - h) Linear servicing infrastructure
 - i) Passive non-structural uses which do not affect flood flows
 - j) Non-structural recreational uses including pathways and golf course playing surfaces
 - k) Non-structural conservation and education activities

ENACTED AND PASSED this _____ day of _____, 2023



-  Town of Perth Municipal Boundary/Settlement Area Boundary
-  Western Annex Lands Boundary
-  Updated Flood Plain Boundary Feb 2022

CAIVAN

Western Annex Lands

Schedule A

Draft Zoning Bylaw Amendment

Prepared by WSP
February 2023

Area F, M to be rezoned from Open Space Holding (OS-h) to Residential – Western Annex Lands (R-WAL)

Areas B, D, and L to be rezoned from Open Space Holding (OS-h) to Environmental Protection Area (EP)

Area O to be rezoned from Residential First Density Holding (R1-h) to Residential - Western Annex Lands (R-WAL)


Areas J to be rezoned from Residential First Density Holding (R1-h) to Environmental Protection Area (EP)

Areas A, C, E, K, and N to be rezoned from Environmental Protection Area (EP) to Residential – Western Annex Lands (R-WAL)

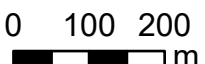
Areas G, H, and I to be rezoned from Open Space Holding (OS-h) to Residential – Western Annex Lands (R-WAL)

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Appendix

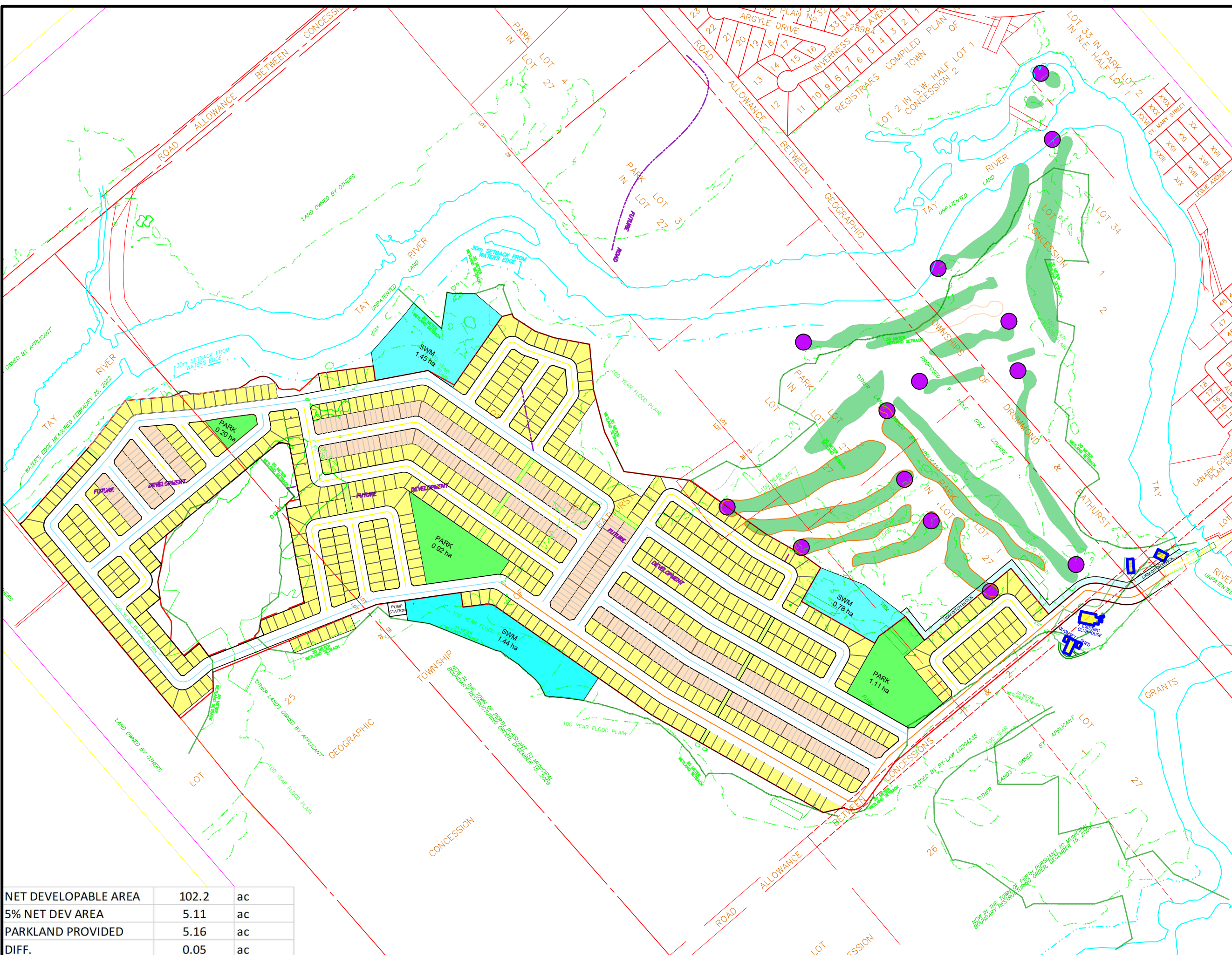
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Development
Concept Plan

CAIVAN

LEGEND:

- 24' STANDARD TOWNHOUSE
- DETACHED HOME
- 23m ROW
- 18.5m ROW
- 16.75m ROW
- PATHWAY
- 100 YEAR FLOOD PLAIN
- 30m WETLAND SETBACK



LOT COUNT

UNIT TYPE	# UNITS	%
RLTH	0	0
B2B	0	0
24' STND TH	299	32
35' SINGLE	116	12
37' SINGLE	65	7
42' SINGLE	231	25
50' SINGLE	228	24
TOTAL	939	100

REV #	DESCRIPTION	DATE
03		
02		
01		

PROJECT NAME:
PERTH GOLF

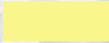



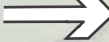
DRAWING NAME:
SECOND SUBMISSION DRAFT

DATE: 13/01/2023	DRAWING NO: SK-23
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DRAWN BY: CH/ED **OTL305**

NET DEVELOPABLE AREA	102.2	ac
5% NET DEV AREA	5.11	ac
PARKLAND PROVIDED	5.16	ac
DIFF.	0.05	ac

LEGEND

-  Residential Area
-  Golf Course
-  Parks
-  Stormwater Ponds
-  Open Space
-  Collector Road

7

CHRISTIE LAKE RD

Tay River

NORTH ST

WILSON ST

6

SWM

Wetland

9-hole Golf Course

subdivision servicing to Downtown

Park

Residential Area

Wetland

Park

SWM

Golf Course Clubhouse / Roadworks

PETER ST

Park

SWM

Grants Creek Provincially Significant Wetland

Grant's Creek

