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McNeely Landing

Planning Rationale in Support of Draft Plan of Subdivision and Development Permit Amendment Application

Prepared for: Uniform Urban Developments Ltd.

PLANNING RATIONALE

**In support of a
Draft Plan of Subdivision and Development Permit Amendment
Applications**

**McNeely Landing
(formerly RSSR and Laing Lands)
Carleton Place ON**

Prepared For:



Prepared By:

NOVATECH
Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario
K2M 1P6

June 11, 2021
Revised: May 13, 2022
Novatech File: 119221
Ref: R-2021-033

May 13, 2022

County of Lanark
Planning Department
99 Christie Lake Road
Perth, ON K7H 3C6

Attention: Julie Stewart, MCIP, RPP County Planner

**Reference: McNeely Landing Subdivision (formerly RSSR/Laing Lands), Carleton Place,
ON
Applications for Draft Plan of Subdivision and Development Permit Amendment
Our File No.: 119221
County File No: 09-T-21003**

Novatech has prepared this revised Planning Rationale on behalf of Uniform Urban Developments Ltd. in support of an application for a Draft Plan of Subdivision and related Development Permit By-law Amendment for lands located in Part Lot 15, Concession 10, former Geographic Township of Beckwith, now in the Town of Carleton Place.

The revised Planning Rationale has been prepared to reflect revisions made to the draft Plan of Subdivision application that was first filed with Lanark County in June 2021. The draft Plan of Subdivision layout has been revised to respond to initial comments provided by the Town of Carleton Place and other agencies. Based on the proposed revisions, Uniform Urban Developments Ltd. is proposing to develop a residential subdivision comprising of a total of 431 residential dwelling units including two hundred six (204) single detached dwellings, one hundred seventy-one (171) townhouse dwellings and approximately fifty-six multi-residential units (56). The revised proposal also includes one consolidated parkland block of approximately 1.86 ha, one stormwater management block and one block of 1.62 ha for a future school site.

The Planning Rationale outlines the proposed development, summarizes the required technical studies to support the proposed development and demonstrates that the proposal conforms to the 2020 Provincial Policy Statement and relevant municipal policy documents including the County of Lanark and Town of Carleton Place Official Plan. This report also outlines the details for a proposed amendment to the Town of Carleton Place Development Permit By-law No. 15-2015, as amended, and provides planning justification to support the amendment.

Please do not hesitate to contact the undersigned should you require additional information or clarification with respect to what has been provided in the enclosed Planning Rationale.

Regards,

NOVATECH



Jordan Jackson, MCIP, RPP
Project Planner

cc: Uniform Urban Developments Ltd.
Niki Dwyer, Director of Development Services

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1.0 INTRODUCTION

1.1 Purpose

Novatech has been retained by Uniform Urban Developments Ltd. to prepare this Planning Rationale in support of applications for a Draft Plan of Subdivision and a Development Permit Amendment for lands located south of Captain A. Roy Boulevard and east of Highway 15 in the Town of Carleton Place.

1.2 Site Location, Description and Community Context

The subject lands are legally described as Part of Lot 15, Concession 10, former Township of Beckwith, now the Town of Carleton Place. The subject lands are approximately 25.9 ha in size which are located south of Captain A. Roy Brown Boulevard and east of Highway 15, **Figure 1**. The lands are held under the ownership of both Uniform Urban Developments Ltd. and Macsten Holdings Inc.

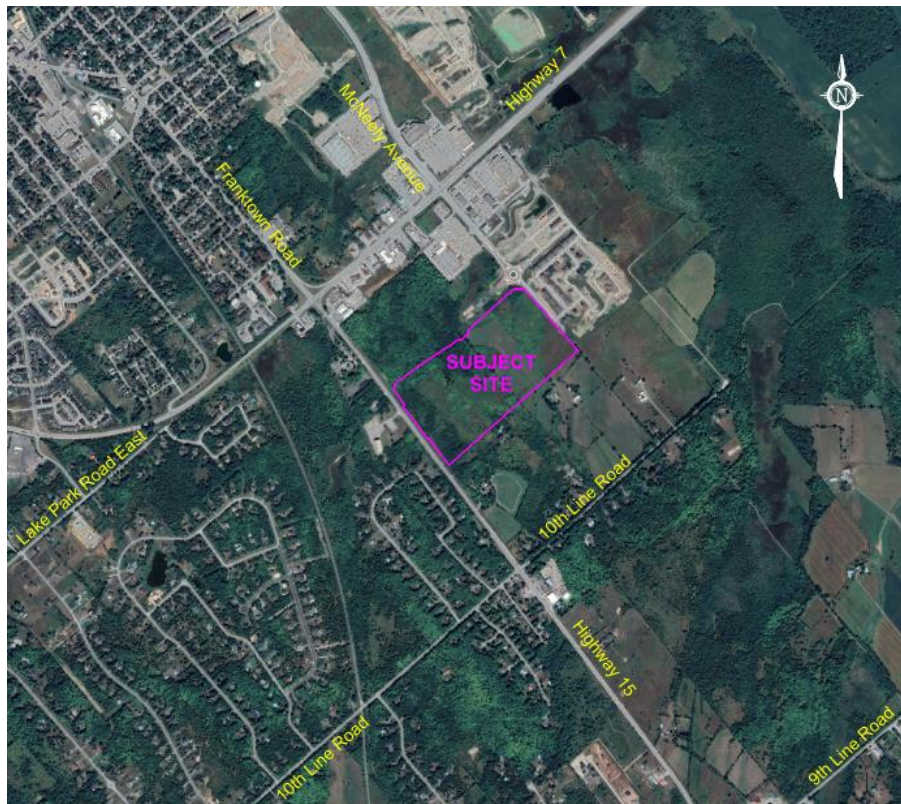


Figure 1: Key Map of Subject Lands

The subject lands are currently undeveloped and primarily forest-covered with an approximately 4 ha area consisting of former agricultural fields. Approximately 450m north of the lands is Highway 7, which is a commercial corridor consisting of a number of retail and automobile-oriented uses such as a home improvement box store retail, automobile-related uses such as service stations, repair and dealerships, fast food facilities, motels and small local retail establishments. Directly north of the subject lands across from Captain A. Roy Brown Boulevard are lands which are primarily undeveloped forest-covered lands which are designated for future employment and commercial uses. The Cardel Homes Miller’s Crossing residential subdivision is located east of the subject lands on the opposite side of McNeely Avenue. This subdivision is currently being development in a series of phases comprising of a mix of single, semi-detached and townhouse dwellings of one to two storeys in height.

South of the lands is the municipal boundary between the Town of Carleton Place and the Township of Beckwith. The lands within Beckwith Township are primarily used for rural residential purposes and are also primarily forest-covered with areas comprised of agricultural fields. The lands west of the proposed subdivision with frontage on Highway 15 consist of various uses including a Ministry of Transportation depot, self-storage facility and other commercial uses.

Within the County of Lanark Official Plan, the lands are designated as Settlement Area on Schedule A. The subject lands are designated on Schedule A of the Town of Carleton Place Official Plan as Residential District (**Figure 2**) and are further designated as Residential District on Schedule A of the Town of Carleton Place Development Permit By-law.

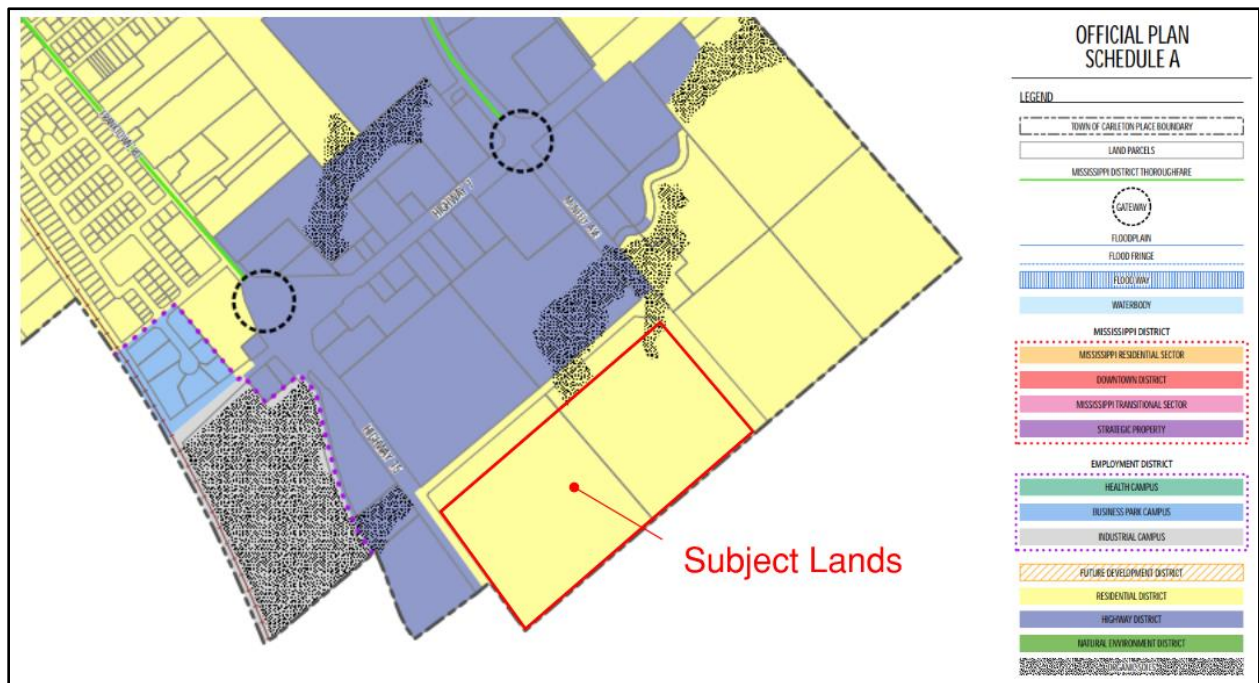


Figure 2: Excerpt of Schedule A - Town of Carleton Place Official Plan

1.3 Highway 7 South Conceptual Design Plan

With considerable growth anticipated to occur in this designated growth area south of Highway 7, a Highway 7 South Conceptual Design Plan was prepared 2013. The conceptual design plan was prepared in collaboration with the Town of Carleton Place and various landowner groups that came together as an Urban Design Working Group. The working group included representation by staff from the Town of Carleton Place and multiple landowners and was led by a consulting group to provide technical guidance on land development considerations. The Conceptual Design Plan exercise (**Figure 3**) was undertaken to ensure that future greenfield development in this growth area of Town would occur in an orderly manner and that appropriate infrastructure including road networks, municipal services, stormwater management, community facilities and the natural environment are appropriately considered for future development.

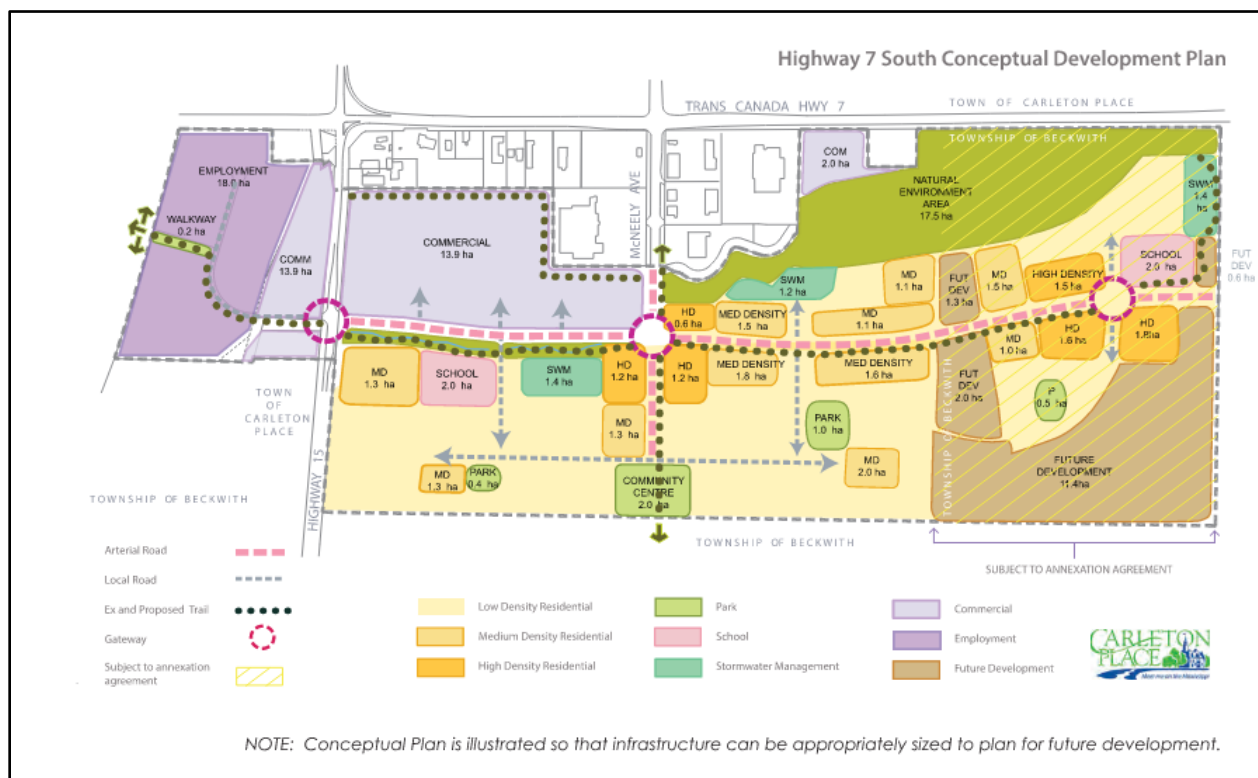


Figure 3: Excerpt of Conceptual Development Plan

Although the Plan was not adopted as a Secondary Plan, the Plan has guided recent residential developments south of Highway 7. As the subject lands are situated within the Conceptual Design Plan area, the proposed Draft Plan of Subdivision has been designed considering key infrastructure locations and land use outcomes of the design plan including a variety of residential uses, a future school site, servicing design, stormwater management sites and parkland requirements.

1.4 Pre-Application Consultation and Initial Submission

A pre-application consultation meeting with the County of Lanark, Town of Carleton Place, local Conversation Authority and the Ministry of Transportation was held on May 27, 2020 and

September 10, 2020 to present preliminary concept designs and to determine application submission requirements. As a result of the meetings, the following reports and studies were confirmed as being required to comprise a complete submission for the application:

- Conceptual Servicing and Stormwater Management Report;
- Environmental Impact Study and Tree Conservation Report;
- Traffic Impact Study;
- Noise Control Feasibility Study;
- Phase 1 Environmental Site Assessment;
- Stage 1 Archaeological Study; and
- Preliminary Geotechnical Investigation.

The above noted studies were included in the initial submission to the County of Lanark filed and deemed complete on July 16, 2021. A brief summary of the above-noted studies are provided in **Section 4** of this Planning Rationale. In addition, further discussions with the Town were undertaken with regards to the Development Permit System requirements and associated processes. As a result of these discussions, this project proposes an amendment to the Development Permit By-law rather than seeking a Class III permit to accommodate the proposed buildout. A rationale for this approach is outlined in **Section 2.2** below.

2.0 APPLICATION PROPOSAL

2.1 Proposed Draft Plan of Subdivision

Uniform Urban Developments Ltd. is proposing to construct a residential subdivision on full municipal services which will comprise of a total of 431 residential units including two hundred four (204) single detached dwellings, one hundred seventy-one (171) townhouse dwellings and fifty-six (56) multi-residential units, **Figure 4** (also see **Appendix A**). The marketing name for the proposed subdivision will be known as McNeely Landing. The dwellings are proposed to consist of a mix of bungalow and two storey dwellings as determined by client interests. The subdivision proposes a total net density of approximately 31.4 units per hectare.

The subdivision proposes to provide five local streets with 18m and 20m wide right-of-ways throughout. Access to the subdivision is proposed via a 20m right-of-way connection from Captain A. Roy Brown Boulevard. During the first few phases of the subdivision construction access will be provided by McNeely Avenue as the main primary access. Secondary access from Captain A. Roy Brown Boulevard will occur once this corridor has been constructed by the Town. A future 20m wide right-of-way block is also proposed at the end of proposed Street One to provide a future road connection to lands south of the proposed subdivision within the Township of Beckwith.

Within the subdivision sidewalks are proposed to be constructed along one side of the street to provide pedestrian connections throughout the subdivision and to the surrounding community. Pathway blocks are also proposed within the subdivision to increase connectivity to adjoining lands. At the corner of Captain A. Roy Brown Boulevard and McNeely Avenue, an approximately 1.99 ha Block is proposed for stormwater management purposes to service the development.

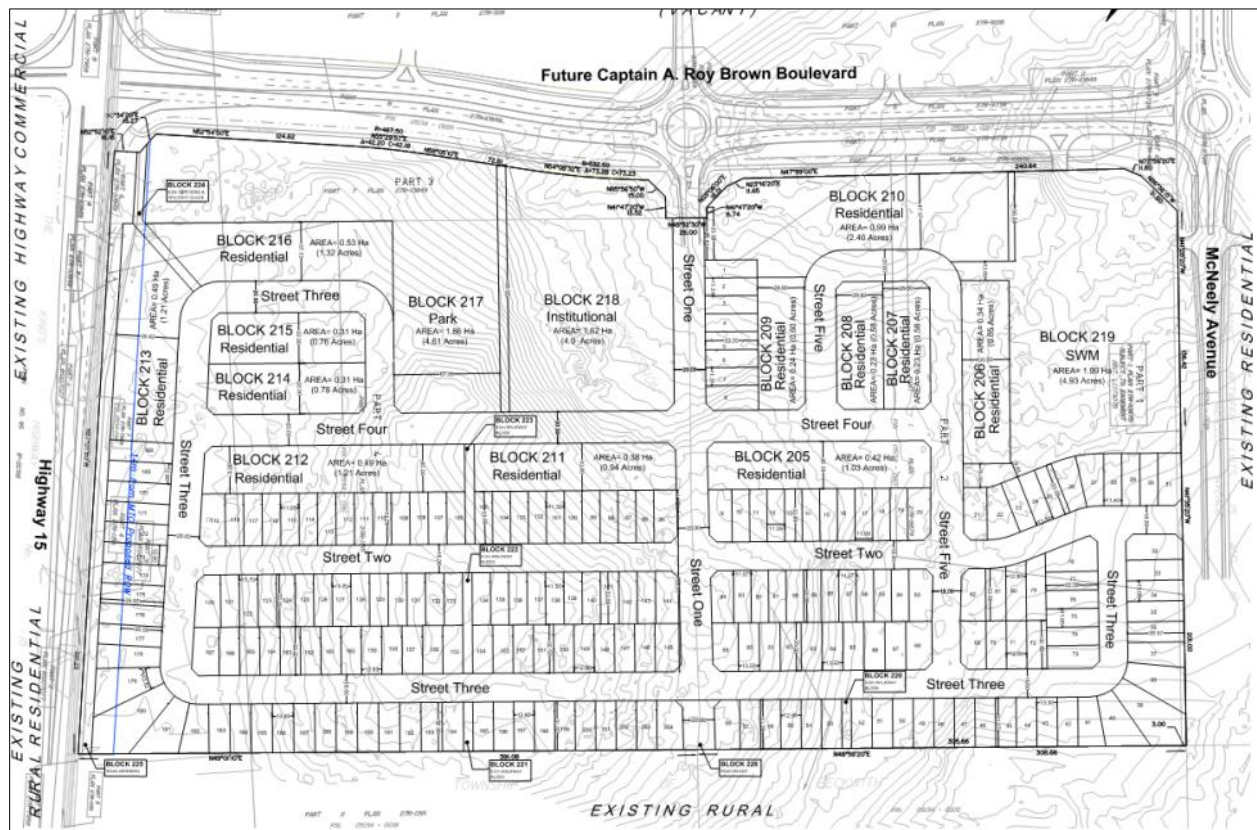


Figure 4: Draft Plan of Subdivision

Approximately 1.62 ha of land, located at the southwest corner of Captain A. Roy Brown Boulevard and Street One are proposed for a future school site. The need for a future school site was identified during the consultation process for the Highway 7 South Development Conceptual Plan. The location and size of the school block has been discussed with the Conseil des écoles publiques de l'Est de l'Ontario. The subdivision further proposes to dedicate approximately 1.86 ha of lands for a municipal park, shown as Block 217 on the Draft Plan. The parkland block has been sited to maintain an existing woodland area to provide both passive and active parkland amenities. The park has been sited adjacent school block to allow for both public uses to benefit from being adjacent to each other. **Figure 5** provides a conceptual layout of proposed residential uses, parkland areas noting woodlands areas, sidewalk, and pathway connections within the proposed subdivision.

The dwellings within the subdivision are proposed of a mix of craftsman and prairie style architecture combined with modern contemporary design to provide variation in the streetscape. Home designs also incorporate ground level front porches to encourage interaction with the street and large window treatments to create a sense of openness for natural lighting and visibility to the street. Each home design has been designed by Barry Hobin of Hobin Architecture from Ottawa. Samples of the proposed dwelling models are provided in **Figure 6-8**. Each dwelling type is proposed to have a building height of one-two storeys and have been designed to meet the urban design criteria for greenfield development within the Town's Development Permit By-law.

Each dwelling is proposed to have an attached garage to provide tandem parking within both the garage and driveway. Each of the single detached dwelling models are proposed to have a two-car garage to provide required parking. Blocks for townhouse dwellings have been designed to accommodate either 3, 4, 5- or 6-unit townhouse rows, **Figure 7**. Further, where dwellings are proposed on corner lots, front doors are proposed facing the exterior side yard on some models to increase the streetscape presence and to address the urban design criteria of the Town's Development Permit By-law.

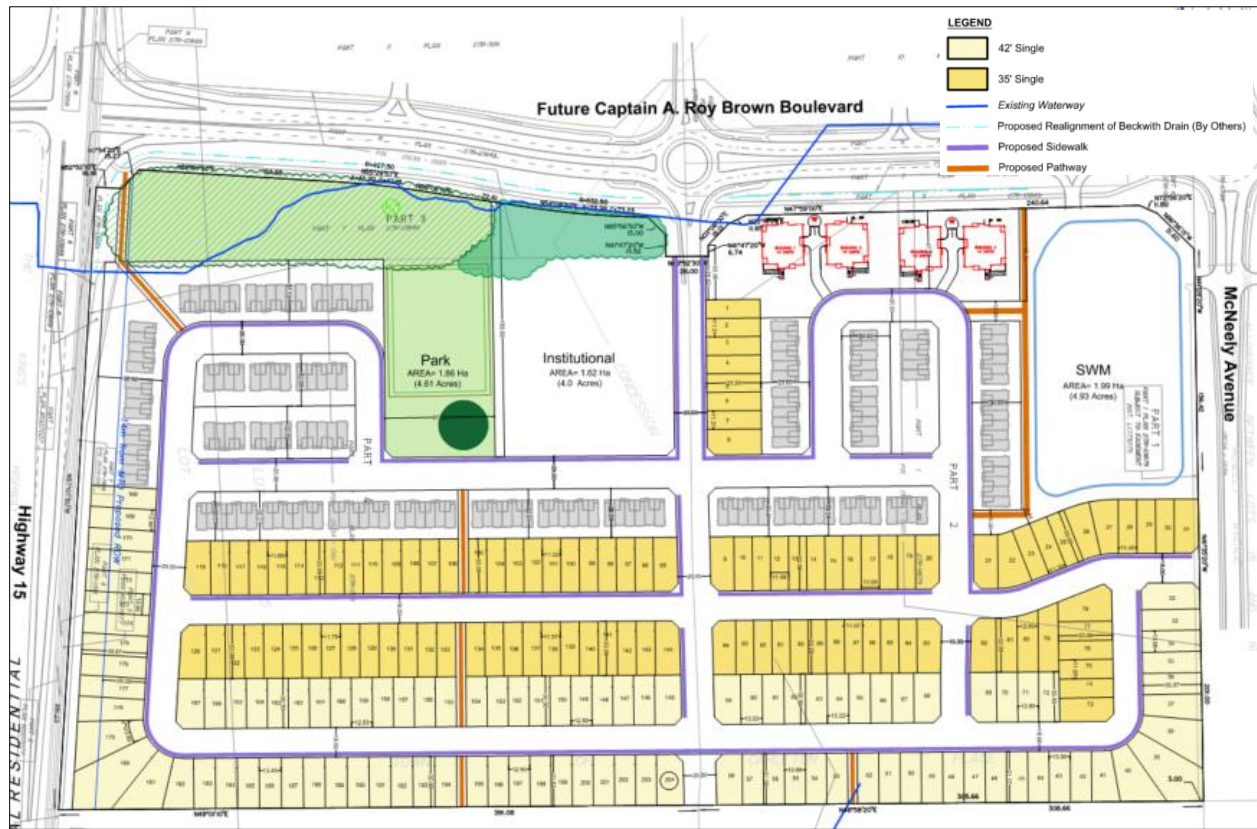


Figure 5: Conceptual Subdivision Layout

The proposed Multi-Unit Block (Block 210) has been sited adjacent to McNeely Avenue to provide a prominent streetscape adjacent to the arterial road while access is proposed from a local street. It is anticipated that this Block will be developed with four three-storey apartment dwellings, providing a mix of underground and at-grade parking, **Figure 8**. It is understood that a Development Permit application will be required for the development of the multi-unit block at the detailed design stage.



Figure 6: Rendering of Proposed Single Detached Dwelling



Figure 7: Rendering of Proposed Townhomes



Figure 8: Rendering of Proposed Multi-Unit Block

It is anticipated that the draft plan of subdivision will be registered in a series of phases over several years. The first phase will consist of lands situated between Street One and McNeely Avenue to the east which includes the stormwater management block and Multi-Unit Block. The second phase will then include the remaining lands west of Street One including the Park and Institutional Blocks, **Figure 9**.

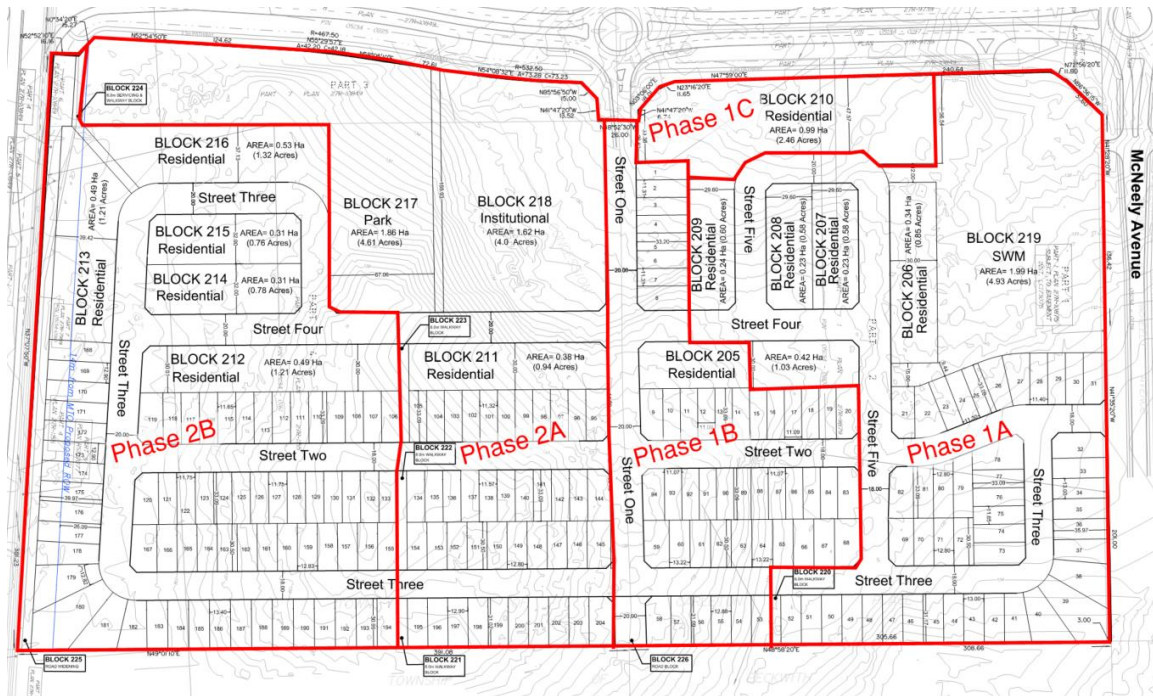


Figure 9: Conceptual Phasing Plan

2.2 Development Permit By-law Amendment Application

The lands subject to the draft plan of subdivision application are currently designated as Residential District by the Town of Carleton Place Development Permit By-law. The Residential District permits a variety of residential uses including single, semi-detached, townhomes and apartment buildings. The draft plan of subdivision application proposes a mix of single, townhouse and apartment dwellings which are permitted uses of the By-law. The purpose of the development permit approval application is to obtain specific relief to certain By-law development standards over the entire lands within the proposed draft plan of subdivision.

The Development Permit By-law outlines four classes of development permit applications that may be applied for and establishes thresholds and criteria that would be applicable to each permit class including tests for approval consideration. Development permits are normally valid for a period of one year from the date of decision and require the registration of a development agreement on title of all lots that are subject to the permit approval. Where a development proposal cannot meet the tests of the four permit classes set out in the By-law, an amendment to the By-law will be required.

The subdivision layout has been carefully designed to accommodate specific dwelling unit designs proposed by the home builder. While the proposed dwelling types have been designed to generally comply with all applicable provisions of the By-law, including building setbacks, garage widths, off-street parking requirements and exterior design, some of the dwelling designs contemplated for the subdivision require minor exceptions to the standards set out for the Residential District. Therefore, in favour over a Class III permit that requires individual development agreements for all affected lots and a request for a longer validity period that would be significantly longer than one year, it is considered that a Development Permit Amendment (DPA) would be preferential. A DPA is seen as a more desirable, less administratively cumbersome, and a generally more streamlined approach for obtaining development permit approval for relatively minor and justified exceptions to the Development Permit By-law. The requested amendment relates to reduced minimum rear yard requirement in relation to singles and semi-detached dwellings, and a more flexible “build within area” associated with front entries for each dwelling type. A more detailed description of the requested exceptions is provided below in **Section 3.4**, including the justification to support the request.

The draft plan also includes a 1.62 ha Block (Block 218) which is to be reserved for a future school. These lands are proposed to remain designated Residential District at this time as details for a future school are not yet known. Under the Residential District designation in the Town’s Official Plan, parks and schools are listed as a permitted use provided their location is compatible with and complimentary to surrounding residential uses.

It is understood that a Development Permit application will be required for the development of the proposed multi-unit, school and parkland block. A Class II or Class III may be determined as required, depending on the detailed design of the block.

For the above-noted reasons, rather than seeking a Class III permit over the entire development, the Development Permit Amendment application proposes to add a Special Policy Area to the Residential District designation policies and Development Permit Schedule A (**Appendix B**) for the entire subdivision.

For consideration, the proposed amendment would add a new subsection to Section 6.0 (Residential District) as follows:

“Section 6.X Special Residential District Area 1

Notwithstanding the Development Standards of Section 6.3.1, Section 6.3.3 and Section 6.3.7, on the lands described as Part Lot 15, Concession 10, geographic Township of Beckwith (McNeely Landing Subdivision) the following Development Standards shall apply:

- a) Single Detached and Semi-detached Dwelling
 - Rear Yard Depth (minimum) – 7 m
- b) Single Detached, Semi-detached and Townhome Dwelling
 - Front Yard Build within Area – 4.5 m (minimum) 8.5 m (maximum)”

3.0 PLANNING POLICY ANALYSIS

The Draft Plan of Subdivision and Development Permit Amendment applications have been reviewed against the 2020 Provincial Policy Statement for consistency with provincial interests and have also been reviewed against the Lanark County Sustainable Communities Official Plan and the Town of Carleton Place Official Plan for conformity to policies of these Plans.

3.1 Provincial Policy Statement 2020

The Provincial Policy Statement, 2020 (PPS) came into effect on May 1, 2020. In accordance with the *Planning Act*, all planning matters and decisions are required to be consistent with the Provincial Policy Statements that are in effect on the date of the decision, and as such the proposed applications have been reviewed against policies of the 2020 PPS.

The 2020 PPS provides policy direction on matters of provincial interest, including policies that provide for appropriate development that builds strong, sustainable communities, protects and manages provincial resources and protects the public health and safety of residents and the environment. The PPS encourages community development that is based on efficient land use, as well as communities that are economically strong, environmentally sound, and that foster social and economic well-being.

Section 1 of the PPS provides policy with regards to building strong and healthy communities. The PPS states that healthy, livable and safe communities are sustained by promoting efficient development and land use patterns, accommodating an appropriate affordable and market-based range and mix of residential types, avoiding development and land use pattern which may cause environmental or public health and safety concerns, promoting integrated and cost-effective development patterns to minimize land consumption and servicing. It is a policy to focus growth and development to settlement areas to efficiently use land and resources wisely. Land use patterns within settlement areas are to be based on densities and a mix of land uses that are appropriate for, and efficiently use public infrastructure that is available and avoids the need for their unjustified and/or uneconomical expansion, are transit and freight supportive and minimize negative impacts to air quality and climate change and promote energy efficiency. For new development, it is a policy that this take place in designated growth areas adjacent to existing

built up areas and that new development should have compact form, mix of uses and densities that allow for efficient use of lands and public infrastructure.

As described, the subject lands are located within the Town of Carleton Place urban boundary which is a designated area for urban growth. The proposed subdivision has been designed to accommodate a mix of residential building types to account for future growth pressures within the Town and by proposing a 1.62 ha Block for a future school site. The subdivision proposes compact urban form and will be developed on the basis of available full municipal services which are planned for this area. The subdivision has also been designed considering surrounding land uses and proposes uses which are compatible with the existing community.

Section 1.2.1 of the PPS encourages a coordinated, integrated and a comprehensive approach when dealing with planning matters across different municipalities and agencies including managing and promoting growth and development that is integrated with infrastructure planning including transportation systems and public services facilities. The proposed plan of subdivision responds to this policy by proposing a block for a future roadway connection to lands to the south within the Township of Beckwith. While development plans are not known at this time within the Township of Beckwith, the proposed block allows for the opportunity for future developments to be integrated and connected. The draft plan further demonstrates coordination amongst different agencies by proposing the parkland and institutional block adjacent to each other. Proposing these two uses adjacent to one another also contributes to providing opportunities for public services facilities to be co-located in community hubs as encouraged by Section 1.6.5 of the PPS.

Section 1.4 of the PPS provides policy direction with regards to housing. It is a policy that planning authorities shall provide an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of a regional market area. This can be achieved by establishing and implementing minimum targets for affordable housing and by permitting and facilitating all housing options to meet the required social, health, economic and well-being requirements of current and future residents. The PPS further states that the long-term economic prosperity should be supported by encouraging residential uses to respond to dynamic market-based needs and to provide the necessary housing supply and a range of housing options for a diversified workforce.

The subdivision proposes a mix of single-detached and townhouse dwellings as well a 0.99 ha high density multi-unit block which will provide a mix of housing options for the regional market area and within the Town of Carleton Place. The single detached dwellings and townhomes are proposed to provide individual freehold ownership and will be offered for sale at market rates. The proposed high density residential block presents an opportunity to provide either rental or ownership housing opportunities as the proposed dwellings could either be rented at market rates or owned through a condominium corporation. At this time, it is anticipated that the proposed multi-unit block will be developed with apartment dwellings offered at rental market rates.

Within settlement areas municipal water and sewage services are the preferred form of servicing to support the protection of the environment and to minimum risks to human health and safety (Section 1.6.6.2). The proposed subdivision will be developed on full municipal services to achieve the proposed density and compact building form. A stormwater management block is proposed to accommodate any stormwater run off from the development within the lands to be developed. Further, the proposed parkland block includes approximately 1.06 ha of existing woodlands areas which are intended to be retained through the development process. The

retention of the woodland area presents an opportunity to provide a range of publicly accessible built and natural settings for recreational activities including active and passive parkland features such as formal park areas and recreational trails and linkages. A mix of settings for recreational opportunities contributes to creating healthy and active communities as encouraged by Section 1.5.1 of the PPS.

Section 1.6.7 provides policy regarding transportation systems and notes that transportation systems should be provided in a safe and energy-efficient manner that facilitates the movement of people and goods. It is also a policy of the PPS that major goods movement facilities and corridors be protected for their long-term use and that planning authorities do not permit development which may preclude or have a negative impact on a transportation corridor. Consultation with the Ministry of Transportation (MTO) confirmed planned future highway infrastructure upgrades and related implications for development adjacent to the corridor. These considerations have been addressed in the design of development near the corridor to ensure Ministry interests are protected. Highway 15, a provincial highway, travels in a north – south direction which bounds the subject lands to the east. The layout of the subdivision has been designed to consider the required road widening and development setbacks of this Provincial Highway, as per correspondence with MTO. Further to ensure land use compatibility with this major transportation corridor, a noise attenuation study has been prepared and recommends mitigation measures to be considered in the development of the lands located adjacent to Highway 15 including noise abatement walls and warning clauses for future purchasers and occupants.

Section 2 of the PPS provides policy regarding the wise use and management of resources. It is a policy that natural features and areas be protected for the long term. In support of this plan of subdivision application an Environmental Impact Statement was prepared by Bernie Muncaster Planning Inc. The environmental study builds on previous work completed in relation to the Conceptual Design Plan completed in 2013 and includes recommendations to mitigate potential environmental impacts as a result of development. A Stage 1 archaeological assessment has also been prepared which confirmed that no archaeological resources are present and that no further assessment is required.

Finally, Section 3 of the PPS addresses the protection of public health and safety through policies that relate to natural hazards and human-made hazards. These interests of the PPS have been reviewed in the context of the site location, and it has been determined that the proposed development does not conflict with policies in Section 3 of the PPS. The Town's Official Plan identifies organic soils on a small portion of the subject lands near Captain A. Roy Brown Boulevard and McNeely Avenue. A Geotechnical Study was prepared for the proposed plan of subdivision to confirm geotechnical considerations and to guide subdivision design. Also included in the draft plan of subdivision application is a Phase I Environmental Site Assessment that confirms that there are no environmental concerns associated with previous land uses on the property.

Based on the foregoing, the proposed residential development is considered to be consistent with relevant policies of the 2020 Provincial Policy Statement.

3.2 Lanark County Sustainable Communities Official Plan

The Lanark County Sustainable Communities Official Plan was adopted by Council on June 27, 2012. The subject lands are designated as *Settlement Area* on Schedule A of the County's Official Plan. Section 2 of the County Official Plan provides policy direction regarding growth and development within settlement areas that is to be applied to local Official Plans. It is an objective of the County Plan that development within settlement areas include provisions for an adequate supply of residential lands, to provide for a range and mix of low to high density housing types and to provide for neighbourhood facilities and amenities that are appropriate to the residential living environment (Section 2.6.1). It is also an objective to provide for mixed use communities with appropriate commercial, institutional and employment uses. Lot creation within settlement area is generally to occur by Plan of Subdivision (Section 2.6.3). The proposed plan of subdivision will provide a mix of residential dwellings and community amenities including parklands and lands dedicated for a future school that are compatible with the surrounding community. Further the subject lands are within a settlement area where growth and development are to be focused.

With regards to new development, it is a policy that new development be directed to communities which can reasonably provide or extend full municipal services (Section 4.4.1.2.). The subdivision will be developed on full municipal services and conceptual plans submitted with the application demonstrate there is adequate municipal services available to support the 431-unit residential subdivision.

The County's Official Plan identifies that Highway 15 is a Provincial highway and further advises that development within close proximity to these highways requires permits from the Ministry of Transportation (Section 4.3.1). Consultation with the Ministry of Transportation throughout the design process has given consideration to future road widening requirements and development setbacks to the highway right-of-way such that Provincial highway corridor interests have been addressed.

Section 8.2.9 of the County's Plan provides policy with regards to affordable housing and states that the County and local Councils will provide for affordable housing by enabling a full range of housing types and densities to meet projected demographic and market requirements. This can be achieved by working with the development industry to ensure a 3-year minimum supply of registered or draft approved lots and blocks for new residential development is available at all times and to encourage cost-effective development standards and densities for new residential development to reduce the cost of housing. The proposed subdivision will contribute to providing the minimum three-year supply of housing through draft plan approval and contributes to providing affordable housing by proposing a variety of freehold and rental dwelling types including single-detached dwellings, townhouse dwellings and multi-unit residential development (apartment dwellings).

Section 8.2.1 of the Plan provides a list of studies and technical requirements that will be reviewed at the time of a plan of subdivision application as Lanark County is the approval authority for subdivision applications. **Section 4** of this report provides a summary of the technical studies being provided with the plan of subdivision application, as confirmed through the mandatory pre-application consultation meeting.

Based on the foregoing, the proposed residential development is considered to conform with policies of the County of Lanark Official Plan.

3.3 Town of Carleton Place Official Plan 2013

The Town of Carleton Place Official Plan was adopted by Council on July 23, 2013 and modified on April 23, 2014. Schedule A of the Official Plan identifies the subject lands as being within the Residential District designation. A review of the Town's Official Plan follows as it relates for the proposed plan of subdivision and Development Permit Amendment applications.

3.3.1 Community Design Framework

Section 2 of the Town's Official Plan provides community design framework policies which are to be considered and applied to all proposed developments within the Town. It is a policy that new developments shall enhance the image of the Town by complementing and contributing to the character of the area and local landmarks. It is a policy that the design of new developments be complementary to adjacent development in terms of its overall massing, orientation and setback, provide links with pedestrian, cycling and road networks, enhance orientation and integrate newly developing areas of the Town of Carleton Place and maintain and enhance valued cultural and heritage resources and natural features and functions (Section 2.3.6). It is also a policy that development design strives to provide a pattern that supports a variety of uses, provides for transportation connections and maintains and enhances valued historic development patterns and resources (Section 2.3.7). The proposed subdivision has been designed considering these policy objectives through planning for pedestrian linkages, parks and future community facilities. The development has also been designed with consideration given to the Community Design Plan prepared for the South of Highway 7 lands. The proposed mix of housing, street alignment and proposed densities are in keeping with the directions set out in the Design Plan, as further described in **Section 3.5**.

3.3.2 Residential District

Section 3.5 provides policy direction and objectives for the Residential District land use designation. It is an objective of this designation to promote sustainable, efficient and diverse residential neighbourhoods and to provide a diverse range of housing types and densities (Section 3.5.1). The Residential District designation permits a variety of residential dwelling types including singles, semi-detached, townhomes and apartment dwellings. Ancillary uses including parks, schools, places of worship and community facilities are also permitted provided the use is compatible with the surrounding area. The proposed plan of subdivision furthers this policy direction by proposing a mix of residential dwelling types and community amenities including a local park and lands to accommodate a future school. Ancillary uses are also encouraged to be grouped together to create focal points in residential areas. The proposed school site and lands proposed for parkland dedication are sited near a future arterial road which can act as a focal point within the community. The subdivision has also been designed to integrate with the surrounding neighbourhood through street and pathway connections.

With regards to density, it is a policy that new residential development includes a mix of residential densities in order to provide a full range of housing options. The Town has established an average density target for new development in the Residential District at 30 units per net ha which is to be calculated on a site-by-site basis with a range of 26 to 34 units per net hectare. The subdivision proposes an overall net density of 31.38 units per hectare (431 units/13.733 ha) when considering the lands proposed for residential development. This proposed net density is consistent with the

Town's density target provisions and goals for achieving a mix of dwelling types for greenfield development. As there are different dwelling types proposed within the subdivision, densities range from approximately 18 to 56 units per net hectare. Further the proposed subdivision proposes a density mix of 48% low density, 39% medium density and 13% high density residential uses.

While the proposed dwelling types on a site-by-site basis may exceed the density ranges for low, medium and high-density development as outlined in the Official Plan, the proposed overall density provides an opportunity to efficiently use available residential lands after considering the land needs required to accommodate stormwater management requirements, a future school site and increased parkland dedication to maintain natural features on the subject lands. The proposed density and unit mix is also generally consistent with adjacent residential subdivisions in the surrounding community.

3.3.3 Municipal Amenities and Green Infrastructure

Section 4 of the Official Plan provides policy regarding the protection and enhancement of natural heritage features and the local environment which are components of the Town's green infrastructure which is important to the long-term well-being of the Town. Although the subject lands are not designated as Natural Environment District, the property is primarily forested with areas containing former hay fields and an existing water channel which must be considered in the development of the lands. The proposed parkland block of 1.86 ha and future school site have been positioned adjacent to McNeely Landing where existing maple woodlands exist. It is the intent that these woodland features would not be developed and transferred to the Town through the subdivision process as parkland dedication.

The Environmental Impact Study prepared by Muncaster Environmental Planning Inc builds on the findings and recommendations that were noted in the assessment completed in relation to the Conceptual Design Plan. A summary of the current EIS is presented in **Section 4** and supports the development from a natural heritage values point of view and includes recommendations to mitigate impacts associated with development.

Schedule B of the Official Plan identifies a conceptual future trail system crossing the subject lands in an east-west direction. As required by the Plan, new development should consider incorporating an integrated recreational walkway or trail system within the development proposal and with the surrounding community. Within the subdivision, sidewalk connections and pathway blocks are proposed to provide pedestrian and active transportation connections within the subdivision and to adjacent developments. The subject lands are also being developed adjacent to McNeely Avenue and Captain A. Roy Brown Boulevard which are arterial roads designed to accommodate both vehicle traffic and active transportation pathways.

Further, Section 4.2 provides policy on Parks and Open Space systems. While the proposed applications do not intend to designate lands as Parks and Open Space in the Official Plan, the subdivision responds to these policies with regards to the siting of the proposed 1.86 ha parkland block. The parkland block is proposed adjacent to Captain A. Roy Brown Blvd., a proposed arterial road, and intends to maintain existing woodlands features on site. This parkland block can provide a vegetative buffer between residential uses to the south and the arterial road and future employment uses to the north. The proposed parkland block allows a mix of both passive and active recreational areas and the opportunity for future recreational trails.

With regards to Parkland Dedication and Cash-in-Lieu of Parkland policies, it is understood the Town requests a minimum of 5% parkland dedication, as required by the Planning Act, for the proposed plan of subdivision. The subdivision proposes to develop approximately 25.195 ha of land for residential, infrastructure requirements, parkland and a future school site. The parkland block is approximately 1.86 ha in area which accounts for approximately 7.3% of the total subdivision lands. As presented on the draft plan, the proposed parkland block exceeds this 5% requirement. The Official Plan also establishes a parkland dedication policy of 1 ha parkland for 300 units (1.44 ha required). When considering this parkland dedication policy, the proposed parkland block also exceeds this requirement.

As required by the Official Plan, development is to occur on full municipal services where the extension of services is reasonable. Conceptual servicing and stormwater management plans have been prepared to support the development of the plan of subdivision. These reports demonstrate that the subject lands can be developed on full municipal services, a logical extension of development into an identified growth area of the Town.

3.3.4 Safety and Security Policies

The Town's Official Plan also provides policy to protect the health and safety of its residents and to reduce the damage or loss of value to property. The plan of subdivision application meets the intent of the policies in Section 5 of the Plan. A Phase I Environmental Site Assessment was completed for the subject lands which did not identify any environmental concerns for the proposed development. A Geotechnical Investigation was also completed to assess the subject lands. As the subject lands are located adjacent to Highway 15, a noise study was completed which provides recommended mitigation measures.

3.3.5 Development Control – Plans of Subdivision

Section 4 of this report provides a summary of the technical studies and environmental documentation provided to support the plan of subdivision application as required by policies of the Town's Official Plan. Subdivision applications are also to be reviewed on the basis of planning and design considerations of Section 6.7.1 of the Plan. The plan of subdivision application meets the design consideration through the following:

- The subdivision has been designed considering policies of Section 2 of the Town's Official Plan as demonstrated in Section 3.3.1 of this Planning Rationale.
- The lots and blocks within the subdivision have been sited to efficiently use the lands available and to appropriately accommodate lands for parks and future school use.
- Consideration has been given to limiting block development that would result in long blocks of townhouse development, or streetscapes with townhouses on both sides of the street. This has been achieved through a subdivision design that provides for townhouse development concentrated mostly within small development enclaves and avoiding long sections of row housing on both sides of the street.
- The residential nature of the subdivision is compatible with adjacent land uses including the Miller's Corners subdivision to the east. The residential lands are separated from future highway commercial uses to the north by Captain A. Roy Brown Boulevard, a planned arterial corridor.

- The draft plan of subdivision is required to accommodate future growth for the Town of Carleton Place.

Based on the foregoing, the proposed residential development is considered to conform with policies of the Town of Carleton Place Official Plan.

3.4 Town of Carleton Place Development Permit By-law 15-2015

The subject lands are designated as Residential District by the Town of Carleton Place Development Permit By-law. The proposed subdivision layout and dwelling types have been reviewed for compliance with the provisions of Section 6 and the design criteria of Section 13.0 and Section 14. It is noted that the subject lands are considered greenfield lands and are not shown within any Built Form Inventory Maps of Section 13.

3.4.1 Details of the Amendment

The Residential District (Section 3) designation permits a variety of housing types and applies specific standards for each housing form. The draft plan of subdivision proposes a mix of housing types including single-detached, townhouse, and apartment dwellings which are permitted uses under the Residential District designation.

The proposed Lots and Blocks within the draft plan of subdivision have been configured to ensure that each residential building lot will meet the minimum lot area and lot frontage provisions of each dwelling type in the Residential District designation, as demonstrated in **Table 1** below.

Table 1: Town of Carleton Place Development Permit By-law

Town of Carleton Place Development Permit By-law 15-2015		
Residential District		
Site Provisions	Required	Provided
Development Standards - Single Detached Dwellings (Section 6.3.1)		
Lot Area (minimum)	Nil	~337.0m ² - 1,540m ²
Lot Frontage (minimum)	10.6 m	11.0m – 13.4m
Development Standards - Townhome Dwellings (Section 6.3.7)		
Lot Area (minimum)	Nil	~179.3m ² – 1,360m ²
Lot Frontage (minimum)	5.5m per unit	6.06m – 12.54m
Development Standards - Apartment Dwellings (Section 6.3.9)		
Lot Area (minimum)	Nil	0.99 ha (Block 210)
Lot Frontage (minimum)	35m	51.77m (Street One)

In addition to ensuring the proposed development meets the minimum lot size requirements of the By-law, building designs for each single-detached, semi-detached and townhouse dwellings have been reviewed against the corresponding development standards for each housing form to ensure the units can be accommodated in accordance with the standards set out in Sections 6.3 and the relevant general provisions set out in Section 3.0. Careful attention has been given to ensuring that the proposed unit types and designs can be accommodated in the required building envelope, as well as to ensure that required parking standards can be met for all unit types.

The subdivision has also been designed to ensure that each housing form can provide the minimum standard of two off-street legal parking spaces per dwelling on each of the proposed lots. This can be achieved by proposing a minimum of one parking space within the attached garage and other, in tandem, within the dwelling's associated driveway. The proposed subdivision also meets the provisions of Section 6.5 for greenfield development and provides a mix of residential uses in accordance with Section 3.5 of the Official Plan.

The proposed dwellings generally meet the applicable requirements, standards and provisions of the By-law, however, relief is required from the following provisions which are being captured through the proposed Development Permit Amendment application:

- To reduce the minimum required rear yard in relation to single-detached and semi-detached dwellings from 7.5m to 7m (Section 6.3.1 and 6.3.3)
- To increase the maximum front yard "build within area" from a maximum of 7.5m to 8.5m in relation to single-detached, semi-detached and townhouse dwellings (Sections 6.3.1, 6.3.3 and 6.3.7).

The amendment proposes to apply a minimum rear yard depth of 7m for single-detached and semi-detached dwellings as opposed to the required 7.5m. The subdivision has been designed so that the lot depths of each dwelling type are similar throughout the subdivision. As the minimum rear yard depth for townhomes is 6.5 m, a development standard of 7m is proposed for single-detached and semi-detached dwellings to ensure a similar rear yard amenity area is applied throughout the subdivision. While semi-detached dwellings are not currently proposed on the draft plan, semi-detached dwelling standards are proposed to be amended to permit flexibility should market demands change throughout the subdivision process. Should semi-detached dwellings be introduced to the subdivision it is understood that an amendment to the draft plan of subdivision may be required.

The amendment also proposes to increase the maximum building within area of 7.5m to 8.5m for each of the proposed dwelling types. This amendment would allow home designs that differ slightly in their front porch and main entry architectural constructs, accents, features and low roofs. This would support a planning value to de-emphasize the garage facet of the total home design; but additionally, it would deliver variation to each entry. It would allow for distinguished features such as masonry columns, posts, cedar screens etc. and a suitable porch area that transitions from front door to front yard to street. This increase in setback will ensure a wide-ranging streetscape with subtle but discernable differences in home elevations that would deliver a row of homes with character and eliminate a repetitive pattern with less architectural interest or detail. As also demonstrated on the preliminary design concepts, the main wall of the dwelling will also be set closer to the street.

3.4.2 Built Form Design Criteria

Section 14.3.2 of the Development Permit By-law provides a set of design criteria for greenfield development projects which are required to be met to ensure new structures demonstrate general principles of good design including but not limited to those dealing with form, mass, scale, height, texture and colour. A summary of the residential greenfield development built form criteria of Section 14.3.2 and a response to how the proposed subdivision and conceptual building designs meet each applicable criteria is provided in **Table 2** below. It is noted some of the Built Form

Criteria are directly related to the development of multi-residential developments. These criteria will be further reviewed at the detailed design stage for the proposed multi-unit block.

Table 2: Section 14.3.2 Greenfield Development Built Form Criteria

Built Form Criteria	Development Proposal Response
1. Long monotonous façade designs including, but not limited to, those characterized by unrelieved repetition of shape or form or by unbroken extension of line shall be avoided. Excessive ornamentation shall be avoided to prevent visual clutter.	As demonstrated on the proposed dwelling renderings, the subdivision will provide a mix of craftsman and prairie style architecture with modern contemporary buildings designs and varying building forms to avoid repetitive buildings designs along the streetscape.
2. Façade, side and rear elevations adjacent to pathways or roadways and roof lines shall be constructed to provide a varied and diverse product in order to create streetscape interest and walkable communities.	Dwelling facades and building elevations are designed to create streetscape interest and diversity in the community.
3. All development shall be serviced by a public water supply and a public sanitary sewage system.	The proposed subdivision of 431 dwelling units will be serviced by the public water and sanitary sewage systems. Conceptual servicing designs are included in the draft plan of subdivision application demonstrating there is sufficient municipal servicing capacity to support the development.
4. Commercial communication towers and wind generators are not permitted in any residential designation.	No commercial communication towers or wind generators are proposed within the draft plan of subdivision.
5. Street trees shall generally be provided every 10.6 metres (35 feet) on average to create a canopy on residential streets.	Detailed streetscape designs will be provided during the final approval stage for the proposed subdivision and will provide street trees in accordance with municipal standards. In addition to detailed streetscape designs, the parkland dedication block proposes to maintain existing woodland features to maintain a significant portion of the current tree canopy within the subdivision.
6. Buildings will be oriented to the street and shall provide architectural interest to contribute to the esthetics and visual appeal of the community. Corner lots will require orientation to both street fronts.	The proposed dwellings will be oriented to the street and provide direct access to the proposed streets within the subdivision. Dwellings proposed on corner lots have been designed to ensure orientation is to both street fronts as required by the by-law. The proposed multi-unit residential blocks are intended to be designed to be oriented to both local and arterial roads.

Built Form Criteria	Development Proposal Response
7. The width of the garage for both single family dwellings and semi-detached dwellings and duplex shall not exceed 45% of the overall lot frontage. The width of the garage for townhome dwellings shall not exceed 70% of the overall lot frontage. The main wall for the garage doors shall be setback a minimum 6.0 metres (19.6 feet) from the front or exterior side lot line.	It is understood that Section 6 of the Town's Development Permit By-law has been amended regarding garage size and location. The proposed dwellings have been designed to ensure compliance with the provisions of the By-law regarding garage width and location (Section 6). The main wall for garage doors will meet the minimum 6.0 m setback from the front lot lines to ensure off-street parking can be provided within the driveway.
8. Internal pathways for cyclists and pedestrians shall be provided with linkages to new and existing park and open space systems.	Within the proposed subdivision pathway blocks are proposed to provide pedestrian linkages. The development of these lands will require the extension of Captain A. Roy Boulevard from McNeely Avenue to Highway 15. This arterial road design will include a multi-use pathway for both pedestrians and cyclists.
9. All development will require sidewalks on one side of the street.	Preliminary designs of the new streets propose sidewalk connections on one side of the street to provide pedestrian connectivity within the subdivision and to surrounding neighbourhoods.
10. A modified grid pattern of street design and layout will be provided. New developments shall be linked to existing neighbourhoods and provide multiple entrance points.	The streets have been designed to provide a modified grid pattern for improved vehicular and pedestrian connectivity. The streets have also been designed to provide connections between existing residential neighbourhoods including the Miller's Crossing Subdivision to the east and to local arterial roads including McNeely Avenue and Captain A. Roy Brown Boulevard. The subdivision also proposes a future roadway block to lands south of the subdivision in the Township of Beckwith.

Based on the foregoing, the proposed residential development is considered to conform with the standards of the Town of Carleton Place Development Permit By-law, except for the proposed amendments as detailed.

3.5 Highway 7 South Conceptual Design Plan 2013

As noted, the subject lands are situated within a Conceptual Design Plan area which was created in 2013. The proposed Draft Plan of Subdivision has been designed considering key infrastructure and land use outcomes and objectives of the design plan. It should be noted the location of land uses on the Conceptual Design Plan is a guideline only. Further, since the creation of the Conceptual Design Plan market demands for residential housing has changed and the proposed

plan of subdivision responds to these changes while considering the Town's Official Plan and 2013 Conceptual Design Plan.

The proposed subdivision responds the following community design principles as noted in **Table 3** below.

Table 3: Community Design Principles

<p>1. Foster a healthy and sustainable community through the development of walkable, well-defined neighbourhoods linked to one another, to community amenities, to natural features and to the community core.</p>	<p>The proposed subdivision includes a mix of pathway linkages and sidewalks on one side of the street provide for a walkable neighbourhood.</p> <p>Pedestrian connections are also planned within the proposed stormwater management block.</p>
<p>2. Develop complete, well-defined neighbourhoods that feature a mix of housing forms, a defined centre expressed by density and/or community amenities, and direct connections to a well-defined network of roads, sidewalks, bicycle lanes, trails, parks, open space, and the natural system.</p>	<p>The proposed subdivision includes a mix of dwelling types as well as options for rental or ownership housing to meet the needs of the community.</p> <p>A community core is established near Street One and Captain A. Roy Brown Blvd where high density residential development, lands for a park and school are sited adjacent to each other.</p>
<p>3. Create a distinct identity for the community defined by its relationship to the natural environment, gateways framed by higher density and community amenities, key vistas, distinctive community-identity signage, and high-quality architectural expression.</p>	<p>The subdivision proposes a mix of dwelling units providing high quality modern designs.</p> <p>Higher density development is proposed at one of the main entrances into the proposed community along Captain A. Roy Brown.</p>
<p>4. Preserve significant natural features and integrate the natural system within the built fabric of the community to ensure that access to natural features is maximized for all residents of the community.</p>	<p>The proposed Parkland Block includes approximately 1.06 ha of existing woodland features which are not intended to be developed by the developer.</p>
<p>5. Establish a green system linking natural features, watercourses, stormwater management facilities, parks, parkettes, and open spaces through an interconnected network of sidewalks, trails, and multi-use pathways that are readily accessible to all residents and visitors.</p>	<p>The proposed subdivision includes a mix of pathway linkages and sidewalks on one side of the street provide for a walkable neighbourhood.</p> <p>Residential units are generally located within walking distances (400m) to the proposed parkland block or parks sited in adjacent developments.</p>
<p>6. Celebrate the cultural heritage of Carleton Place by incorporating local history into the design of community amenities, neighbourhood landmarks, gateways, and the</p>	<p>The proposed Parkland Block includes approximately 1.06 ha of existing woodland features which are not intended to be developed.</p>

green system.	
7. Create a well-defined community core that provides a vibrant focal point defined by higher density development, commercial opportunities, and connections to the walkway network/green system.	<p>The proposed plan of subdivision establishes a mix of uses including high density residential development, parkland and a future school site adjacent to Captain A. Roy Brown Blvd.</p> <p>Captain A. Roy Brown Blvd is planned to be designed to include a multi-use pathway to provide an active transportation connection for the local and surrounding community.</p>
8. Develop an energy-efficient, hierarchical road network with interconnected arterial, collector and local streets that facilitate pedestrian and vehicular movement within the community and provide connectivity to/from Highways 7 and 15.	The subdivision proposes a modified grid pattern to provide vehicle connections throughout. Local streets are proposed to connect to Captain A. Roy Brown Blvd and McNeely Avenue which provide connections to Highway 7 and Highway 15.

With regards the proposed residential development, the proposed subdivision responds to the residential density targets established in the Conceptual Design Plan. The subdivision proposes a mix of 48% low density development (single detached dwellings), 39% medium density (townhouse dwellings), and 13% high density (apartment dwellings). While this mix of units marginally exceeds the criteria of established in the Community Design Plan, an overall net density of approximately 31.4 units per ha is provided which meets the overall density target of 30 units per ha. The proposed density and unit mix efficiently uses lands available for residential development.

The proposed high density residential block meets the density range of 36-60 units per net ha and is positioned to provide building facades along Captain A Roy Brown Blvd. The block is also anticipated to be designed to consider underground parking and to provide more than 8 dwellings unit per building. Medium density and low density uses meet the design criteria by providing a mix of units per block, avoiding rear facades facing the street and providing a minimum height of 1 storey.

The community and infrastructure amenities proposed within the subdivision also meet the intent of the Conceptual Design Plan (**Figure 10**) by providing a stormwater management facility, parklands and lands for a future school site at locations and land areas generally consistent with the Plan.

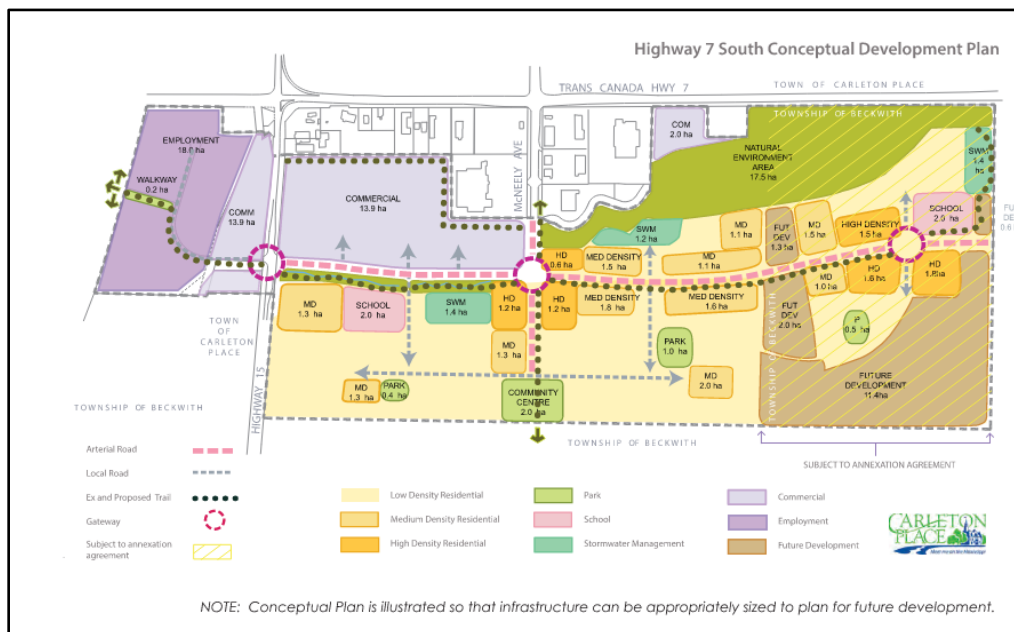


Figure 10: Excerpt of Conceptual Development Plan

4.0 SUPPORTING MATERIALS

The proposed draft plan of subdivision and development permit by-law amendment applications are supported by the following plans and studies as summarized below:

4.1 Conceptual Site Servicing and Stormwater Management Report

A Conceptual Site Servicing and Stormwater Management Report, has been prepared by Novatech dated June 10, 2021 and revised May 13, 2022, based on the proposed development potential and layout. The report demonstrates that the development can be adequately serviced with storm, sanitary sewers and watermains. Please see the full report for details.

Detailed designs will be provided to the Town for approval at a later date once draft approval is obtained for the subdivision.

4.2 Environmental Impact Study & Tree Conservation Report

An Environmental Impact Study and Tree Conservation Report (EIS & TCR), initially prepared in February 2021, which focused primarily on Species at Risk Assessment and an assessment of the natural features on the lands, was prepared by Muncaster Environmental Planning Inc. in relation to the proposed subdivision. A revised EIS & TCR was prepared by Muncaster Environmental Planning Inc. in May 2022 to address comments from the Town of Carleton Place and Mississippi Valley Conservation Authority and the revised subdivision design. The Study provides a series of recommendations for tree retention, planting materials and stormwater management. Please see the full report for details.

4.3 Traffic Impact Study

A Transportation Impact Study was prepared by Novatech in June 2021. A Traffic Impact Study Addendum dated May 13, 2022 was also prepared by Novatech to address comments on the first draft plan of subdivision submission. The proposed development is within the 760 units identified in the Highway 7 South Transportation Master Plan (September 2013) for Phases 1A, 1B & 1C with two access connections to the adjacent road network (McNeely and Highway 15). A review of intersection operating conditions was recently conducted as part of the MTO Highway 7 and Highway 15 Intersection Improvements Preliminary Design and Class EA Study Traffic Analysis Report (June 2020). Please see the full reports for details.

4.4 Noise Control Feasibility Study

A Noise Control Feasibility Study was prepared by Novatech, dated June 10, 2021 and revised May 13, 2022, to evaluate the environmental impact of noise to the proposed residential development and to recommend appropriate noise attenuation measures. The study concludes that predicted outdoor noise levels exceed Environmental Noise Control Guidelines criteria for units backing onto transportation noise sources. To mitigate noise level exceedances, 3m high noise abatement walls are proposed for the residential dwellings backing onto Highway 15. Furthermore, warning clauses to inform potential buyers/tenants, that several measures are proposed through the subsequent detailed noise study. The detailed noise study may require an assessment of proposed building components and appropriate warning clauses to be placed on title with certain lots. Please see the full report for details.

4.5 Phase 1 Environmental Site Assessment

A Phase I Environmental Site Assessment for the subject lands was conducted by Paterson Group. Two reports are included in the application submissions for each of the land parcels. The purpose of the environmental assessment was to research the past and current land uses of the site and adjacent properties and to identify any environmental concerns with the potential to impact development on the subject site. Historical research and a site visit were undertaken to assess the properties. No environmental concerns were identified with either the historical or current use of the subject lands or neighbouring lands. Based on the findings of the two assessments, a Phase II Environmental Site Assessment is not required for these lands. Please see the full report for details.

4.6 Stage 1 Archaeological Assessment

A Stage I Archaeological Assessment for the subject property was conducted by Paterson Group. The purpose of this assessment was to assess the archaeological potential of the subject lands and to determine whether further investigation is required. Historical research and a site visit were undertaken to assess the property. The report concludes the subject land has low archeological potential and recommends that no further archeological study be undertaken for these lands. The report also recommends that should archaeological resources be found during the development of the site that all works stop immediately and a licensed archeologist be contacted. Please see the full report for details.

4.7 Preliminary Geotechnical Investigation

A Preliminary Geotechnical Investigation was prepared by Paterson Group (2020) to determine the subsoil and groundwater conditions at this site by means of test holes and to provide

preliminary geotechnical recommendations for the design of the proposed development including construction considerations which may affect the design. The report provided recommendations to consider regarding site grading, bedrock removal, vibrations, foundations, backfill, pavement structure for roadways and ground water control. The report concludes that the Subject Site is adequate from a geotechnical perspective for the residential proposed development. Please see the report for details on the geotechnical assessment, design and construction precautions.

5.0 CONCLUSION

This planning rationale has been prepared in relation to a proposed draft plan of subdivision and development permit amendment application to support the development of a 431-unit residential subdivision on lands located in Part Lot 15, Concession 10, geographic Township of Beckwith in the Town of Carleton Place.

It is our assessment that the proposed development is consistent with the 2020 Provincial Policy Statement and conforms to both the County of Lanark Official Plan and the Town of Carleton Place Official Plan. The proposed mix of single-detached, semi-detached and townhouse dwelling is compatible with existing surrounding uses and can be appropriately accommodated by existing and planned municipal infrastructure.

The proposed Development Permit Amendment application will ensure the implementation of the proposed development is consistent throughout the proposed plan of subdivision. It is our opinion the proposed subdivision is appropriate for the orderly development of the site to accommodate future residential growth within Carleton Place and represents good land use planning.

NOVATECH

Prepared By:



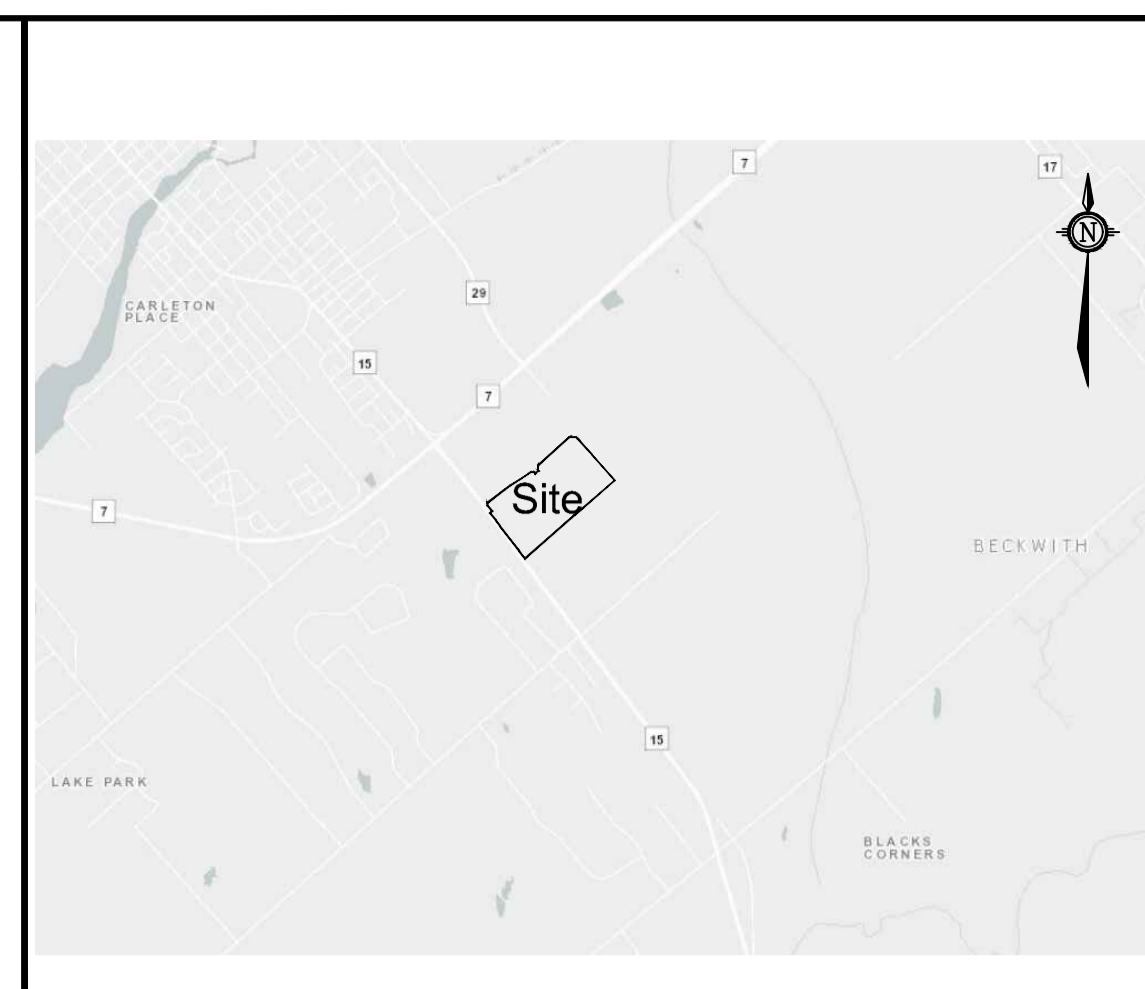
**Jordan Jackson, MCIP, RPP
Project Planner**



**Steve Pentz, MCIP, RPP
Senior Project Manager**

Appendix A
Draft Plan of Subdivision

UNIT MIX BREAKDOWN			
LOT/BLOCK #s	LOT SIZE	UNITS	%
32-72, 145-204	42' (12.8m)	101	23.43
1-31, 73-144	36' (11.04m)	103	23.90
205-209, 211-216	19.8' (6.0m) Town	171	39.68
210	High Density Unit	56	12.99
Total		431	100.0



KEY MAP
NOT TO SCALE

METRIC : MEASUREMENTS SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

DRAFT PLAN OF SUBDIVISION OF
PART OF LOTS 14 and 15
CONCESSION 10
Geographic Township of Beckwith
TOWN OF CARLETON PLACE
COUNTY OF LANARK
SCALE 1 : 12500

DATE: JUNE, 2021
REVISED: MAY, 2022

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO ADJOINING LANDS ARE CORRECTLY SHOWN.

DATED May 13, 2022

[Signature]
Ed Herweyer, OLS
ONTARIO LAND SURVEYOR

Annis O'Sullivan Vollebek Ltd.
ONTARIO LAND SURVEYORS
Job No. 20696-20

OWNER'S CERTIFICATE

WE, UNIFORM URBAN DEVELOPMENTS LTD., BEING THE REGISTERED OWNER, HEREBY AUTHORIZE NOVATECH TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE COUNTY OF LANARK FOR REVIEW AND APPROVAL.

DATED May 13, 2022

[Signature]
John MacDougall, President
I have the Authority to bind the Corporation

OWNER'S CERTIFICATE

WE, MACSTEN HOLDINGS INC., BEING THE REGISTERED OWNER, HEREBY AUTHORIZE NOVATECH TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE COUNTY OF LANARK FOR REVIEW AND APPROVAL.

DATED May 13, 2022

[Signature]
John MacDougall
I have the Authority to bind the Corporation

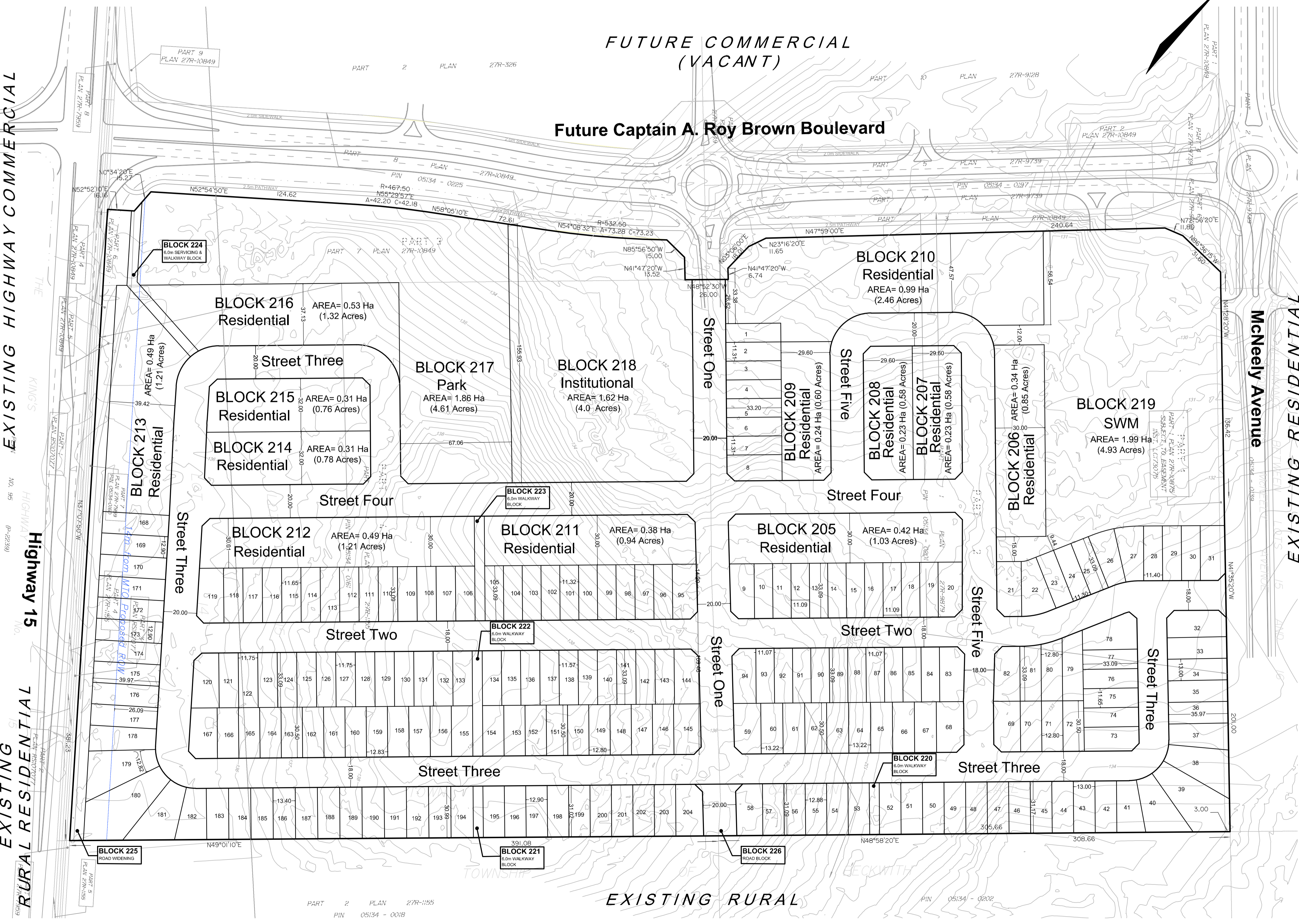
- ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51 (17) OF THE PLANNING ACT.**
- A) The boundaries of the land proposed to be subdivided, certified by an Ontario Land Surveyor.
As shown on Draft Plan
 - B) The locations, widths & names of the proposed highways within the proposed subdivision & of existing highways on which the proposed subdivision abuts.
As shown on Draft Plan
 - C) On a small keyplan, on a scale of not less than 1cm to 100m, all of the land adjacent to the proposed subdivision that is owned by the applicant or in which the applicant has an interest, every subdivision adjacent to the proposed subdivision & the relationship of the boundaries of the land to be subdivided to the boundaries of the township lot of other original grant of which the land forms the whole part.
As shown on Draft Plan
 - D) The purpose for which the proposed lots are to be used:
Residential, Institutional, Open Space, and SWM shown on Draft Plan
 - E) The existing and proposed contours of the land.
Rural, and Open Space shown on Draft Plan
 - F) The approximate dimensions & layout of the proposed lots:
As shown on Draft Plan
 - G) Natural & artificial features such as buildings or other structures or installations, railways, highways, watercourses, drainage ditches, wetlands & wooded areas within or adjacent to the land proposed to be subdivided.
As shown on Draft Plan
 - H) The availability and nature of domestic water supplies:
Development will be supplied with full municipal piped water service
 - I) The nature & capacity of the soil:
Please refer to Soils Report.
 - J) Existing contours or elevations as may be required to determine the grade of the highways and the drainage of the land proposed to be subdivided.
Contours shown at 0.25 metre intervals on Draft Plan
 - K) The municipal services available or to be available to the land proposed to be subdivided:
Development will be supplied with full sanitary and storm water sewer services.
 - L) The nature & extent of any restrictions affecting the land proposed to be subdivided, including restrictive covenants or easements, 1994, c. 23, s. 30 (1994, c. 23, s. 31).
As shown on Draft Plan.

MCNEELY LANDING

NOVATECH
Engineers, Planners & Landscape Architects
Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario, Canada K2M 1P6

Telephone (613) 254-9643
Facsimile (613) 254-5867
Website www.novatech-eng.com

PROJECT No. 119221



EXISTING HIGHWAY COMMERCIAL

EXISTING RESIDENTIAL

McNeely Avenue

Future Captain A. Roy Brown Boulevard

Highway 15

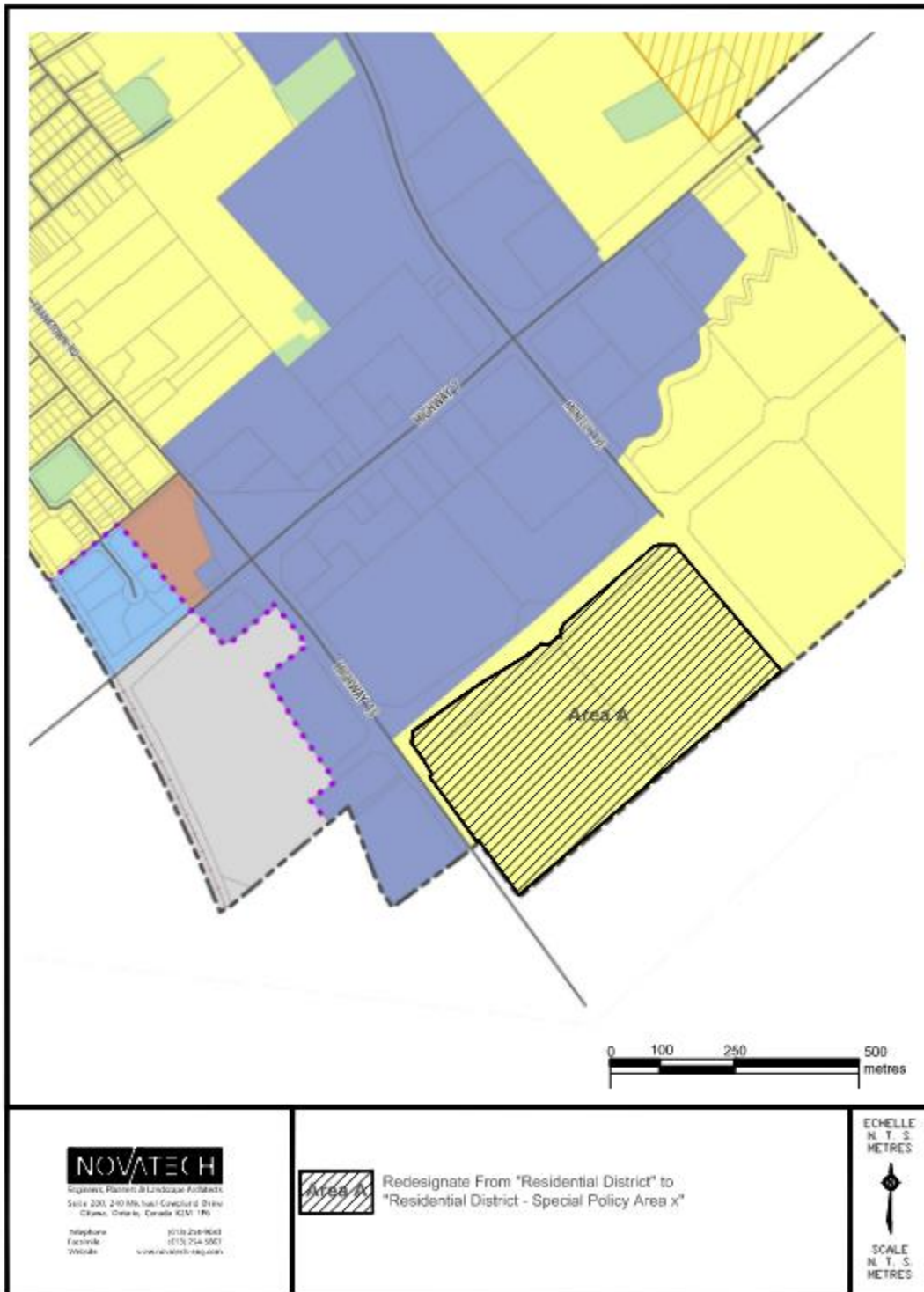
RURAL RESIDENTIAL

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Appendix B
Development Permit Amendment Sketch



NOVATECH

Engineers, Planners & Landscape Architects
Suite 200, 240 McNeely / Concord St Drive
Clarks, Ontario, Canada G5M 1P6
Telephone: (905) 248-9648
Facsimile: (905) 248-5001
Website: www.novatech.ca



Redesignate From "Residential District" to
"Residential District - Special Policy Area x"

ECHELLE
N. T. S.
METRES



SCALE
N. T. S.
METRES