

# PLANNING RATIONALE REPORT PERTHMORE ENTERPRISES INC.



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Prepared for:

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## 1.0 INTRODUCTION

McIntosh Perry Consulting Engineers Limited (McIntosh Perry) has been retained as the agent for Perthmore Enterprises Inc. with respect to a proposed residential subdivision on lands legally described as PT SW1/2 AND PT NE1/2 LOT 3 CON2 DRUMMOND BEING PART 1 ON 27R7125 AND PT 1 ON 27R8420 EXCEPT PL88,27M3,27M14,27M16,27M21,27M55 AND PARTS 3,4 ON 27R7540 TOWN OF PERTH (the “subject lands”). The subject lands are located within the Urban Development Boundary in the Town of Perth, County of Lanark.

## 2.0 PROPOSED DEVELOPMENT

The proposed development is comprised of 42 lots that will be developed with single detached dwellings and 23 lots that will be developed with semi-detached dwellings, for a total of 65 proposed residential lots. The proposed lots for single detached dwellings range in area from 428m<sup>2</sup> (0.043 ha) to 1, 129m<sup>2</sup> (0.11 ha), with frontages ranging from 12.18 m to 19.96 m. The proposed lots for semi-detached dwellings range in area from 648 m<sup>2</sup> (0.06 ha) to 797 m<sup>2</sup> (0.08 ha), with frontages ranging from 18.5 m to 21.26 m. The proposed lots will have frontages on newly created internal streets and on extensions of Perthmore Street and Senators Gate Drive. As shown on *Appendix A*, a future arterial road, previously approved through a separate Environmental Assessment process, has been proposed on the proponent’s wider land holding, enveloping to the east of the proposed subdivision lots from Perthmore Street to Highway 7; a proposed internal street will also extend from the western end of Senator’s Gate Drive and terminate on the proposed arterial road. The proposed development further consists of Blocks 66 to 69, which are medium/high density residential Blocks that will be further detailed through a future Site Plan Control process. Blocks 70 and 71 will be used for stormwater management purposes. In addition to a Plan of Subdivision application, a concurrent Zoning By-law Amendment application seeks to rezone the subject lands from Residential First Density (R1) and Environmental Protection Area (EP) to Residential Third Density (R3) and Residential Fourth Density (R4).

The subject lands are located in the northeast corner of the Town of Perth in the Perthmore Glen community. The subject lands are adjacent to Perth Long Swamp to the east, which is designated a Natural Heritage Feature and Provincially Significant Wetland in the Town of Perth Official Plan. The subject lands are bordered to the north by remnant lands, Highway 7 and the Township of Drummond/ North Elmsley. The proposed development is bordered to the south and west by existing and similar residential subdivisions, comprising of previous phases of the Perthmore development.

The subject lands have an area of 157, 974m<sup>2</sup> (15.80 ha). The 42 residential lots for detached dwellings have an area of 22, 902 m<sup>2</sup> (2.29 ha), while the 23 residential lots for semi-detached dwellings have an area of 15, 607 m<sup>2</sup> (1.56 ha). Blocks 66 to 71 have a combined area of 97, 644 m<sup>2</sup> (9.76 ha). The proposed internal streets and extensions of Perthmore Street and Senator’s Gate Drive have a combined area of 21, 821 m<sup>2</sup> (2.18 ha).

## 3.0 PRE-CONSULTATION

A pre-consultation meeting was held with Lanark County, Town of Perth and Rideau Valley Conservation Authority (RVCA) staff on January 23, 2019. The following technical studies were requested as part of the submission package for the Plan of Subdivision application.

- Planning Rationale;
- Preliminary Servicing and Stormwater Management Report;
- Traffic Impact Report; and
- Environmental Impact Statement (EIS)

Since the initial pre-consultation meeting, meetings have continued with Town of Perth staff, including the Town’s engineer responsible for the peer review of the Traffic Impact Study. As a result of these discussions, a Sensitivity Analysis was also completed and forms part of this submission.

## **4.0 PLANNING POLICY & REGULATORY FRAMEWORK**

### **4.1 Provincial Policy Statement, 2020**

The 2020 Provincial Policy Statement (PPS) provides policy direction on land use planning matters of provincial interest. Table 1 below provides a summary of how the proposed development has been designed in accordance with the policy direction provided within the PPS.

<b>PROVINCIAL POLICY STATEMENT, 2020</b>		
<b>Policy Section</b>	<b>Policy Description</b>	<b>Comments</b>
1.1.1	<ul style="list-style-type: none"> <li>• Healthy, liveable and safe communities are sustained by:               <ul style="list-style-type: none"> <li>a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;</li> <li>b) Accommodating an appropriate affordable and market-based range and mix of residential types;</li> <li>c) Avoiding development and land use patterns which may cause environmental or public health and safety concerns;</li> <li>h) promoting development and land use patterns that conserve biodiversity;</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- <i>The proposed development is located within the Urban Settlement Boundary as indicated on Schedule A of the Town’s Official Plan</i></li> <li>- <i>The proposed development contributes single detached and semi-detached dwellings to the mix of residential types in the Town. Blocks 66 to 69 will further contribute medium/high density residential uses</i></li> <li>- <i>An Environmental Impact Statement (EIS) has been prepared by McIntosh Perry and submitted in support of the proposed development. The EIS notes that the development has the potential to negatively impact natural heritage features, but concludes that on a larger landscape scale, the development is generally not going to have a significant impact on the ecological function. The western boundary of the arterial road is the boundary of the proposed development and is, as per the EIS, anticipated to isolate the existing natural heritage features rendering them no longer significant</i></li> </ul>

PROVINCIAL POLICY STATEMENT, 2020		
Policy Section	Policy Description	Comments
1.1.3	<ul style="list-style-type: none"> <li>Promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures.</li> <li>Settlement Areas shall be the focus of growth and development</li> <li>Land use patterns within settlement areas shall be based on densities and a mix of land uses which:               <ol style="list-style-type: none"> <li>Efficiently use land and resources;</li> <li>Are appropriate for, and efficiently use, the infrastructure and public facilities which are planned or available, and avoid the need for their unjustified and/or uneconomic expansion;</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li><i>The proposed development is located adjacent to an existing built-up area in the Urban Settlement Boundary</i></li> <li><i>The proposed development will contribute additional single and semi-detached dwellings to the mix of residential uses in the Town. Blocks 66 to 69 will further contribute medium/high density residential uses</i></li> <li><i>The density of the development has been designed for the efficient use of land and infrastructure. The development represents a logical extension of municipal infrastructure and will be serviced by municipal water and wastewater services</i></li> </ul>
1.4.3	<ul style="list-style-type: none"> <li>Planning authorities shall provide for 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 the regional market by:               <ol style="list-style-type: none"> <li>permitting and facilitating:                   <ol style="list-style-type: none"> <li>all housing options required to meet the social, health, economic and well-being requirements of current and future residents;</li> </ol> </li> <li>directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs.</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li><i>The proposed development provides single-detached and semi-detached dwellings to the mix of housing options in the Town. Blocks 66 to 69 will further contribute medium/high density residential uses</i></li> <li><i>The density of the development has been designed for the efficient use of land and infrastructure. The development represents a logical extension of municipal infrastructure and will be serviced by municipal water and wastewater services</i></li> <li><i>A Preliminary Servicing and Stormwater Management Report has been submitted in support of the proposed development. The Report provides preliminary servicing options for the proposed subdivision and recommends that Best Management Practices (BMPs) be employed wherever possible</i></li> </ul>
1.5.1	<ul style="list-style-type: none"> <li>Healthy, active communities should be promoted by:               <ol style="list-style-type: none"> <li>planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water based resources;</li> <li>recognizing provincial parks, conversation reserves, and other protected areas, and minimizing negative impacts on these areas.</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li><i>An Environmental Impact Statement (EIS) has been prepared by McIntosh Perry and submitted in support of the proposed development. The EIS notes that the development has the potential to negatively impact natural heritage features, and concludes that on a larger landscape scale, the development is generally not going to have a significant impact on the ecological function. The western boundary of the arterial road is</i></li> </ul>

<b>PROVINCIAL POLICY STATEMENT, 2020</b>		
<b>Policy Section</b>	<b>Policy Description</b>	<b>Comments</b>
		<i>the boundary of the proposed development and is, as per the EIS, anticipated to isolate the existing natural heritage features rendering them no longer significant</i>
1.6.6.2	<ul style="list-style-type: none"> <li>• Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety</li> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>- <i>The proposed development is located within the Urban Settlement Boundary and will be fully serviced by municipal water and wastewater services</i></li> <li>- <i>A Preliminary Servicing and Stormwater Management Report has been submitted in support of the proposed development. The Report provides preliminary servicing options for the proposed subdivision and recommends that Best Management Practices (BMPs) be employed wherever possible</i></li> </ul>
1.6.6.6	<ul style="list-style-type: none"> <li>• Planning authorities may allow lot creation only if there is confirmation of sufficient reserve sewage system capacity and reserve water system capacity within municipal sewage services and municipal water services.</li> </ul>	<ul style="list-style-type: none"> <li>- <i>A Preliminary Servicing and Stormwater Management Report has been submitted in support of the proposed development. The Report provides preliminary servicing options for the proposed subdivision and recommends that Best Management Practices (BMPs) be employed wherever possible</i></li> </ul>
1.6.6.7	<ul style="list-style-type: none"> <li>• Planning for stormwater management shall:                             <ol style="list-style-type: none"> <li>a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;</li> <li>b) minimize, or, where possible, prevent increases in contaminant loads;</li> <li>c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;</li> <li>d) mitigate risks to human health, safety, property and the environment;</li> <li>e) maximize the extent and function of vegetative and pervious surfaces; and</li> <li>f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>- <i>A Preliminary Servicing and Stormwater Management Report has been submitted in support of the proposed development. The Report provides preliminary servicing options for the proposed subdivision and recommends that Best Management Practices (BMPs) be employed wherever possible</i></li> </ul>

PROVINCIAL POLICY STATEMENT, 2020		
Policy Section	Policy Description	Comments
2.1.1	<ul style="list-style-type: none"> <li>Natural features and areas shall be protected for the long term.</li> </ul>	<ul style="list-style-type: none"> <li><i>An EIS has been prepared by McIntosh Perry and submitted in support of the proposed development. The EIS notes that the development has the potential to negatively impact natural heritage features, and concludes that on a larger landscape scale, the development is generally not going to have a significant impact on the ecological function. The western boundary of the arterial road is the boundary of the proposed development and is, as per the EIS, anticipated to isolate the existing natural heritage features rendering them no longer significant</i></li> </ul>
2.1.4	<ul style="list-style-type: none"> <li>Development and site alteration shall not be permitted in:               <ol style="list-style-type: none"> <li>Significant wetlands in Ecoregions 5E, 6E, and 7E; and</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li><i>An EIS has been prepared by McIntosh Perry and submitted in support of the proposed development. The EIS notes that the development has the potential to negatively impact natural heritage features, and concludes that on a larger landscape scale, the development is generally not going to have a significant impact on the ecological function. The western boundary of the arterial road is the boundary of the proposed development and is, as per the EIS, anticipated to isolate the existing natural heritage features rendering them no longer significant</i></li> </ul>
2.1.5	<ul style="list-style-type: none"> <li>Development and site alteration shall not be permitted in:               <ol style="list-style-type: none"> <li>Significant woodlands in Ecoregions 6E and 7E</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li><i>An EIS has been prepared by McIntosh Perry and submitted in support of the proposed development. The EIS notes that the development has the potential to negatively impact natural heritage features, and concludes that on a larger landscape scale, the development is generally not going to have a significant impact on the ecological function. The western boundary of the arterial road is the boundary of the proposed development and is, as per the EIS, anticipated to isolate the existing natural heritage features rendering them no longer significant</i></li> </ul>
2.1.7	<ul style="list-style-type: none"> <li>Development and site alteration shall not be permitted in the habitat of endangered species</li> </ul>	<ul style="list-style-type: none"> <li><i>An EIS has been prepared by McIntosh Perry and submitted in support of the proposed development. The EIS notes</i></li> </ul>

PROVINCIAL POLICY STATEMENT, 2020		
Policy Section	Policy Description	Comments
	and threatened species, except in accordance with provincial and federal requirements.	<i>that the development has the potential to negatively impact natural heritage features, and concludes that on a larger landscape scale, the development is generally not going to have a significant impact on the ecological function. The western boundary of the arterial road is the boundary of the proposed development and is, as per the EIS, anticipated to isolate the existing natural heritage features rendering them no longer significant</i>
2.1.8	<ul style="list-style-type: none"> <li>Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.</li> </ul>	- <i>An EIS has been prepared by McIntosh Perry and submitted in support of the proposed development. The EIS notes that the development has the potential to negatively impact natural heritage features, and concludes that on a larger landscape scale, the development is generally not going to have a significant impact on the ecological function. The western boundary of the arterial road is the boundary of the proposed development and is, as per the EIS, anticipated to isolate the existing natural heritage features rendering them no longer significant</i>
2.2.1	<ul style="list-style-type: none"> <li>Planning authorities shall protect, improve or restore the quality and quantity of water by:                             <ol style="list-style-type: none"> <li>Ensuring stormwater management practices minimize stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces.</li> </ol> </li> </ul>	- <i>A Preliminary Servicing and Stormwater Management Report has been submitted in support of the proposed development. The Report provides preliminary servicing options for the proposed subdivision and recommends that Best Management Practices (BMPs) be employed wherever possible</i>

**Table 1: Provincial Policy Statement (2020) – Policy Summary**

Overall, the development, as proposed, is consistent with matters of Provincial interest, as expressed in the 2020 Provincial Policy Statement.

## 4.2 Lanark County Sustainable Communities Official Plan

June 27, 2012 Lanark County adopted the Lanark County Sustainable Communities Official Plan (SCOP), which received approval from the Province of Ontario in June 2013. The subject lands are designated as Settlement Area, as per the SCOP. The SCOP provides that 70% of future development is anticipated to take place in designated settlement areas.



The SCOP contains policies that direct the Official Plans of the lower-tier municipalities, such as the Town of Perth, to designate Settlement Areas and to provide policies and direction that will allow for the efficient development of the designated Settlement Areas. Accordingly, the Town of Perth has incorporated these policies and the subject lands are within the Perth Urban Settlement Boundary. The overall objective of the Settlement Area designation in terms of residential land use is to “ensure the provision of an adequate supply of residential land” and to “provide for a range and mix of low, medium and high density housing types in accordance with servicing capacities” (Section 2.3.1).

Based on the forgoing, the proposed development of Phase 6 of the Perthmore Subdivision is in conformity with the goals and objectives of the Settlement Area designation of the Lanark County Sustainable Communities Official Plan.

### 4.3 Town of Perth Official Plan

The subject lands are designated *Residential* and *Environmental Protection* within the Town Official Plan, as illustrated on Figure 1.

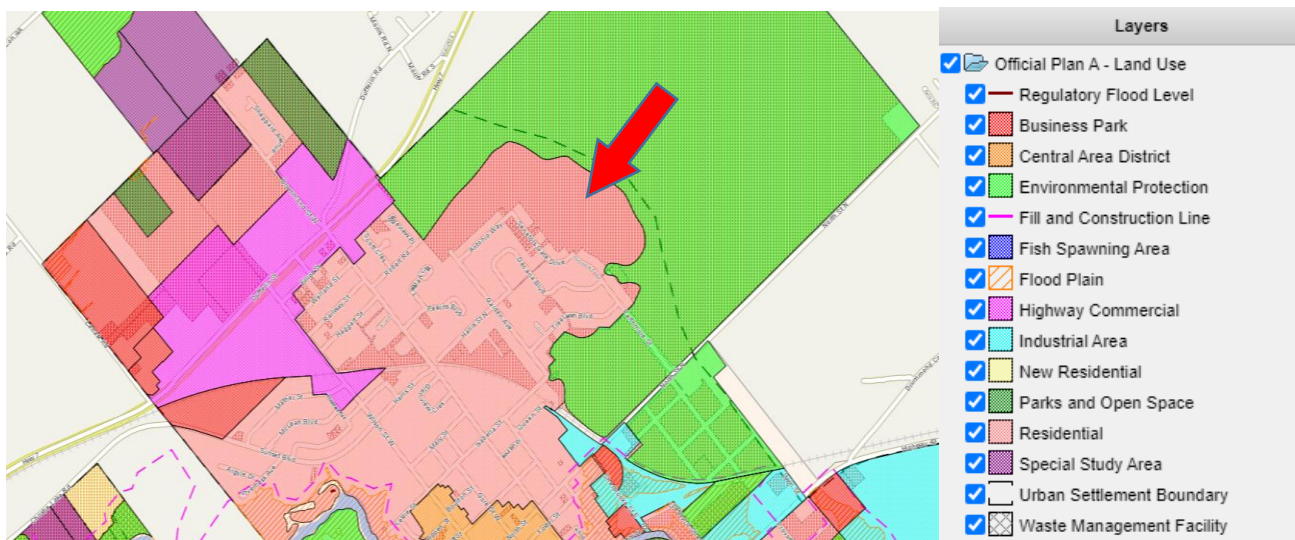


Figure 1: Extract from Schedule A, Land Use Plan

Official Plan policies that apply to the proposed subdivision are summarized in the table below:

TOWN OF PERTH OFFICIAL PLAN POLICIES		
Policy Section	Policy Description	Comments
3.2 <i>Housing</i>	<ul style="list-style-type: none"> <li>The land supply for housing will be met through a combination of intensification, redevelopment and green-field development</li> <li>Green-field housing will be directed to the future extension of Perthmore Glen to the east</li> </ul>	<ul style="list-style-type: none"> <li><b>The proposed development constitutes green-field development, and is an acceptable form of development required to meet land supply for housing</b></li> <li><b>The proposed development is an extension of and compliments the</b></li> </ul>

<b>TOWN OF PERTH OFFICIAL PLAN POLICIES</b>		
<b>Policy Section</b>	<b>Policy Description</b>	<b>Comments</b>
		<i>existing residential development in the Perthmore Glen Subdivision</i>
5.2 <i>Sewage and Water</i>	<ul style="list-style-type: none"> <li>(a) All development or redevelopment within the Town to be serviced by municipal water and sewer services and that sufficient water and sewage plant capacity is available to accommodate the new development and will not create environmental or surcharging problems</li> </ul>	- <i>A Preliminary Servicing and Stormwater Management Report has been submitted in support of the proposed development. The Report provides preliminary servicing options for the proposed subdivision and recommends that Best Management Practices (BMPs) be employed wherever possible</i>
5.3 <i>Stormwater Management and Drainage</i>	<ul style="list-style-type: none"> <li>Stormwater management shall be required for all urban development as a preventative approach</li> <li>Principles which council intends to utilize in its approach to stormwater management are as follows:                             <ul style="list-style-type: none"> <li>- That natural hydrogeological characteristics are maintained, and where possible, enhanced</li> <li>- That the natural infiltration of water on lands which are developed is maximized</li> <li>- That proposed development will not result in increased downstream flooding or erosion or cause adverse effects on receiving waters by appropriate management of stormwater volumes and contaminant loading</li> <li>- To ensure that alterations to natural drainage systems are prohibited or at least minimized by maximizing the retention of natural vegetation and by leaving stream channels in their natural form</li> <li>- That sanitary and stormwater sewers are separated</li> <li>- That a sustainable environmental approach is utilized in protecting water resources</li> </ul> </li> </ul>	- <i>A Preliminary Servicing and Stormwater Management Report has been submitted in support of the proposed development. The Report provides preliminary servicing options for the proposed subdivision and recommends that Best Management Practices (BMPs) be employed wherever possible, and notes that enhanced stormwater quantity and quality control will be achieved</i>
5.5 <i>Transportation</i>	<ul style="list-style-type: none"> <li>The scale and design of sidewalks, road, and street networks should support a variety of transportation modes such as walking, cycling and motorized vehicles</li> <li>Local road are intended to:</li> </ul>	- <i>Proposed internal streets will provide access to multiple transportation methods, including cycling, walking and motorized vehicles, and the width of the road allowance is 20 m</i>

TOWN OF PERTH OFFICIAL PLAN POLICIES		
Policy Section	Policy Description	Comments
	<ul style="list-style-type: none"> <li>- Have a corridor/allowance width of 18.5 to 20 m which may increase to 22 m or more at intersections;</li> <li>- Carry low volumes of traffic at low speeds (40-50 km/hr);</li> <li>- Provide direct access to abutting property as their primary function; and</li> <li>- Include on-street parking</li> <li>• Sidewalks may be constructed on one side for any local road or collector and on two sides for any arterial road</li> <li>• The Town may require a traffic impact study to assess the impacts of any potential development on traffic and related facilities</li> </ul>	<ul style="list-style-type: none"> <li>- <i>Proposed internal streets will accommodate traffic at low speeds and provide access to the proposed residential lots</i></li> <li>- <i>The road allowance width within the proposed development is sufficient to permit sidewalks to accommodate pedestrian flows</i></li> <li>- <i>A Traffic Impact Study has been prepared by McIntosh Perry in support of the proposed development. The Report concludes that the proposed development is expected to have minimal impact on the traffic operations of the adjacent road network and provides mitigation measures with respect to intersection control and optimization of signal timings</i></li> <li>- <i>A Sensitivity Analysis has been prepared by McIntosh Perry in support of the proposed development. The Analysis concludes that the network can support a total range of 599 single family dwellings or equivalent to 1148 single family dwelling or equivalent before the development triggers the requirement of an arterial road</i></li> </ul>
5.5.2 <i>Arterial Roads</i>	<ul style="list-style-type: none"> <li>• Arterial roads will be shown on Schedule 'B' and include: <ul style="list-style-type: none"> <li>d. A new road extending from Highway 7 to North Street and Craig Street, including part of Perthmore Street on the easterly side of the Town in the corridor identified by the Environmental Assessment completed by the Town in 2008 as shown on Schedule "B" of this Plan</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- <i>The western boundary of the arterial road is the boundary of the proposed development and is, as per the EIS, anticipated to isolate the existing natural heritage features rendering them no longer significant</i></li> </ul>
8.1.1 <i>Residential Areas</i>	<ul style="list-style-type: none"> <li>• New neighbourhoods with a mix of housing types designed to meet a range of housing needs</li> <li>• Lotting patterns will be designed to ensure convenient vehicular and pedestrian flows and access to schools, parks and commercial areas.</li> </ul>	<ul style="list-style-type: none"> <li>- <i>The proposed development consists of detached and semi-detached residential dwellings and will contribute to a mix of housing types. Blocks 66 to 69 will further contribute medium/high density residential uses</i></li> </ul>

TOWN OF PERTH OFFICIAL PLAN POLICIES		
Policy Section	Policy Description	Comments
	<ul style="list-style-type: none"> <li>Forms of development shall be compact, energy efficient and fully serviced</li> <li>Efforts will be made to maintain existing natural features and/or beautify residential areas with trees and landscaped open space areas</li> </ul>	<ul style="list-style-type: none"> <li><i>Proposed internal streets will provide access to vehicular and pedestrian flows</i></li> <li><i>The proposed development will be fully serviced by municipal water and wastewater services</i></li> <li><i>The proponent will provide cash-in-lieu of parkland to help beautify existing parks and open space areas</i></li> </ul>
8.1.3 <i>Residential Area Designation</i>	<ul style="list-style-type: none"> <li>To provide for an appropriate range and mix of housing types and densities to meet the projected requirements of current and future residents</li> <li>To provide for compact, energy efficient development that is fully serviced</li> <li>To maintain generally ground-oriented housing form (e.g. 4 storeys' or less)</li> <li>To ensure that the built form, massing and profile of new and redevelopment housing is well integrated and compatible in design with existing house and that a compatible transition between existing housing and new residential or non-residential uses is achieved</li> </ul>	<ul style="list-style-type: none"> <li><i>The proposed development consists of detached and semi-detached residential dwellings and will contribute to a mix of housing types Proposed</i></li> <li><i>The proposed development will be fully serviced by municipal water and wastewater services</i></li> <li><i>The proposed single and semi-detached residential units will be ground oriented and will be less 4 storeys in height. Future medium/high density development on Blocks 66 to 69 will likely exceed 4 storeys and will be subject to site plan control to ensure conformity with OP policies</i></li> <li><i>The proposed development will be well integrated and compatible with previous phases of the subdivision</i></li> </ul>
8.1.3.1 <i>Range of Permitted uses</i>	<ul style="list-style-type: none"> <li>1. To provide for an appropriate range and mix of housing types and densities to meet the projected requirements of current and future residents</li> </ul>	<ul style="list-style-type: none"> <li><i>The proposed development provides single-detached and semi-detached dwellings to the mix of housing options in the Town. Blocks 66 to 69 will further contribute medium/high density residential uses</i></li> </ul>
8.1.3.5 <i>Housing Mix</i>	<ul style="list-style-type: none"> <li>Recognizing that it is in the Town's interest to create a sustainable community where public infrastructure is used in an efficient manner, neighbourhoods are functional, and an adequate range and mix of housing types are available to meet the current and projected needs of all citizens</li> <li>The housing mix targets are intended for the community as a whole and are not intended to be inflexibly applied</li> </ul>	<ul style="list-style-type: none"> <li><i>The proposed development provides single-detached and semi-detached dwellings to the mix of housing options in the Town. Blocks 66 to 69 will further contribute medium/high density residential uses</i></li> <li><i>A Preliminary Servicing and Stormwater Management Report has been submitted in support of</i></li> </ul>

TOWN OF PERTH OFFICIAL PLAN POLICIES		
Policy Section	Policy Description	Comments
	<ul style="list-style-type: none"> <li>Neighbourhoods are intended to feature a variety of housing types, values and occupancies and will be designed to ensure compatible transition between housing types.</li> <li>New medium and high density residential developments should be located so that densities increase gradually from lower-density residential environments</li> </ul>	<p><i>the proposed development. The Report provides preliminary servicing options for the proposed subdivision and recommends that Best Management Practices (BMPs) be employed wherever possible, and notes that enhanced stormwater quantity and quality control will be achieved</i></p> <ul style="list-style-type: none"> <li><i>The proposed development ensures a smooth transition between different densities of development</i></li> </ul>
8.1.3.10 Residential Design Principles	<ul style="list-style-type: none"> <li>Maintain visual landmarks, energy conservation, human scale, pedestrian access, adequate lighting, parking within short walking distance of destination, barrier free access, fire protection, noise attenuation, landscaping and open space, regard for microclimate conditions and building compatibility</li> </ul>	<ul style="list-style-type: none"> <li><i>Reviewed in consultation with the Town of Perth to ensure the requirements are satisfied</i></li> <li><i>It is anticipated that the medium/high density residential blocks will be further evaluated, with respect to Residential Design Principles, during the Site Plan Control process</i></li> </ul>
8.1.3.20 Parks, Open Space and Natural Areas	<ul style="list-style-type: none"> <li>Parks, open space and natural areas are intended to serve a variety of purposes in the community, including: <ul style="list-style-type: none"> <li>Natural areas and urban wilderness;</li> <li>Areas which may be subject to environmental constraints, e.g. significant wetlands wildlife corridors and flood plains</li> <li>Heritage sites and landscapes</li> </ul> </li> <li>Neighbourhood Parks shall be primarily dedicated to neighbourhood level facilities. It is the intent to further develop Perthmore Park during the life of this Plan to serve Perthmore residential area. No other new neighbourhood parks are proposed at this time.</li> </ul>	<ul style="list-style-type: none"> <li><i>An EIS has been prepared by McIntosh Perry and submitted in support of the proposed development. The EIS notes that the development has the potential to negatively impact natural heritage features, and concludes that on a larger landscape scale, the development is generally not going to have a significant impact on the ecological function. The western boundary of the arterial road is the boundary of the proposed development and is, as per the EIS, anticipated to isolate the existing natural heritage features rendering them no longer significant</i></li> <li><i>As no new neighbourhood parks are proposed by the Town at this time, the proponent will provide cash-in-lieu of parkland to help beautify existing parks and open space areas</i></li> </ul>

TOWN OF PERTH OFFICIAL PLAN POLICIES		
Policy Section	Policy Description	Comments
8.6.4 <i>Natural Heritage Features Policies</i>	<ul style="list-style-type: none"> <li>Natural heritage features are intended to be protected over the long term as a legacy to future generations</li> <li>Development and site alteration shall not be permitted in the Perth Long Swamp, the Blue Berry Creek Wetland, and the Grant's creek Wetland.</li> <li>Development and site alteration will not be permitted in adjacent lands to these significant wetlands unless it has been demonstrated, through the preparation of an Environmental Impact Study (EIS) as required in Section 8.5.4 e. EIS of this Plan, that there will be no negative impacts on the natural features or on the ecological functions for which a specific wetland area is identified.</li> <li>Development and site alteration shall not be permitted in significant wildlife habitat. Development and site alteration shall not be permitted on adjacent lands to these natural heritage features unless it has been demonstrated through the preparation of an EIS as required in Section 8.5.4 e. – EIS of this Plan, that there will be no negative impacts on the natural features or on their ecological functions.</li> </ul>	<ul style="list-style-type: none"> <li>- <i>An EIS has been prepared by McIntosh Perry and submitted in support of the proposed development. The EIS notes that the development has the potential to negatively impact natural heritage features, and concludes that on a larger landscape scale, the development is generally not going to have a significant impact on the ecological function. The western boundary of the arterial road is the boundary of the proposed development and is, as per the EIS, anticipated to isolate the existing natural heritage features rendering them no longer significant</i></li> </ul>
9.12.15.1 <i>Plans of Subdivision</i>	<ul style="list-style-type: none"> <li>Land development shall take place primarily by plan of subdivision where three or more lots or blocks are proposed</li> <li>Regard shall be given to the requirements for an impact assessment for subdivisions proposed in the vicinity of identified natural heritage features (designated wetlands), archeological or cultural heritage resources or natural or human-made hazards</li> <li>There are adequate municipal services and utilities available to support the proposed development, and more specifically, but without limiting the preceding, the Town has adequate residual sanitary sewage treatment, sanitary sewage collection and water supply capacity available to dedicate to the full extent of development proposed</li> </ul>	<ul style="list-style-type: none"> <li>- <i>The proposed development will occur by a plan of subdivision</i></li> <li>- <i>An EIS has been prepared by McIntosh Perry and submitted in support of the proposed development. The EIS notes that the development has the potential to negatively impact natural heritage features, and concludes that on a larger landscape scale, the development is generally not going to have a significant impact on the ecological function. The western boundary of the arterial road is the boundary of the proposed development and is, as per the EIS, anticipated to isolate the existing natural heritage features rendering them no longer significant</i></li> </ul>

TOWN OF PERTH OFFICIAL PLAN POLICIES		
Policy Section	Policy Description	Comments
		<ul style="list-style-type: none"> <li>- <i>The proposed development will be fully serviced by municipal water and wastewater services</i></li> <li>- <i>Preliminary Servicing and Stormwater Management Report has been submitted in support of the proposed development. The Report provides preliminary servicing options and recommends that Best Management Practices (BMPs) be employed wherever possible</i></li> </ul>

**Table 2: Town of Perth Official Plan Policies**

Based on the forgoing, the proposed development conforms to and is consistent with applicable policies of the Town of Perth Official Plan.

## 5.0 REGULATORY CONTROLS

### 5.1 Town of Perth Zoning By-law No. 3358

The subject lands are zoned Residential First Density (R1) and Environmental Protection Area (EP), as per the Town of Perth Zoning By-law 3358. A concurrent Zoning By-law Amendment application seeks to rezone residential lots 1 - 65 and Blocks 70 and 71 to Residential Third Density (R3) and Blocks 66,67,68, and 69 to Residential fourth Density (R4). As per the zoning requirements provided in Section 8.2 of the Zoning By-law, single-detached dwelling and semi-detached dwelling are permitted uses in the R3 Zone and medium/high density residential uses are permitted in the R4 Zone. The proposed residential lots meet all other zone requirements as provided in Section 8.2.

## 6.0 SUMMARY OF TECHNICAL STUDIES

### 6.1 Environmental Impact Statement

An Environmental Impact Statement (EIS) was prepared by McIntosh Perry Consulting Engineers Ltd. (dated December 18, 2020) in support of the proposed development. The EIS provides recommendations and mitigation measures to minimize or eliminate environmental impacts and to help achieve ecological and environmental improvements, and notes that the proposed development has the potential to negatively impact the natural heritage features within the Town of Perth. However, the Report notes that “on a larger landscape scale, these alterations are generally not going to have a significant impact on the ecological function.” The EIS further notes that it does not endorse the potential removal of wetlands prior to the construction of the Perth by-pass road, and provides that the wetland habitat should be assessed again after the road’s construction to determine if the wetland still provides a valuable function. The western boundary of

the arterial road is the boundary of the proposed development and is, as per the EIS, anticipated to isolate the existing natural heritage features rendering them no longer significant

Based on the forgoing, the lots and blocks illustrated on the Draft Plan of Subdivision will comply with the requirements of the R3 and R4 zones upon the approval of the concurrently submitted Zoning By-law Amendment application.

## **6.2 Preliminary Servicing and Stormwater Management Report**

A Conceptual Stormwater Management and Servicing Options Report (Report) was completed by McIntosh Perry Consulting Engineers Ltd. (dated December 22, 2020) in support of the proposed development. The Report provides preliminary servicing options for the development in accordance with the recommendations and guidelines provided by the Rideau Valley Conservation Authority (RVCA), the Ministry of the Environment, Conservation and Parks (MECP), and the Town of Perth. The Report presents an overall servicing scheme for the entire development to ensure that existing and available services will adequately service the proposed development.

The Report provides that a proposed stormwater sewer, ranging in diameter from 250 mm to 900mm, will be installed throughout the subdivision and will drain to a newly proposed stormwater management facility that will replace the existing facility. The facility will be designed as a wet pond and will provide enhanced stormwater quantity and quality control. The report further provides that watermains will be installed throughout the subdivision and will have multiple connection points to existing infrastructure. A proposed sanitary sewer will also be installed throughout the subdivision and will gravity drain throughout the existing subdivision infrastructure through multiple connections. The report also notes that sediment and erosion protection measures will be installed as soon as ground conditions warrant and permit and shall remain in place until construction is complete and vegetation is re-established. The report provides that the entire subdivision will employ Best Management Practices (BMPs) wherever possible, and recommends that the Town approve the Preliminary Servicing and Stormwater management Report in support of the Draft Plan of Subdivision.

## **6.3 Traffic Impact Study**

A Traffic Impact Report was completed by McIntosh Perry in support of the proposed development (dated December, 2020). The Report evaluates anticipated traffic impacts of the development to the surrounding traffic network. The Report notes that the existing road network within the study are currently operating well, and expects the proposed development to generate 252 new vehicle trips during the AM Peak Hour, and 322 new vehicle trips in the PM Peak Hour at full buildout. In comparing the 2030 horizon scenario for the total traffic to the background traffic scenario, the Report concludes that the proposed development is expected to have minimal impact on the traffic operations of the adjacent road network and that the existing traffic network operates at satisfactory conditions. The report provides mitigation measures with respect to intersection control and optimization of signal timings, and recommends that traffic operations continue to be monitored and appropriate changes be made to the network throughout the buildout year of 2030.



## 6.4 Sensitivity Analysis

A Sensitivity Analysis was completed by McIntosh Perry in support of the proposed development (dated March 12, 2020). The Sensitivity Analysis reviews the number of dwelling units that can be accommodated in the proposed development without the need for an arterial road, as discussed in Section 2.0 of this Report and as shown in *Appendix A*. The Analysis focused on the two intersections of Perthmore Street/Drummond Concession 2 and Highway 7/future bypass. The Sensitivity Analysis concludes that the network can support a total range of 580 development generated trips (599 single family dwellings or equivalent) to 920 development generated trips (1148 single family dwelling or equivalent) before the development triggers the requirement for the new arterial road to be built.

## 7.0 CONCLUSION

As detailed above, the proposed development is consistent with the Provincial Policy Statement and conforms to the applicable policies, goals and objectives of Lanark County Sustainable Communities Official Plan and the Town of Perth Official Plan. The proposed lots illustrated on the Draft Plan of Subdivision will comply with the requirements of the Town of Perth Zoning By-law No. 3358 once the concurrently submitted Zoning By-law Amendment application is approved.

We look forward to working with you in respect of this application. Should you have any questions or require any further information, please do not hesitate to contact the undersigned.

Respectfully submitted,

McIntosh Perry Consulting Engineers Ltd.

Prepared By:



Vithulan Vivekanandan, MES Pl.

Junior Planner

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Reviewed By:



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Land Use Planner

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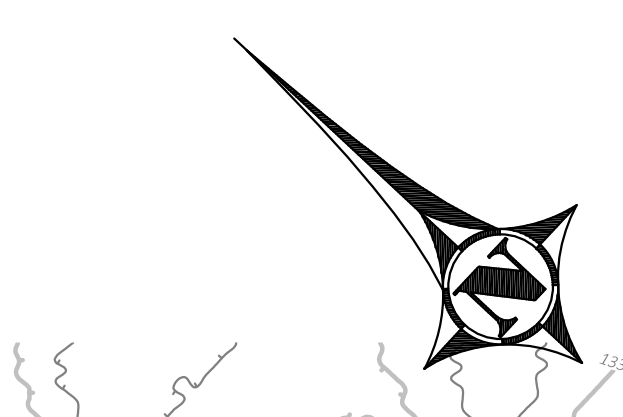
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# PLANNING RATIONALE REPORT PERTHMORE ENTERPRISES INC.



**APPENDIX A: DRAFT PLAN OF SUBDIVISION**



**DRAFT PLAN OF SUBDIVISION** OF PART OF THE  
**NORTHEAST AND SOUTHWEST**  
**HALVES LOT 3, PART OF THE**  
**SOUTHWEST HALF LOT 4**  
**CONCESSION 2**  
**GEOGRAPHIC TOWNSHIP**  
**OF DRUMMOND** NOW IN THE  
**TOWN OF PERTH** AND PART OF  
**BLOCK 15**  
**REGISTERED PLAN 27M-21**  
**TOWN OF PERTH**  
**COUNTY OF LANARK**

McINTOSH PERRY SURVEYING INC.

TO BE SUBDIVIDED INTO:  
 LOTS 1, 3, 4, 6, 8, 11, 12, 14, 15, 17, 18, 19, 21, 22, 24, 26, 27, 28, 29, 31, 32, 34, 36, 37, 38, 39, 40, 41, 42, 43, 44, 46, 47, 48, 49, 50, 51, 53, 55, 56, 58, 59, 60 AND 61 FOR SINGLE DETACHED  
 LOTS 2, 5, 7, 10, 13, 16, 20, 23, 25, 30, 33, 35, 44, 45, 46, 47, 52, 54, 57, 62, 63, 64 AND 65 FOR SEMI-DETACHED RESIDENTIAL CHIMNELS  
 BLOCKS 66-69 FOR MEDIUM/HIGH DENSITY RESIDENTIAL  
 BLOCKS 70 AND 71 - STORMWATER MANAGEMENT FACILITY  
 STREETS A, B, PERTHMORE STREET & SENATORS GATE DRIVE - 20 METRES WIDE

APPLICANT AND PROPERTY OWNER  
 PERTHMORE ENTERPRISES INC.

**(DRAFT)**

- LEGEND AND NOTES**
- MONUMENT PLANTED
  - GENETES MONUMENT FOUND
  - ◆ GENETES STANDARD IRON BAR
  - ◇ GENETES SHORT STANDARD IRON BAR
  - GENETES ROCK PLUG
  - GENETES ROUND IRON BAR
  - GENETES B.M. KERN, DLS
  - ◇ GENETES MOUNTAIN PERRY SURVEYING INC.
  - (OU) GENETES ORIGIN UNKNOWN
  - (S) GENETES SURVEY
  - GENETES BOARD FENCE
  - GENETES CHAIN LINK FENCE
  - GENETES RAIL FENCE
  - GENETES NORTH SOUTH EAST, WEST
  - N.S.E.W. GENETES REGISTERED PLAN

**BEARINGS AND ELEVATIONS**

BEARINGS ARE GRID BEARINGS DERIVED FROM REAL TIME NETWORK OBSERVATIONS AND ARE REFERRED TO THE CENTRAL MERIDIAN OF MTM ZONE 9 (7M 50 WEST LONGITUDE) AND IS CORRECTED (1997.0)

ELEVATIONS AND TOPOGRAPHIC CONTROL FEATURES SHOWN ON THIS PLAN HAVE BEEN DERIVED FROM DIGITAL IMAGERY DATA FILES RECEIVED FROM THE ONTARIO MINISTRY OF NATURAL RESOURCES AND FORESTRY (M.R.N.F.), DATE 09/08/2010.

**SCALE** 1 : 1000  
 0 25 50 75 100 Metres

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

**ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51 (17) OF THE PLANNING ACT**

A. AS SHOWN ON THE DRAFT PLAN  
 B. AS SHOWN ON THE DRAFT PLAN  
 C. AS DESCRIBED ON THE TITLE BLOCK  
 D. AS SHOWN ON THE DRAFT PLAN  
 E. AS SHOWN ON THE DRAFT PLAN  
 F. AS SHOWN ON THE DRAFT PLAN  
 G. AS SHOWN ON THE DRAFT PLAN  
 H. PIPED MUNICIPAL WATER IS AVAILABLE TO SERVICE THE PROPERTY  
 I. TYPE IS GENERALLY SANDY AND SULTY, WITH GRAVEL AND SHALLOW BEDROCK  
 J. AS SHOWN ON THE DRAFT PLAN  
 K. PIPED MUNICIPAL WATER AND WASTEWATER SERVICES TO BE MADE AVAILABLE TO SERVICE THE SUBJECT PROPERTY  
 L. NO RESTRICTIONS APPLY

**SCHEDULE OF AREAS**

LOT/BLOCK	AREA(m <sup>2</sup> )	TYPE
1	461	SINGLE DETACHED
2	457	SINGLE DETACHED
3	481	SINGLE DETACHED
4	481	SINGLE DETACHED
5	464	SINGLE DETACHED
6	674	SEMI-DETACHED
7	665	SEMI-DETACHED
8	665	SEMI-DETACHED
9	689	SINGLE DETACHED
10	448	SINGLE DETACHED
11	482	SINGLE DETACHED
12	448	SINGLE DETACHED
13	675	SEMI-DETACHED
14	675	SEMI-DETACHED
15	675	SEMI-DETACHED
16	675	SEMI-DETACHED
17	674	SINGLE DETACHED
18	674	SINGLE DETACHED
19	668	SINGLE DETACHED
20	668	SINGLE DETACHED
21	482	SINGLE DETACHED
22	482	SINGLE DETACHED
23	429	SINGLE DETACHED
24	429	SINGLE DETACHED
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58	429	SINGLE DETACHED
59	624	SINGLE DETACHED
60	624	SINGLE DETACHED
61	645	SINGLE DETACHED
62	645	SINGLE DETACHED
63	648	SEMI-DETACHED
64	648	SEMI-DETACHED
65	648	SEMI-DETACHED
66	12075	Medium/High Density
67	14705	Medium/High Density
68	14705	Medium/High Density
69	6485	Medium/High Density
70	807	Stormwater
71	807	Stormwater
8	284	Stormwater
<b>TOTAL</b>	<b>156,153</b>	

STREET	AREA(m <sup>2</sup> )	LENGTH
STREET A	438	217
STREET B	10599	507
PERTHMORE ST	3302	162
SENATORS GATE DR	3824	147
<b>TOTAL SUBDIVISION AREA</b>	<b>157,974</b>	

**REVISIONS**

No.	DESCRIPTION	DATE	BY

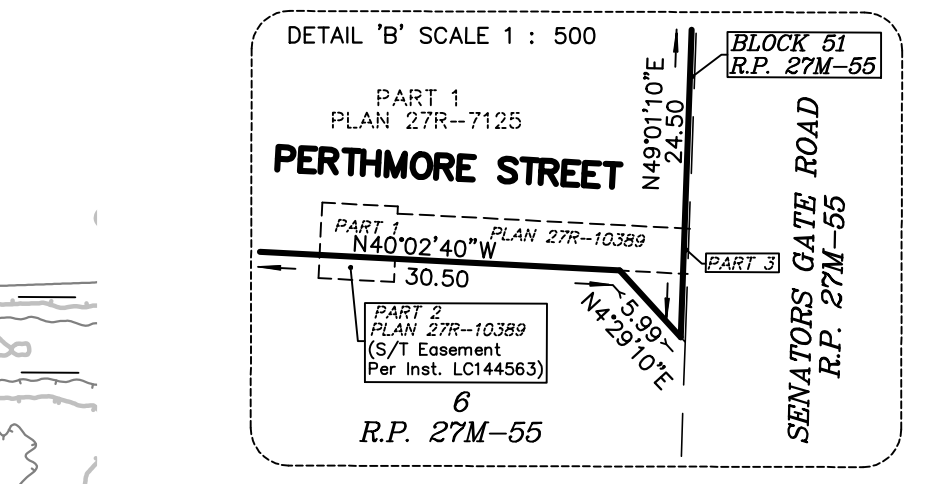
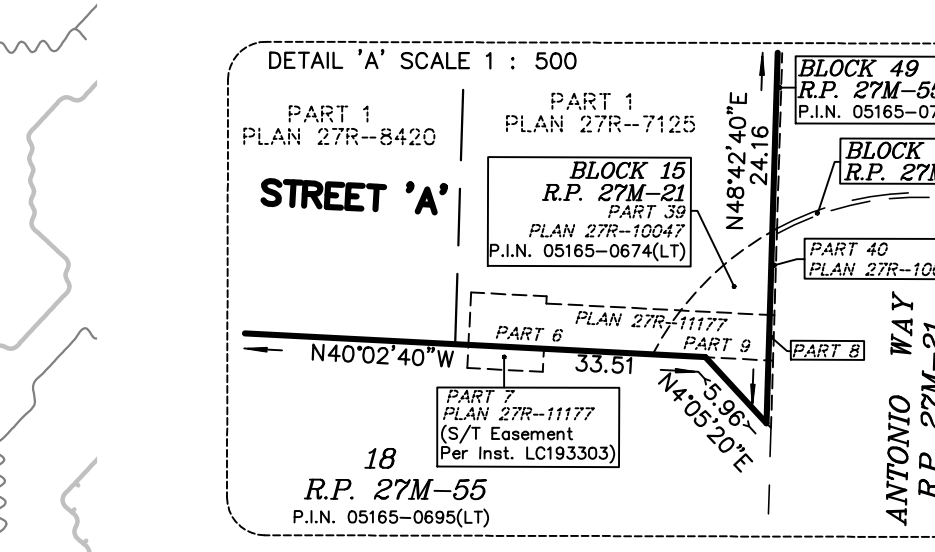
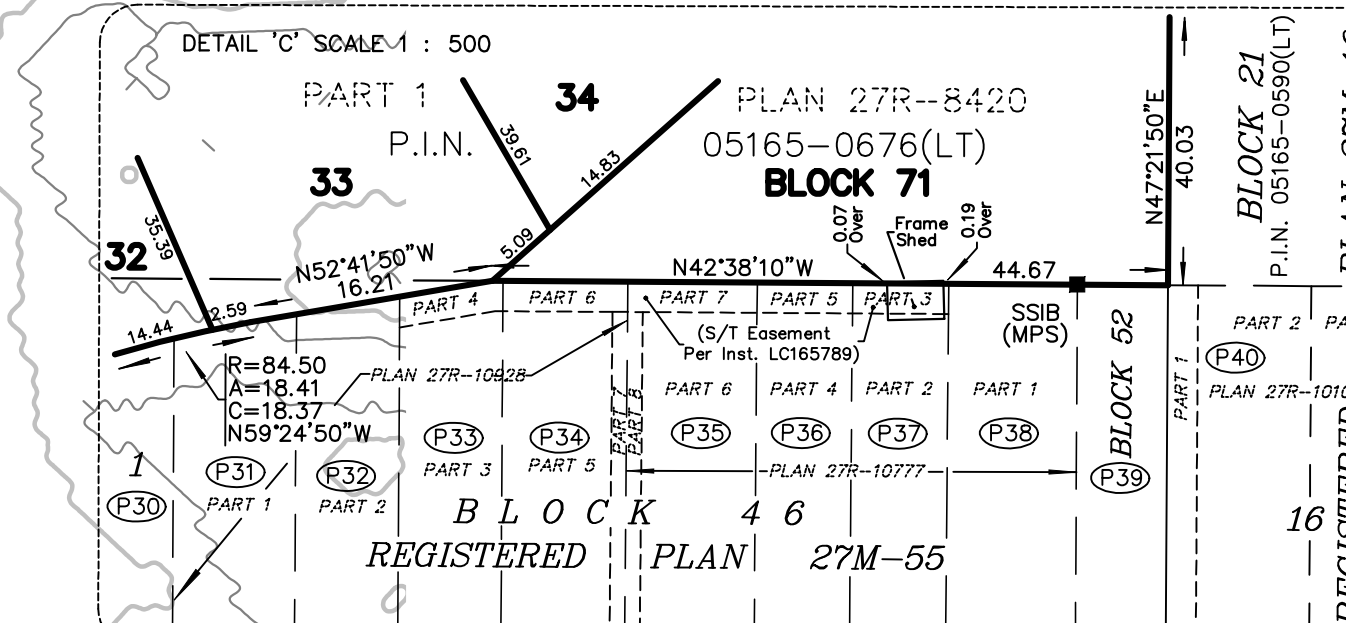
**McINTOSH PERRY SURVEYING INC.**  
 3240 Drummond St., S.A. R.R. #7, Perth, ON K7H 3C9  
 Tel: 613-267-6524 Fax: 613-267-7992  
 www.mcintoshperry.com

PROJECT: PERTHMORE DEVELOPMENT

DATE: DECEMBER 10, 2020

TABLE OF P.I.N.'S

NUMBER	BLOCK	P.I.N.	
P1	05165-0516(L)	P14	0684(L)
P2	0574(L)	P25	0683(L)
P3	0424(L)	P36	0682(L)
P4	0435(L)	P47	0681(L)
P5	0436(L)	P58	0680(L)
P6	0437(L)	P69	0679(L)
P7	0438(L)	P80	0678(L)
P8	0439(L)	P91	0677(L)
P9	0440(L)	P102	0676(L)
P10	0441(L)	P113	0675(L)
P11	0442(L)	P124	0674(L)
P12	0443(L)	P135	0673(L)
P13	0444(L)	P146	0672(L)
P14	0445(L)	P157	0671(L)
P15	0446(L)	P168	0670(L)
P16	0447(L)	P179	0669(L)
P17	0448(L)	P190	0668(L)
P18	0449(L)	P201	0667(L)
P19	0450(L)	P212	0666(L)
P20	0451(L)	P223	0665(L)
P21	0452(L)	P234	0664(L)
P22	0453(L)	P245	0663(L)
P23	0454(L)	P256	0662(L)



**TABLE OF P.I.N.'S**

NUMBER	BLOCK	P.I.N.	
P24	0684(L)	P24	0684(L)
P25	0683(L)	P25	0683(L)
P26	0682(L)	P26	0682(L)
P27	0681(L)	P27	0681(L)
P28	0680(L)	P28	0680(L)
P29	0679(L)	P29	0679(L)
P30	0678(L)	P30	0678(L)
P31	0677(L)	P31	0677(L)
P32	0676(L)	P32	0676(L)
P33	0675(L)	P33	0675(L)
P34	0674(L)	P34	0674(L)
P35	0673(L)	P35	0673(L)
P36	0672(L)	P36	0672(L)
P37	0671(L)	P37	0671(L)
P38	0670(L)	P38	0670(L)
P39	0669(L)	P39	0669(L)
P40	0668(L)	P40	0668(L)
P41	0667(L)	P41	0667(L)
P42	0666(L)	P42	0666(L)
P43	0665(L)	P43	0665(L)
P44	0664(L)	P44	0664(L)
P45	0663(L)	P45	0663(L)

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