

February 14, 2023

Julie Stewart, Planner
County of Lanark
99 Christie Lake Road
Perth, ON
K7H 3C6

**RE: Carleton and Lanark Subdivision
Part of Lot 1, Concession 7, Geographic Township of Ramsay, and
Part of Lots 7 – 17, 19 – 27, 34 – 50, 53, 54, 68 – 81, 104 – 121, Park Lot D, and Part of
Park Lots A – C, and Part of Carleton and Lanark Streets
Registered Plan 3469
Town of Carleton Place
COUNTY OF LANARK**

Dear Ms. Stewart,

ZanderPlan Inc. has been retained by Inverness Homes to assist with an Application for Subdivision for the lands located on Lanark and Carleton Streets as described above. The subdivision will incorporate a mix of medium and high-density residential uses with new park / open space areas. The subdivision will include 26 semi-detached units, 42 three-unit townhome units, 20 four-unit townhome units, and 168 Stacked Townhome units for a total of 256 residential units within the subdivision. The subdivision will utilize two existing streets, Carleton Street and Lanark Street, which will be extended to provide road frontage for new development. The higher density block will have separate off-street parking.

In support of the proposed subdivision Civil Engineering has been completed by Robinson Land Development. A Traffic Impact Study was completed by D.J. Halpenny & Associates Ltd. BCH Environmental Consulting Inc. completed an Environmental Impact Study (EIS) and Tree Conservation Report. Paterson Group has completed a Geotechnical Study. Peter Mansfield designed the High Density Block and completed an Urban Design Brief. This report will provide planning justification for the new subdivision along with addressing land use compatibility to nearby uses in the Industrial Park.

SUBJECT PROPERTY

The subject property is located along Lanark and Carleton Streets falling in Part of Lot 1, Concession 7, Geographic Township of Ramsay, and Part of Lots 7 – 17, 19 – 27, 34 – 50, 53, 54, 68 – 81, 104 – 121, Park Lot D, and Part of Park Lots A – C, and Part of Carleton and Lanark Streets, Registered Plan 3469 (See Figure 1). The lands are mainly vacant and cleared with few mature trees or areas of vegetation. GIS mapping for the subdivision lands currently show a number of different land parcels within the boundary as seen in Figure 1 below.



Figure 1 – Showing the Boundary of the Proposed Subdivision

Lands to the south and west of the proposed subdivision are comprised mainly of lower density residential uses. Lands to the west also consist of large open area with treed vegetation and no built development. These lands fall within the boundary of Carleton Place fronting to Edmund Street and Thomas Street respectively. Lands to the north and east of the property consist of industrial land uses located along Industrial Avenue, Bruce Crescent, and Bates Drive. New sensitive residential uses proposed next to the industrial uses must address applicable land use compatibility criteria set forth in the the D-Series Guides.

ENVIRONMENTAL LAND USE PLANNING GUIDES (D-SERIES GUIDELINES)

The Province of Ontario Environmental Land Use Planning Guides, typically referred to as the D-Series Guidelines, speak to environmental considerations and requirements for industrial land use, sensitive lands, sewage and water services, and private wells. Industrial uses are located to the north and east of the subdivision lands. The **D-1-3** guide provides definitions for Land Use Compatibility assessments including a definition for a sensitive land use:

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

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

The semi-detached and townhome dwellings proposed within the subdivision would be considered sensitive uses. Depending on the interpretation of sensitive use the park areas proposed within the subdivision and at the northwest end would be considered sensitive also. There are no major institutions, agricultural operations or wildlife sanctuaries proposed within the subdivision.

The **D-1-3 guide** provides definitions for three separate classes of Industrial Facility based on the size of the use, daily operations, emissions, and site activity. The definitions for Class I, II and III Industrial Facilities are as follows:

Class I Industrial Facility

A place of business for a small scale, self-contained plant or building which produces/stores a product which is contained in a package and has low probability of fugitive emissions. Outputs are infrequent, and could be point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration. There are daytime operations only, with infrequent movement of products and/or heavy trucks and no outside storage. See Guideline D-6, "Compatibility Between Industrial Facilities and Sensitive Land Uses" for classification criteria and examples to categorize a specific industry.

Class II Industrial Facility

A place of business for medium scale processing and manufacturing with outdoor storage of wastes or materials (i.e. it has an open process) and/or there are periodic outputs of minor annoyance. There are occasional outputs of either point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration, and low probability of fugitive emissions. Shift operations are permitted and there is frequent movement of products and/or heavy trucks during daytime hours. See Guideline D-6, "Compatibility Between Industrial Facilities and Sensitive Land Uses" for classification criteria and examples to categorize a specific industry.

Class III Industrial Facility

A place of business for large scale manufacturing or processing, characterized by: large physical size, outside storage of raw and finished products, large production volumes and continuous movement of products and employees during daily shift operations. It has frequent outputs of point source and fugitive emissions of significant impact and there is high probability of fugitive emissions. See Guideline D-6, "Compatibility Between Industrial Facilities and Sensitive Land Uses" for classification criteria and examples to categorize a specific industry.

The **D-6 Guide** speaks to separation between sensitive land uses and industrial facilities and can be assessed in two different ways, through influence areas and through required separation distances. Influence areas are areas where one or more adverse effects may be experienced. Influence areas are not a strict setback for the development of sensitive uses. The Ministry has established the following influence areas for industrial uses:

Class I — 70 metres

Class II — 300 metres

Class III — 1000 metres

New sensitive uses can be established within the influence areas of industrial uses, and new industrial uses can be established in proximity to sensitive uses.

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

Class I—20 metres minimum separation distance

Class II—70 metres minimum separation distance

Class III—300 metres minimum separation distance

Separation distance measurements can be completed in one of two ways. General land use plans measure from the area designated for the industrial use to the area designated for the sensitive use. This method is generally applied when the industrial and sensitive uses share a common property line. Site specific plans measure from the closest existing, committed or proposed property/lot line of the industrial land use to the property/lot line of the closest existing, committed or proposed sensitive land use. This approach is used when other lands intervene between the industrial property and sensitive use property. Intervening uses could include, but are not limited to, infrastructure like roads, natural areas, or other sensitive or non-sensitive uses located between the proposed sensitive use and the industrial facility. This method provides for the full use and enjoyment of both properties.

The **D-6-1 Guide** provides industrial classification criteria to establish the class of use based on factors like outputs, scale, process, and operation/intensity. Separation distance varies depending on class of industry. Given the largest required separation possible is 300 metres for a Class III facility a site visit was conducted on October 3, 2022 to identify all industrial uses/properties within 300 metres of the subdivision lands. An inventory of all the industrial land uses within 300 metres of the subject property is provided in Table A. The parcel ID identified in the table corresponds to Figure 2 of this report. Industrial Categorization has been determined using the D-6-1 Guide as reference.

Table A – Industrial Classification for Uses Abutting Sunny Hill Subdivision				
Parcel ID	Address	Uses / Businesses	Site Visit Notes / Research	Industrial Categorization
A	26 Industrial Avenue	Eteros	<ul style="list-style-type: none"> - Provides tooling, fixtures and other custom manufactured parts (website). - Machinists and fabricators manufacture in the in-house machine shop (website). - All processes appeared contained within the building, two large tanks on the Northeast side of the building facing Industrial Ave. - Large parking area abutting to the Northwest, residential uses to the SW side of the building. - Inverness lands don't appear to abut the building but the parking area on the property. - No smoke stacks or visible emissions from the building, no smells, no noise - No exterior storage or outdoor processes. 	<p>Outputs – Class I</p> <p>Scale – Class I</p> <p>Process – Class I</p> <p>Operation/Intensity – Class I</p> <p>Examples in the Class II category in the D-6-1 Guide include similar processes, but on-site impacts witnessed were minimal. Use would be considered Class I</p>
B	Vacant	None	<ul style="list-style-type: none"> - No uses present on property - Parcel forms part of subdivision 	NA
C	100 Industrial Avenue	<ul style="list-style-type: none"> 1) Aardvark Drilling Inc. 2) Classic Alliance Motorcoach 3) The Pursuit Centre 4) Mini-Mall Storage 	<ul style="list-style-type: none"> - Multiple buildings on the property containing a variety of different uses. - South side contains two self storage building with an area for parking, Aardvark sign located near road - Smaller building contains CAM, looks to be an office, no busses parked on the property. Did not witness any buses. - Larger building at rear (west) side contains the drilling company and the Pursuit Centre - Online research shows the Pursuit Centre as a church / religious centre - No outside processes, no visible noise or odours present on the site. - Possibility of slight dust generation from gravel parking / access, but little site traffic witnessed during site visit. - No outside storage of any equipment 	<p>Outputs – Class I</p> <p>Scale – Class II</p> <p>Process – Class I</p> <p>Operation/Intensity – Class I</p> <p>Though the scale falls closer to a class II use the various buildings are separate, independent uses not related manufacturing. Impacts are minimal with no visible emissions or outputs. Use would fall under Class I</p>
D	110 Industrial Avenue	SAM BAT – The Original Maple Bat Corporation	<ul style="list-style-type: none"> - Manufacturing building with gravel parking to the front and side - Some outdoor storage, small scale (only a few sq.m), looks like wood or wood products - Fully contained within the building, no outside processes, one small smoke stack on the east side of the building - Manufacture baseball bats 	<p>Outputs – Class I</p> <p>Scale – Class I</p> <p>Process – Class I</p> <p>Operation/Intensity – Class I</p>

E	120 Industrial Avenue	DF Metal Products	<ul style="list-style-type: none"> - Small manufacturing building, no on-site activity present - No vehicles parked, no outside storage, no outside processes visible - Sign indicates precision manufacturing - Very small metal chimney - Second building attached to rear, large gravel parking area to the rear, no activity on-site noted. 	<p>Outputs – Class I</p> <p>Scale – Class I</p> <p>Process – Class I</p> <p>Operation/Intensity – Class I</p>
F	130 Industrial Avenue	Scandia Business Park – Several buildings with rental units, large range of businesses	<ul style="list-style-type: none"> - Business park contains several buildings all accessed by a common driveway from Industrial Avenue. - All businesses conduct operations within the buildings on-site - No visible signs of emissions, some general site noise and traffic - Driveway throughout is paved eliminating dust generation - Activities are contained to the interior of the site 	<p>Outputs – Class I</p> <p>Scale – Class I</p> <p>Process – Class I</p> <p>Operation/Intensity – Class I</p> <p>The site would all be categorized as Class I</p>
G	140 Industrial Avenue	Haus Pro – Home Improvement Centre	<ul style="list-style-type: none"> - Long rectangular building with gravel parking to the front and side - Second smaller building located to the rear of the main building - Outdoor storage in the rear yard, seacans and trailers used for storage - No open processes on-site, no emissions from the building. - Showroom for the various surfaces, finishes and wall treatments available through the company's website - The website includes exterior reno services like decks, awnings, sunrooms and various exterior treatments. 	<p>Outputs – Class I</p> <p>Scale – Class I</p> <p>Process – Class I</p> <p>Operation/Intensity – Class I</p>
H	150 Industrial Avenue	Carleton Refrigeration Heating & Air Conditioning Ltd.	<ul style="list-style-type: none"> - Rectangular building with gravel parking to the side, landscaped front - Site used for the building and parking, no outdoor storage or processes - Potential for dust from vehicle/service van travel on-site - No smoke stacks or emissions - No noise or odour present 	<p>Outputs – Class I</p> <p>Scale – Class I</p> <p>Process – Class I</p> <p>Operation/Intensity – Class I</p>
I	Vacant	No Uses	- Site is a large vacant area with no development of any kind	N/A
J	Vacant	No Uses	- Site is a large vacant area with no development of any kind	N/A
K	5 Bates Drive	For Sale sign on Lot	<ul style="list-style-type: none"> - Property contains an industrial style building with associated gravel parking - For sale sign on the property, does not appear to be used currently. - The building could support a Class I facility 	<p>N/A</p> <p>(Would likely be Class I if a use were present)</p>

L	15 Bates Drive	Site does not appear to be in use	<ul style="list-style-type: none"> - Smaller building with paved parking at front. - More landscaping than typically seen in the business park - Property does not appear suitable for any kind of manufacturing. - No processes or open storage currently on-site 	N/A
M	25 Bates Drive	J.A. Patterson Electric Ltd.	<ul style="list-style-type: none"> - Small industrial building with gravel parking to the side - Landscaped areas to the front, side and rear of the building - No industrial type use present, no emissions and no adverse impacts noted - Research indicates the use provides residential and commercial electrical contracting 	<p>Outputs – Class I</p> <p>Scale – Class I</p> <p>Process – Class I</p> <p>Operation/Intensity – Class I</p>
N	160 Industrial Avenue	Dica Electronics Ltd.	<ul style="list-style-type: none"> - Large property at the intersection of Industrial Avenue and Smythe Road - Large building area with several additions to the rear of the building. - Parking is located on the north, south and east sides of the building. - No audible sounds or vibration were noted, no dust or emissions present, no smoke stacks - All parking and access is paved area with some landscaping to the east and north sides - All processes are contained within the building - Website indicates the company provides electronic assembly services employing a staff of 75 people - Services industries like healthcare, security, digital imaging, and industrial controls - Variety of different machines and processing equipment inside the facility 	<p>Outputs – Class I</p> <p>Scale – Class II</p> <p>Process – Class I</p> <p>Operation/Intensity – Class II</p> <p>Though the processes and storage are mainly contained within the building the scale warrants a Class II facility</p>
O	155 Industrial Avenue	Kelford Youth Services	<ul style="list-style-type: none"> - Smaller lot containing a single building with some associated gravel parking - No manufacturing or industrial type uses on-site. - Business provides foster care services for children 	Use would not be considered an industrial use pursuant to D-6
P	145 Industrial Avenue	Carleton Place Lions Club	<ul style="list-style-type: none"> - Lot consists of a new building and paved parking area - Large open grassed areas to the north side of the building. - No apparent industrial activity on-site. 	Use would not be considered an industrial use pursuant to D-6
Q	8 Bruce Crescent	Carleton Collision Centre	<ul style="list-style-type: none"> - Vehicle repair garage with a large bay door on the south side - Gravel parking area around the sides of the building - Possible noise may result if the bay door open, but small scale nature unlikely to generate large volumes - Little activity occurring on-site 	<p>Outputs – Class I</p> <p>Scale – Class I</p> <p>Process – Class I</p> <p>Operation/Intensity – Class I</p>

R	115 Industrial Avenue	Unknown Use	<ul style="list-style-type: none"> - No clear signage or markings indicating the use of the property. - Site contains multiple industrial buildings and several seacans being used as storage. - Some pallets of wood stacked in the rear, no other visible open storage - large gravel parking and loading area - no open processes or emissions noted 	<p>Outputs – Class I</p> <p>Scale – Class I</p> <p>Process – Class I</p> <p>Operation/Intensity – Class I</p>
S	71 Industrial Avenue	Sign in window read Caina Longbranch DS - CAN	<ul style="list-style-type: none"> - No visible signs of business, only one car on the property, small gravel parking area. - Slightly larger building but no manufacturing present, no emissions, no noise dust or odour. - Property could house a use contained within the building but research did not yield any uses for the site. 	<p>Outputs – Class I</p> <p>Scale – Class I</p> <p>Process – Class I</p> <p>Operation/Intensity – Class I</p>
T	15 Bruce Crescent	NV Automotive	<ul style="list-style-type: none"> - Automotive service garage for vehicles - Paved parking to the front of the building, some gravel parking to the side and rear where serviced vehicles are parked, some seacans to the east side - Minor noise possible from repair of vehicles, no odours or dust detected on the site. - Use does not involve manufacturing or open processes, site is used solely for vehicle servicing 	<p>Outputs – Class I</p> <p>Scale – Class I</p> <p>Process – Class I</p> <p>Operation/Intensity – Class I</p> <p>Though the use has been defined Class I it is not an industrial use pursuant to D-6</p>
U	61 Industrial Avenue	1) Mississippi Flooring 2) Bud's Taxi	<ul style="list-style-type: none"> - A multi-unit structure with multiple uses. - Gravel parking to the front and large gravel parking to the rear - Mississippi Flooring located inside building. - Bud's Taxi appears to have several vehicles parked to the rear. - Witnessed a shuttle bus leaving the property from behind the building during the site visit - Other than parking there are no open storage uses or open processes - No visible emissions from the building, only slight dust generated from bus 	<p>Outputs – Class I</p> <p>Scale – Class I</p> <p>Process – Class I</p> <p>Operation/Intensity – Class I</p>
V	51 Industrial Avenue	1) All Purpose Towing and Auto Sales 2) Rick's Glass Medic & Tinting Ltd.	<ul style="list-style-type: none"> - Metal Quonset-like building with a cover-all structure to the rear. - Paved driveway and parking, site mainly filled with cars for sale - Some customer parking to the side - Landscaping with a few trees to the front, but front yard mainly displayed vehicles - No open processes or manufacturing on-site - Some minor noise and nuisance from cars coming and going, but no more than what is generated by street traffic - No visible emissions, odour or dust being produced on-site 	<p>Outputs – Class I</p> <p>Scale – Class I</p> <p>Process – Class I</p> <p>Operation/Intensity – Class I</p>

W	25 Industrial Avenue	Parrot Partners Canada	<ul style="list-style-type: none"> - Small single storey t-shaped building with paved parking to the side - Sign on property indicates use as an aviary. - No visible activity on-site, no open processes or emissions noted. - Research from the website indicates they provide boarding facilities and other services related to parrots 	The use would not be considered industrial pursuant to the D-6 Guide
X	7 Industrial Avenue	Building appears to be vacant but construction is occurring	<ul style="list-style-type: none"> - Research for the property shows several uses within the building in the last 10 – 15 years, most recently Laurysen Kitchens Manu. Facility - Sign not on property during site visit, construction occurring to the northeast side of the existing structure - Unclear of potential use for property - Metal building with associated paved parking to the front - Appears to be two smoke stacks on the north side of the building 	<p>Outputs – Class I</p> <p>Scale – Class I</p> <p>Process – Class I</p> <p>Operation/Intensity – Class I</p> <p>Despite not presently containing a use the site housed manufacturing uses and would be considered Class I</p>
Y	37 Bruce Crescent	Mason Windows	<ul style="list-style-type: none"> - Larger industrial building with gravel parking to the side. - Loading areas on the side of the building where trucks directly loaded and unloaded to and from the building - No outdoor storage present, no outdoor processes present - All manufacturing fully contained within the building - Large treed area to the south side of the building provides buffering. - Larger potential for expansion on-site due to the size of the property 	<p>Outputs – Class I</p> <p>Scale – Class II</p> <p>Process – Class I</p> <p>Operation/Intensity – Class II</p> <p>Based on the size of the building and potential for expansion the site is better categorized as a Class II facility.</p>
Z	41 Bruce Crescent	Rose Integration	<ul style="list-style-type: none"> - Industrial manufacturing building with a large paved parking area to the south side of the building - Main property is fenced off from access by vehicles without clearance - No open processes or emissions present and no open storage - Paved parking eliminates dust generation from vehicles - Research indicates the use provides precision machining and assembly for a variety of different sectors - Manufacturing appears to be contained within the building 	<p>Outputs – Class I</p> <p>Scale – Class II</p> <p>Process – Class I</p> <p>Operation/Intensity – Class II</p> <p>The facility would be considered Class II</p>

No Class III industrial uses were identified within 300 metres of the proposed subdivision. Figure 2 on the next page shows the various industrial uses, classes, and separation distances.

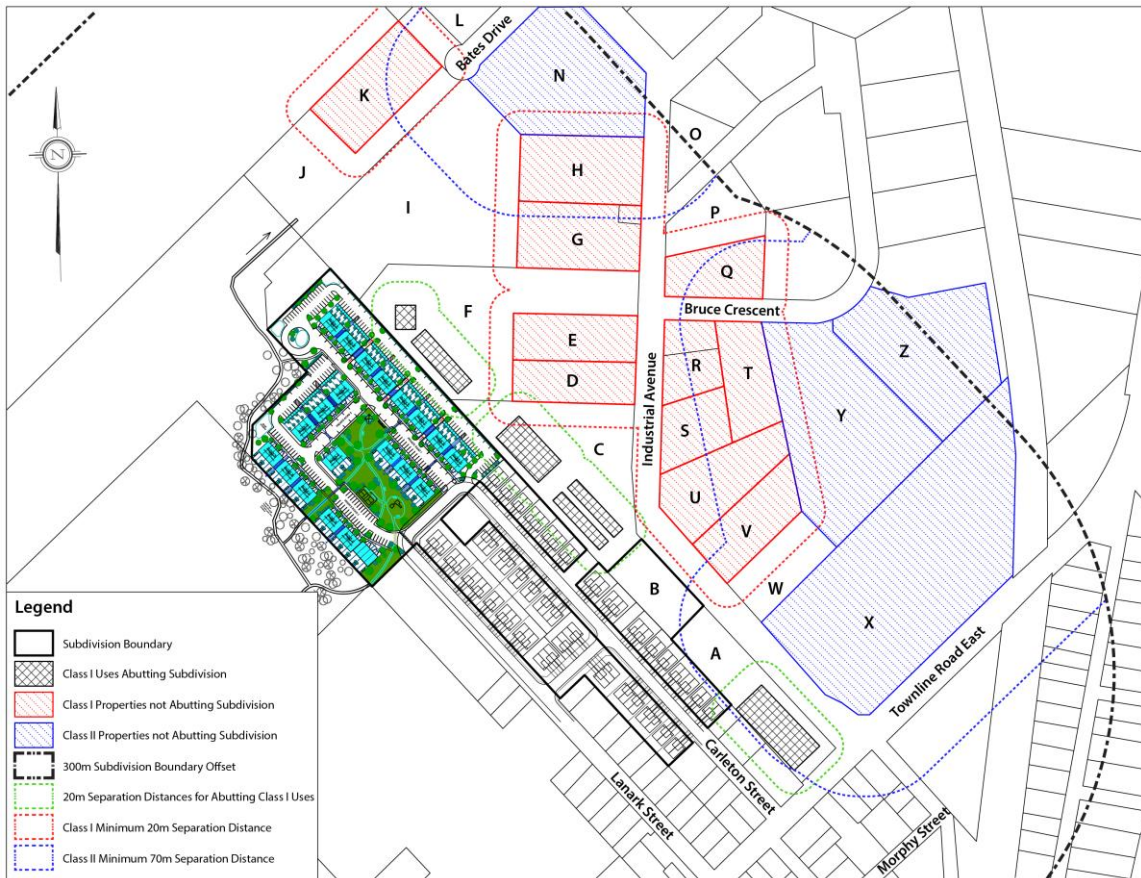


Figure 2 – Separation Distances for Industrial Uses

For properties not directly abutting the subdivision lands the site-specific method of calculating separation distance (measuring from closest lot line to closest lot line) was applied. These are shown as hatched buffers around the industrial properties. As seen in Figure 2 none of the proposed residential uses fall within the minimum separation distances of Class I (red) or Class II (blue) properties. All minimum separation distances for non-abutting uses can be achieved.

For properties directly abutting the proposed subdivision, shown as Parcel IDs A, C, F, I and J, the general method of calculating separation distance (measuring from the area of industrial activity to the area of the sensitive use) is applied since these parcels share a common lot line with the subdivision. The buildings on these parcels represent the main area of industrial activity as none of the identified properties have open processes or adverse impacts from outdoor processes.

None of the residential uses or recreational areas in the higher density block fall within the required 20 metre separation from industrial areas in the Scandia Business Park. However,

some of the semi-detached uses proposed are partially located within the 20 metre separation distances from Parcels A and C in Figure 2. As expected, since the subdivision lands directly abut the industrial uses parts of these lots, including rear yard areas, would fall within the separation distances shown in green.

Underlying Registered Plan 3469, dated June 20, 1888, shows residential lots adjacent to the industrial park lands well prior to the establishment of current industrial uses nearby. Plan 3469 shows Lots 1 – 27, 118 – 121, and Park Lot D having been contemplated for residential or sensitive (park) uses dating back to 1888 (See Figure 3). The Official Plan and the Development Permit By-law recognize all lands up to the edge of the industrial park as residential. Further, the location of Carleton Street is fixed making larger separations for new uses not possible. The intent of the subdivision lands for residential uses pre-dates the establishment of industrial uses nearby. Establishment of new dwellings would be considered appropriate despite the separation distances shown in Figure 2.

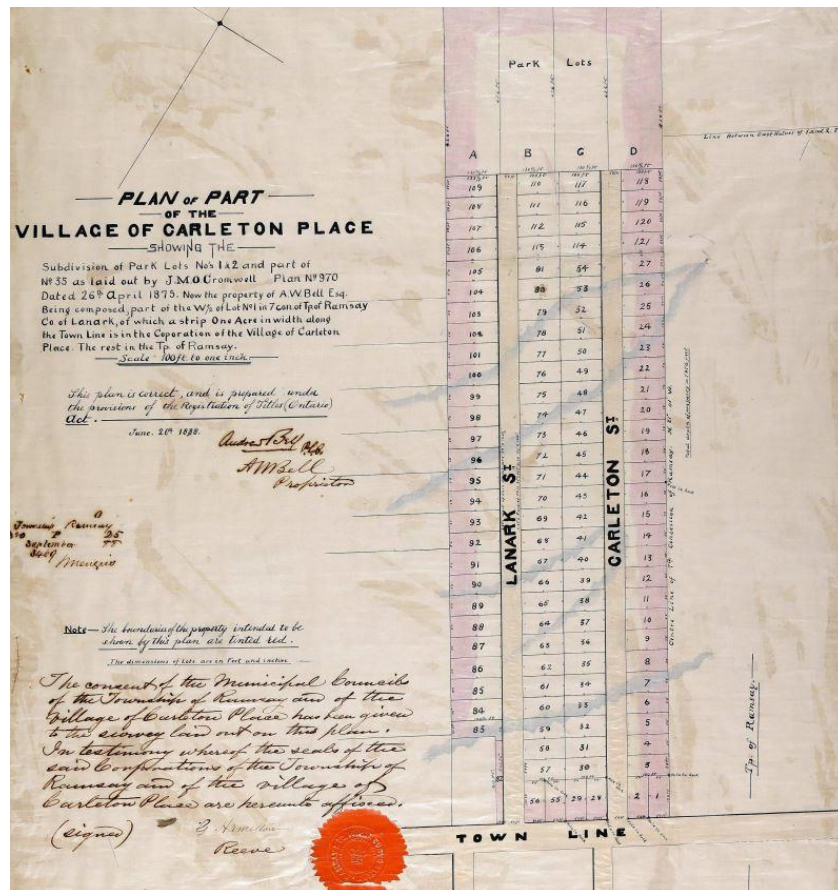


Figure 3 - Registered Plan 3469 (1888)

In order to mitigate potential impacts on the affected semi-detached homes increased landscape buffering in the form of vegetation or fencing should be installed along the rear of the residential uses. This will help to screen industrial activities from sensitive uses and help mitigate any potential impacts that may occur. With proper buffering installed the new sensitive uses could be supported within 20 metres of the industrial properties directly abutting the subdivision lands.

The proposed subdivision and resulting residential uses would be consistent with the policies of the Environmental Land Use Planning Guides (D-Series Guidelines).

PROVINCIAL POLICY STATEMENT (PPS) 2020

The *Provincial Policy Statement (PPS, 2020)*, issued under the authority of Section 3 of the Planning Act, provides policy direction on matters of Provincial interest related to land use planning and development and provides for appropriate development while protecting resources of provincial interest. The Provincial Policy Statement 2020 came into effect May 1, 2020 replacing the Provincial Policy Statement issued April 30, 2014.

Section 1.0 of the PPS speaks to Building Strong Healthy Communities with policies for Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns found under **Section 1.1**. It encourages “healthy, liveable and safe communities” through a variety of means, including efficient development and land use patterns, a range and mix of land uses, protection for the environment and the public, and access to available services and infrastructure. Development of the property with a mix of semi-detached and townhome dwellings utilizing existing roadways will help meet the long-term needs for residential demand within the Town (Sec. 1.1.1b). Development will be directed away from nearby industrial land uses with appropriate engineering completed for the subject lands to ensure avoidance of land use patterns that may cause environmental or public health and safety concerns (Sec. 1.1.1c). The development is located close to the boundary of the Town of Carleton Place but would not prevent the expansion of the Town boundary in the future if desired (Sec. 1.1.1d). Existing road networks would be utilized to support intensification of underutilized lands with transit-supportive development (Sec. 1.1.1e) ensuring the necessary infrastructure to connect the development to the rest of the Town (Sec. 1.1.1g).

Under the PPS sufficient land shall be made available to accommodate an appropriate range and mix of uses to meet projected needs. Within Settlement Areas sufficient land shall be made

available through intensification and redevelopment (Sec. 1.1.2). With increased demand for residential housing options across Ontario the new residential semi-detached and townhomes will provide an appropriate mix of uses to complement the mainly single detached and lower density housing in the area.

Section 1.1.3 of the PPS speaks to Settlement Areas which include cities, towns, villages and hamlets. Settlement areas shall be the focus for growth and development (1.1.3.1) with land uses based on densities and mixes of uses which:

- a) efficiently use land and resources;*
- b) 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;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed; and*
- g) are freight-supportive.*

The new residential uses will efficiently use the available lands located at the ends of Carleton Street and Lanark Street where expansion of the municipal servicing and infrastructure can be economically achieved. Introducing medium and higher density residential concentrates development reducing the overall footprint of development minimizing impacts to climate change compared to single dwellings. Development will support active transportation on local roads and nearby trails with access to transit services within the Town.

Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites (Sec. 1.1.3.3). The proposed subdivision will promote intensification, redevelopment and compact form, while mitigating risks to public health and safety by using underutilized lands (Sec. 1.1.3.4). Overall, the development proposal would be appropriate for the subject property.

Section 1.2.6 of the PPS speaks to Land Use Compatibility between major facilities and sensitive land uses requiring development to be planned to minimize and mitigate adverse impacts from

odour noise and other contaminants on public health and safety (Sec. 1.2.6.1). Several industrial uses are located to the north and east of the subdivision lands. The long-term operational and economic viability of these facilities must be protected from new sensitive land uses (Sec. 1.2.6.2). The D-Series Guidelines for the province outline the required policies and provisions for the establishment of sensitive land uses in proximity to major facilities and have been addressed earlier in this report to show compliance with Section 1.2.6 of the PPS.

Section 1.3 of the PPS speaks to Employment. While the subdivision will not introduce new employment uses the construction of the infrastructure and residential uses will require local contractors making the site prime for economic investment (Sec. 1.3.1b). The compact development will be compatible with abutting employment uses supporting liveable and resilient community structure (Sec. 1.3.1d). Section 1.3.2.3 of the PPS states *“within employment areas planned for industrial or manufacturing uses, planning authorities shall prohibit residential uses and prohibit or limit other sensitive land uses that are not ancillary to the primary employment uses in order to maintain land use compatibility. Employment areas planned for industrial or manufacturing uses should include an appropriate transition to adjacent non-employment areas.”* The subdivision lands are located outside of the Industrial Campus designation of the Official Plan and Development Permit By-Law. While adjacent to industrial land uses it has been shown the sensitive uses and areas can meet appropriate separation distances for land use compatibility. The new residential uses will not only allow uses within the Industrial Campus to continue but will provide new housing options that could be utilized by employees of the various businesses and industries.

Section 1.4 of the PPS speaks to Housing. The proposed semi-detached and townhome dwellings will provide for an appropriate range and mix of housing options at higher densities to complement the mainly lower density housing in the area (Sec. 1.4.1). The range and mix of housing will partly be provided by permitting and facilitating residential intensification of the property (Sec. 1.4.3b.2), directing the new housing to areas where infrastructure and servicing can be provided (Sec. 1.4.3c) and providing densities of housing that efficiently use land, resources and infrastructure (Sec. 1.4.3d) while minimizing housing cost through compact form (Sec. 1.4.3f). The new residential uses are supported by the housing policies of Section 1.4.

Section 1.6 of the PPS speaks to Infrastructure and Public Service Facilities. Less road construction during development will provide the infrastructure in an efficient manner to help limit impacts of climate change from unneeded construction (Sec. 1.6.1). The planned infrastructure for the subdivision will be integrated into the existing road network ensuring optimization of existing infrastructure (Sec. 1.6.3a) with adaptive re-use of the roads to service

the new residential uses (Sec. 1.6.3b). Integration into existing road networks will ensure effective and efficient delivery of emergency management services (Sec. 1.6.4). Extending the existing road infrastructure is supported by the policies of the PPS.

Section 1.6.6 speaks to Sewage, Water and Stormwater. Municipal servicing present within the Carleton Street and Lanark Street road allowance will be extended to the property to service the new residential uses. Municipal sewage and water services are preferred for Settlement Areas to minimize risk to public health and safety. *Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services* (Sec. 1.6.6.2). Utilization of available municipal services within the subdivision is supported by the PPS.

Section 2 of the PPS speaks to the Wise Use and Management of Resources with policies for the protection of natural heritage, water resources, agricultural lands, minerals and mineral aggregate resources, cultural and archaeological heritage. The subject property is not located within any identified natural heritage features or areas pursuant to **Section 2.1**. There are no significant surface or groundwater features identified on or abutting the property that may be impacted by the development pursuant to **Section 2.2**.

Section 2.3 speaks to Agriculture policies, permitted uses, and lot creation on agricultural lands. The property is located within the Town of Carleton Place and is not designated for agricultural use. The proposed subdivision would not impact any agricultural lands. **Section 2.4** speaks to Minerals and Petroleum resources, neither of which has been identified on the property. **Section 2.5** speaks to Mineral Aggregate Resources which also have not been identified on the property.

Section 2.6 speaks to Cultural Heritage and Archaeology. The site is located a significant distance from any natural heritage features. The undeveloped lands are generally low-lying grasses and shrubs with few trees. It is unlikely any resources of archaeological significance would be found on the property.

Section 3.0 of the PPS speaks to Protecting Public Health and Safety with policies for Natural Hazards found under Section 3.1. The site is located within the Town of Carleton Place outside of any identified natural hazards.

Section 3.2 of the PPS speaks to Human-Made Hazards. The subdivision lands do not contain any uses but their proximity to industrial uses could introduce the potential for man-made

hazards such as contamination. The lands do not contain any lands affected by mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations (Sec. 3.2.1). Potential for contaminated lands can be assessed through Phase I and II Environmental Site Assessments, and if required the lands remediated and a Record of Site Condition provided (Sec. 3.2.2).

Overall, the proposed subdivision application is consistent with the policies and provisions of the Provincial Policy Statement (PPS) 2020.

LANARK COUNTY SUSTAINABLE COMMUNITIES OFFICIAL PLAN (SCOP)

The proposed subdivision area is designated as Settlement Area on the Lanark County Official Plan Schedule A – Land Use, and as seen on the County’s Online GIS mapping (See Figure 4). No Source Water Protection Areas are identified on Official Plan Schedule B.

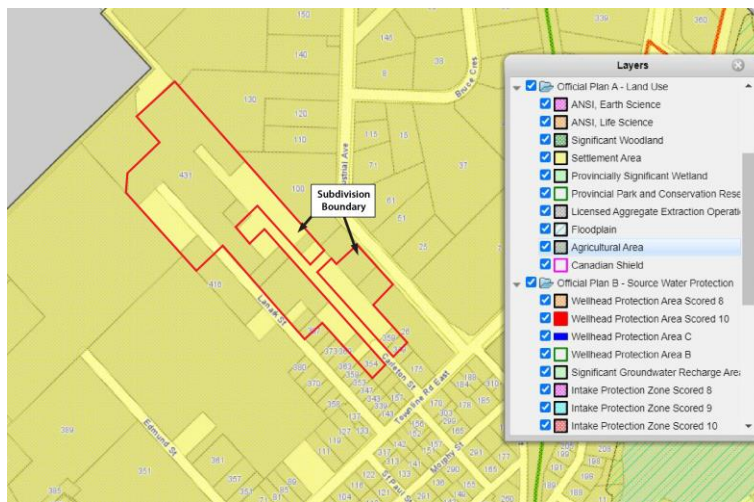


Figure 4 – County of Lanark GIS Mapping Showing Official Plan Schedule A

Section 2.0 of the Lanark County Official Plan sets forth policies and objectives for Settlement Areas. It is an objective within the Official Plan that Settlement Areas “*are intended to create a planning framework which will encourage and support diversified, mixed use settlement areas which have developed on the basis of full or partial municipal services or which are planned population centres to be developed on the basis of sustainable private services*”. The subject site falls within the Settlement Area of Carleton Place and the proposed development will not affect the limits of the settlement area as identified on Schedule A of the Town’s Official Plan (Sec. 2.3.1.1). The subject property is currently vacant with some smaller surrounding residential lots

providing sufficient land for a broad range of uses to meet future growth and demands (Sec. 2.3.1.2). The proposed lots will develop on municipal sewer and water services, consistent with other lots in the Town of Carleton Place, and will adhere to the appropriate land use policies (Sec. 2.3.1.3). Intensification of existing built-up areas will be promoted through the approval of the new subdivision plans (Sec. 2.3.1.4) which will utilize the existing road networks and infrastructure to promote efficient development (Sec. 2.3.1.5). The lands are designated residential with the Town of Carleton Place Official Plan and Development Permit By-Law supporting the new residential, open space areas, parks and trail connections within the subdivision for use by current and future residents (Sec.2.3.1.6). The proposed subdivision is consistent with the General Settlement Area Policies of the County Official Plan.

Section 2.6 of the County Official Plan speaks to Settlement Area Land Use Policies. The new subdivision will utilize available residential land to provide low, medium and high density housing types on municipal services (Sec. 2.6.1.2) with open spaces and parkland amenities proposed within the subdivision (Sec. 2.6.1.3). Lanark and Carleton Streets will be extended to provide adequate road access and extend municipal servicing to support the new lots (Sec. 2.6.1.4). The subdivision will locate next to existing commercial and employment uses providing a wide mix of land uses in the area (Sec. 2.6.1.5). The new subdivision is consistent with the Settlement Area Land Use Policies of the Lanark County Official Plan.

Section 4.0 of the County Official Plan speaks to Infrastructure Policies dealing with things like roads, bridges, structures and railway lines required for transportation services. The provision of new transportation, servicing, and communication infrastructure within the subdivision will ensure continued growth is environmentally, socially and economically sustainable (Sec. 4.2). Lanark and Carleton Streets will be extended to provide access to the new uses. “New roads may be added to the local or county road system without amendment to this Plan or to a local Official Plan where such roads are the result of the approval of a Plan of Subdivision or a Plan of Condominium or is required as a condition of Site Plan Approval” (Sec. 4.3.6). Development is directed to an existing community where extension of water and waste water services and be reasonably extended (Sec. 4.4.1.2). The proposed subdivision is consistent with the Infrastructure Policies of the County Official Plan.

Section 5 of the Lanark County Official Plan speaks to Natural Heritage including wetlands, woodlands, areas of natural and scientific interest (ANSI's), fish habitat, wildlife habitat, the habitat of endangered and threatened species and ground and surface water resources. There are no natural heritage areas or features identified on or abutting the property that would be impacted by the new subdivision development.

Section 6.0 of the County Official Plan speaks to resources such as agricultural areas, minerals, and mineral aggregates. The subdivision lands are located within the Settlement Area of Carleton Place and are not located on or within any known resource areas. New residential development would not negatively impact any existing resource areas within the County.

Section 7.0 of the County Official Plan speaks to Public Health and Safety with policies for hazardous lands, whether natural or man-made hazards. The site has not been identified as falling within any low-lying or flood prone areas or where erosion would occur. No contamination of the site has been noted. The new uses are well separated from any waste disposal sites or aggregate operations. Compatibility with nearby uses has been demonstrated in this report. Overall, the subdivision lands do not contain any features or areas that would affect Public Health and Safety.

Overall, the proposed Plan of Subdivision meets the intent and is consistent with the policies of the Lanark County Sustainable Communities Official Plan.

TOWN OF CARLETON PLACE OFFICIAL PLAN

The subdivision lands are designated Residential on the Town of Carleton Place Official Plan Schedule A (See Figure 5). Part of the lands, though designated Residential, are inside the Employment Area as shown with the purple dotted line.

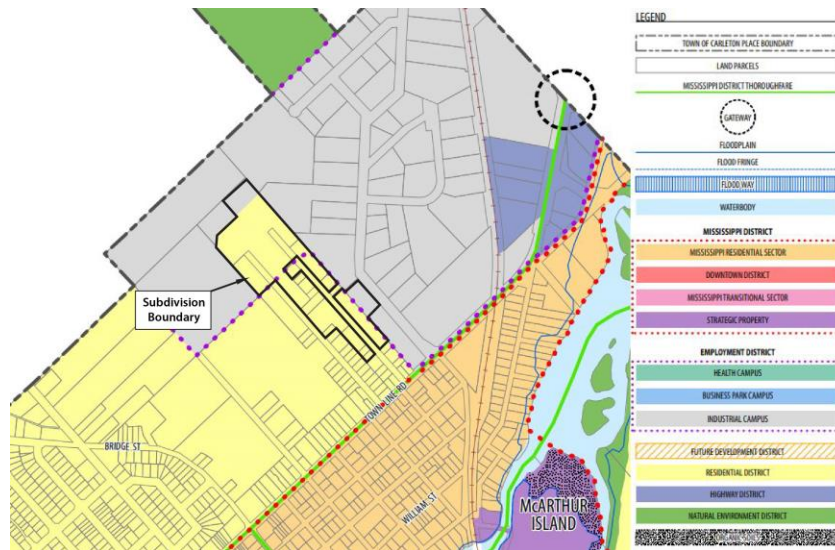


Figure 5 – Town of Carleton Place Official Plan

Section 2.0 of the Official Plan sets forth Community Design Framework with several objectives and general design policies provided. Development of the subdivision lands will be of a high-quality design that reflects the Town's character (Sec. 2.2.1) in accordance with the design principles of the Development Permit By-Law (Sec. 2.2.2). The subdivision will incorporate pedestrian and cycling amenities through the extension of Carleton Street and Lanark Street (Sec. 2.2.3). Site design of the higher density townhomes will provide off-street parking area to improve the pedestrian experience through site design (Sec. 2.2.4). Development will meet several of the Town's objectives set forth in Section 2.2 of the Official Plan.

General Design Policies are outlined under **Section 2.3** of the Official Plan. The proposed subdivision will complement the residential character along Lanark Street and Carleton Street providing continuity with available infrastructure (Sec. 2.3.1). New development will not obstruct views or vistas of any landmarks or features within the Town (Sec. 2.3.2). Development will be complementary to adjacent buildings in terms of massing and orientation (Sec. 2.3.6) striving to provide a range of uses with appropriate transportation, pedestrian and cycling connections (Sec. 2.3.7). Uses will be integrated into the existing neighbourhood with massing, height, lot size, building areas and design to complement existing residential uses along both streets (Sec. 2.3.8). The proposed subdivision will meet several of the General Design Policies set forth by the Town of Carleton Place Official Plan.

Section 3.0 of the Official Plan sets forth Land Use Policies for the various districts and designations identified on Schedule A. Part of the subdivision lands are identified within the Employment District as marked by the purple dotted line on Schedule A. The underlying designation is not one of the designations identified for employment district lands, being Health Campus, Business Park Campus, and Industrial Campus. The lands are shown in the Residential District. Given the lands do not fall within one of the Employment District designations the policies of Section 3.4 do not apply to the subdivision lands.

Section 3.5 of the Official Plan speaks to the Residential District which is identified as the underlying designation pursuant to Schedule A. The designation provides for "*a broad range of housing types and compatible services and amenities are permitted to make the most efficient use of available infrastructure.*" Existing infrastructure along Carleton Street and Lanark Street will be utilized to extend access and servicing to the new residential uses. The layout of the subdivision will help promote a sustainable, efficient and diverse neighbourhood within a residential area of the Town providing a semi-detached and townhome dwelling at varying densities (Sec. 3.5.1). Parks areas will be incorporated into the subdivision design. Both residential uses of all densities and park facilities are permitted in the Residential District (Sec.

3.5.2). Semi-detached and townhome dwellings are permitted types of residential uses in the Residential District (Sec. 3.5.3.1). Community parks are permitted ancillary uses (Sec. 3.5.3.2). The policies of the residential district permit the type and density of housing proposed through the subdivision.

Section 3.5.4 of the Official Plan sets forth Density Provisions to ensure new development provides a mix of residential densities to address a broad range of housing needs. Section 3.5.4.4 sets forth the following density classifications:

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

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

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

Density calculations were discussed between the proponent Inverness Homes and Carleton Place Planning Staff. Direction was given to separate the High Density portion of the site from the Low/Medium Density calculations. 2.72ha of off-site lands along with the 1.91ha devoted to semi/townhome blocks were included in the Low/Medium Density resulting in a net density of 30.67 units/net hectare falling within the Medium Density Target Range. High density is anything in excess of 35 units / net hectare. The high density portion of the development was calculated as 63 units / net hectare.

Section 5.0 of the Official Plan speaks to Safety and Security Policies pertaining to flood-prone areas and contaminated lands. There are no potential hazard lands identified for the property. No known sources of historic contamination has occurred from previous uses or abutting uses. Land Use Compatibility pursuant to Section 5.6 has been addressed earlier in this report.

Section 6.7 of the Official Plan speaks to Development Control with policies for Plans of Subdivision found under Section 6.7.1. The various studies, reports and justification identified under Section 6.7.1 will be submitted with the proposed subdivision. Development Criteria are set forth in Section 6.7.3. The subdivision will provide extensions to existing town roads for safe access (Sec. 6.7.3.1) with off-street parking for the semi-detached and townhome uses (Sec. 6.7.3.2). Barrier-free access, design and parking can be incorporated into the building and site design (Sec. 6.7.3.3) with proper road design and turn radii incorporated for the provision of

emergency services (Sec. 6.7.3.4). Extension of municipal servicing will connect uses within the subdivision (Sec. 6.7.4.5) with adequate drainage and stormwater management incorporated (Sec. 6.7.4.6). Landscaping along the common lot line of the industrial uses can be provided to buffer new residential uses from the industrial campus (Sec. 6.7.4.8). The lands do not contain natural heritage features or area making it physically suitable for the proposed use (Sec. 6.7.4.16). To provide for the safety and security of residents sufficient lighting in spaces can be provided (Sec. 6.7.5.1) with preservation of clear sight lines along the extended streets to provide for proper passage through the space (Sec. 6.7.5.3). The mix of uses and proximity to abutting industrial uses has been designed to provide for compatibility (Sec. 6.7.5.4).

Overall the proposed subdivision is consistent with the Town of Carleton Place Official Plan.

TOWN OF CARLETON PLACE DEVELOPMENT PERMIT BY-LAW

The proposed subdivision falls in the Residential District but is located outside of both the Mississippi District and the Employment District on the Town of Carleton Place Development Permit By-Law Schedule A (See Figure 6). Lands to the north and east are Industrial Campus and fall within the Employment District. Lands to the west are in the Residential District, lands south of Townline Road fall in the Mississippi Residential Sector.

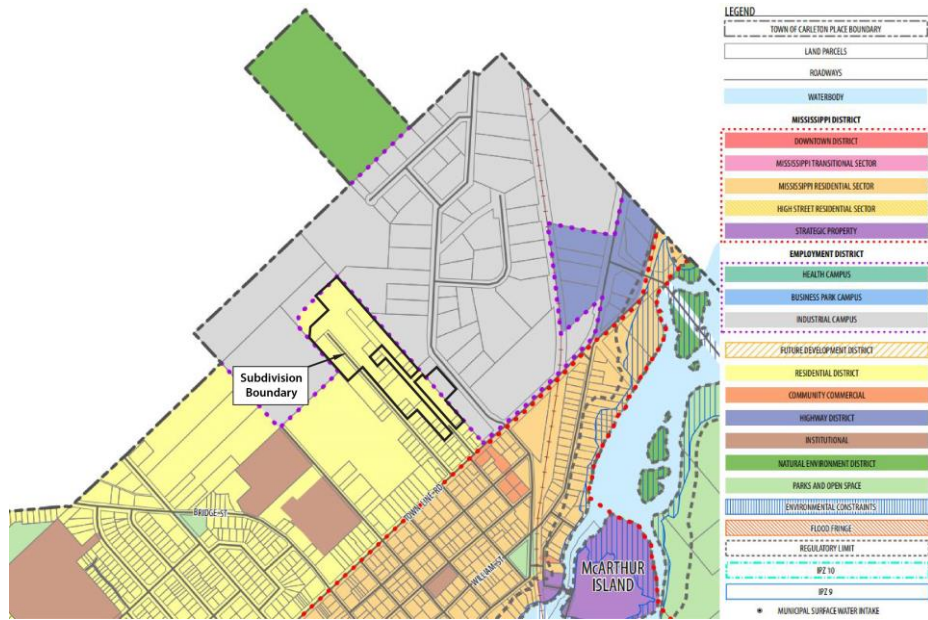


Figure 6 – Town of Carleton Place Development Permit By-Law

Section 3.0 of the Development Permit By-Law speaks to General provisions which apply regardless of the standards provided in the underlying designation. **Section 3.1** speaks to Access requiring development to have access to a publicly maintained roadway or privately maintained access road. The subdivision will have access via Carleton Street and Lanark Street which will be extended to service the subdivision. Adequate access would be provided pursuant to Section 3.1.

Section 3.23 of the DP By-Law speaks to Landscaping/Greenspace. The front yards of the new semi-detached uses will be devoted to landscaped space. Any required landscaping buffers pursuant to the By-Law will be included in the subdivision. Park areas have been designed to provide Greenspace for the subdivision lands.

Section 3.29 of the DP By-Law speaks to Parking and Storage of Vehicles. All residential uses within the subdivision will be provided adequate off-street parking in accordance with the requirements of Section 3.29. Higher density uses to the northwest end of the subdivision have been designed with larger communal parking areas accessed off the main roads.

Section 3.40 speaks to Special Setbacks requiring the minimum separation distance shall be met in accordance with the Ministry of the Environment Guidelines D-6 for any lands designated as Class I, II and III. Separation distances were addressed earlier in this report.

Section 6.0 of the Development Permit By-Law speaks to the Residential District which applies to existing residential areas within the Town's boundaries permitting a number of different types of housing, from low density single dwellings to row dwellings to apartment buildings. The purpose and intent of the Residential District is to promote compatible residential development within neighbourhoods. Section 6.1 permits both semi-detached and townhome dwellings within the Residential District. Lots will be developed in accordance with the Development Standards of Section 6.3.3 and 6.3.7.

Pursuant to **Section 6.6** "Infill Developments within existing neighbourhoods must demonstrate consistency with Sections 13 and 14 of this By-law by means of an Urban Design Brief and meet all other standards and provisions of the By-law. Proposed multi-residential developments shall consider surrounding built form and minimize impacts to the neighbourhood." An Urban Design Brief has been completed for the proposed subdivision to demonstrate consistency and will be submitted with this report. The policies of Sections 13 and 14 will not be addressed further in this planning justification.

The proposed subdivision is consistent with and supported by the policies of the Town of Carleton Place Development Permit By-Law.

SUPPORTING STUDIES – ENVIRONMENTAL IMPACT STUDY & TREE CONSERVATION REPORT

BCH Environmental Consulting Inc. completed an Environmental Impact Study & Tree Conservation Report in May 2022 for the proposed subdivision. A field survey of the subject lands was conducted on May 3, 2022 to assess for any significant areas, potential species at risk and their associated habitat. The survey noted the majority of lands are cleared with some soil stockpiling. A hardwood mixed forest is located adjacent to the subject property identified as significant woodlands. No rare vegetative communities, raptor overwintering sites, old growth forest, valley, or caves were located within the subject or adjacent lands. Within the subject lands there is 41 trees with a DBH of 20cm and over (Appendix C). All of the trees present will be required to be removed for grading purposes. The proponent will plant a minimum of 14 trees to replace those lost. Mitigation measures for potential impacts are provided in the Recommendations and Conclusions in Section 9.0 of the EIS Report:

1. Erect a fence at the critical root zone (CRZ) of retained trees (see Appendix C), and at a distance of 3.5m from any adjacent forest or forest patch.
2. Do not place any material or equipment within the fenced area.
3. Do not attach any signs, notices, or posters to any tree.
4. Do not raise or lower the existing grade within the CRZ of retained trees/forest.
5. Do not damage the root system, trunk, or branches of retained trees.
6. Ensure that exhaust fumes from all equipment are not directed towards any tree's canopy.
7. The proponent will plant at a minimum 14 native trees which will be incorporated into the landscaping plan.
8. To protect breeding birds, no tree or shrub removal should occur between May 1st and July 31st, unless a breeding bird survey is completed by a qualified biologist within five days of the woody vegetation removal and identifies no nesting activity.
9. If vegetation damage occurs to trees on adjacent properties or those designated for tree retention, an arborist should review any damage to determine the best course of action to restore the original vegetative functions.
10. A potential impact on the adjacent lands associated with the number of units proposed for the development is an increase in human and pet intrusions into these forested areas. Fencing along private property lines will help to minimize the impact on adjacent lands;

11. In areas adjacent to the woodlot tree line where blasting is required, consideration should be given to pre-shearing the rock to create a crack between the trees' critical root zone perimeter and the blasting work, and the ground around the trees adjacent to blast areas should be moistened to increase soil adhesion and assist in retaining root-soil contacts during blasting.
12. Groundwater in trenches will be pumped into a filter mechanism, such as a trap made up of geotextile filters and straw, prior to release to the environment.
13. Bulkhead barriers will be installed at the nearest downstream manhole in each sewer which connects to an existing downstream sewer. These bulkheads will trap any sediment carrying flows, thus preventing any construction-related contamination of existing sewers.
14. Seepage barriers will be constructed in any temporary drainage ditches.
15. Construction vehicles will leave the site at designated locations. Exits will consist of a bed of granular material, in order to minimize the tracking of mud off-site.
16. Any stockpiled material will be properly managed to prevent these materials from entering the sewer systems. The stockpiles as well as equipment fueling and maintenance areas will be located a minimum of 30 meters from conveyance routes
17. Until rear yards will be sodded or until streets are asphalted and curbed, all catch basins and manholes will be constructed with a geotextile filter fabric installed between the structure frame and cover.
18. Location and details of proposed sediment and erosion control features will be developed prior to construction. A spills action plan will also be developed to prevent impacts from spills during the construction phase.
19. There will be no use of herbicides in clearing of vegetation.
20. Municipal by-laws and provincial regulations for noise will be followed.
21. To discourage wildlife from entering the work areas during construction, the site should be kept clear of food wastes and other garbage. Proper drainage should be provided to avoid accumulation of standing water, which could attract amphibians, birds, and other wildlife to the work areas

The report concludes implementation of the mitigation measures will ensure the development does not negatively impact the adjacent woodland, retained trees, or habitats of species at risk.

SUPPORTING STUDIES – SERVICING AND STORMWATER MANAGEMENT REPORT

A Servicing and Stormwater Management Report was completed for the subdivision by Robinson Land Development in December of 2022. The report notes an existing 150mm diameter water main is available within the Carleton and Lanark Street right-of-ways, an existing 250mm diameter sanitary sewer is in the right-of-way of Industrial Avenue. Current stormwater runoff is generally conveyed west to east via overland surface drainage to a ditch

on Industrial Avenue. The proposed subdivision can achieve servicing and stormwater management designs through the following measures:

1. Wastewater flows will be collected and conveyed by a new municipal gravity sanitary sewer system with outlets to the existing sanitary sewer systems on Industrial Avenue.
2. Water supply for domestic use and fire protection will be provided by a new municipal water main distribution network via connections to the existing water mains on Carleton Street and Lanark Street.
3. The servicing design has included the future development of the existing tree farm.
4. Stormwater will be collected and conveyed by a new municipal gravity storm sewer system (minor) with an outlet to a Stormwater Management Facility.
5. Stormwater runoff will be controlled to 5-year pre-development levels by utilizing an outlet control structure.
6. On-site stormwater storage facility will be provided for all storm events up to and including the 100 year design storm.
7. Erosion and sediment controls will be implemented prior to construction and maintained until vegetation has been re-established in disturbed areas.

SUPPORTING STUDIES – TRAFFIC IMPACT STUDY

A Traffic Impact Study was completed for the subdivision by D. J. Halpenny & Associates Ltd. in November of 2022 to assess the impact on the operation of the adjacent roads and intersections, and identify any modifications to the municipal road network which would be triggered by the development. The analysis was conducted at the intersections of Lanark Street and Townline Road East, Carleton Street and Townline Road East, St. Paul Street and Townline Road East (located 35 m west of Lanark Street), and Ramsay Street and Townline Road East (located 10 m west of Carleton Street).

Due to reduced traffic from COVID-19 and the temporary closure of the Bridge Street the traffic volumes were determined from the Town of Carleton Place Transportation Master Plan. The trips from the subdivision were determined using the trip generation rates from the Institute of Transportation Engineers (ITE) document, Trip Generation. Trip generation analysis determined the subdivision would generate 26 vehicles entering and 87 vehicles exiting the site during the

weekday peak AM hour, a total of 113 vehicle trips, and 83 vehicles entering and 49 vehicles exiting during the peak PM hour, a total of 132 vehicle trips.

The findings and recommendations of the study concluded the Site Plan provides an efficient movement of traffic for residents along with emergency and service vehicles. The expected 2026 and 2031 traffic would have a minor impact on the operation of the Lanark/Townline, Carleton/Townline, St. Paul/Townline and Ramsay/Townline intersections. All four intersections would operate at an acceptable level of service with no modifications recommended to the lane geometry or traffic controls.

SUPPORTING STUDIES – GEOTECHNICAL INVESTIGATION

A Geotechnical Investigation was completed for the subdivision by Paterson Group in April of 2022 to determine the subsoil and groundwater conditions through boreholes, and to provide recommendations for the design of the proposed development. The geotechnical investigation was carried out from February 24 to March 1, 2022. At that time, 12 boreholes were advanced to a maximum depth of 4.0m. Flexible standpipes were installed in select boreholes to permit monitoring of the groundwater levels. Soil samples were visually examined to review the results of the field logging. One (1) soil sample was submitted for analytical testing to assess the corrosion potential for exposed ferrous metals and the potential of sulphate attacks.

The report concludes from a geotechnical perspective the subject site is suitable for the proposed development. Buildings should be founded on conventional spread footings bearing on the undisturbed, compact silty sand, stiff silty clay and/or compact to dense glacial till deposit, or on clean surface-sounded bedrock. It is anticipated that bedrock removal will be required for basement construction and/or site servicing activities. Recommendations are provided relating to site grading and preparation, foundation design, design for earthquakes, basement slab / slab-on-grade construction, pavement design, foundation drainage, protection against frost, pipe bedding and backfill, groundwater control and winter construction.

Recommendations are materials testing and observation program be performed by the geotechnical consultant:

- Observation of all bearing surfaces prior to the placement of concrete.
- Sampling and testing of the concrete and fill materials.

- Periodic observation of the condition of unsupported excavation side slopes in excess of 3m in height, if applicable.
- Observation of all subgrades prior to backfilling.
- Field density tests to determine the level of compaction achieved.
- Sampling and testing of the bituminous concrete including mix design reviews.

SUMMARY

Inverness Homes is submitting an Application for Subdivision for the lands located on Lanark and Carleton Streets described as Part of Lot 1, Concession 7, Geographic Township of Ramsay, and Part of Lots 7 – 17, 19 – 27, 34 – 50, 53, 54, 68 – 81, 104 – 121, Park Lot D, and Part of Park Lots A – C, and Part of Carleton and Lanark Streets, Registered Plan 3469. The subdivision will include 26 semi-detached units, 42 three-unit townhome units, 20 four-unit townhome units, and 168 Stacked Townhome units for a total of 256 residential units within the subdivision. Carleton Street and Lanark Street will be extended to provide road frontage for new development with separate off-street parking for the high density block.

A compatibility assessment was completed with nearby industrial uses to demonstrate the subdivision lands can meet applicable separation distances. Lands abutting the Industrial Campus have been contemplated for residential uses as far back as 1888 prior to the establishment of industrial uses nearby. Establishment of new residential uses on-site would be appropriate for the lands. The proposal is consistent with the policies of the Provincial Policy Statement 2020, the County of Lanark Sustainable Communities Official Plan, The Town of Carleton Place Official Plan and Development Permit By-Law. A residential subdivision is appropriate for the lands and meets the long term vision and goals for Settlement Area development.

Should you have any further question please do not hesitate to contact the undersigned.

Sincerely,



Tracy Zander, M.Pl, MCIP, RPP



Chris Clarke, B.Sc., CPT