

April 25, 2022

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

Municipality of Mississippi Mills
310 Old Perth Road
Box 4000
Almonte, ON K0A 1A0

To Whom it May Concern:

**RE: Subdivision Application – Hilan Village
Part Lot 17, Concession 9
Geographic Township of Ramsay
Municipality of Mississippi Mills**

ZanderPlan Inc. has been retained by the applicant to assist with a Subdivision Application for a 7.37-hectare vacant lot in Almonte's settlement area. The subject property is situated on Part Lot 17, Concession 9, in the Geographic Township of Ramsay, which is now in the Municipality of Mississippi Mills. The site was previously severed from the property located at 38 Carss Street. The applicant is seeking to develop a subdivision with up to 139 dwelling units, which will consist of single-detached dwellings, semi-detached, townhouse and apartment units. The subject property is currently zoned Residential First Density (R1), which only permits single-detached dwellings. This report provides planning rationale for the proposed development based on the context of the site and the surrounding uses. Furthermore, this report outlines how the proposal is consistent with the Provincial Policy Statement (2020) and conforms to the Lanark County Sustainable Communities Official Plan, Municipality of Mississippi Mills Community Official Plan, and the Mississippi Mills Comprehensive Zoning By-law #11-83.

Subject Property

The subject property is located in Almonte's settlement area and is accessed from Carss Street to the south (Figure 1). It is situated on Part Lot 17, Concession 9, in the Geographic Township of Ramsay, which is now in the Municipality of Mississippi Mills. It is surrounded by residential dwellings and open space to the north, residential to the east and south, and the Mississippi River to the west. Landsdowne Natural Heritage Park is located just north of the site. The Ottawa Valley Rail Trail abuts the site to the east and the Mississippi River abuts the site to the west. The subject property is conveniently located just west of County Road 17.

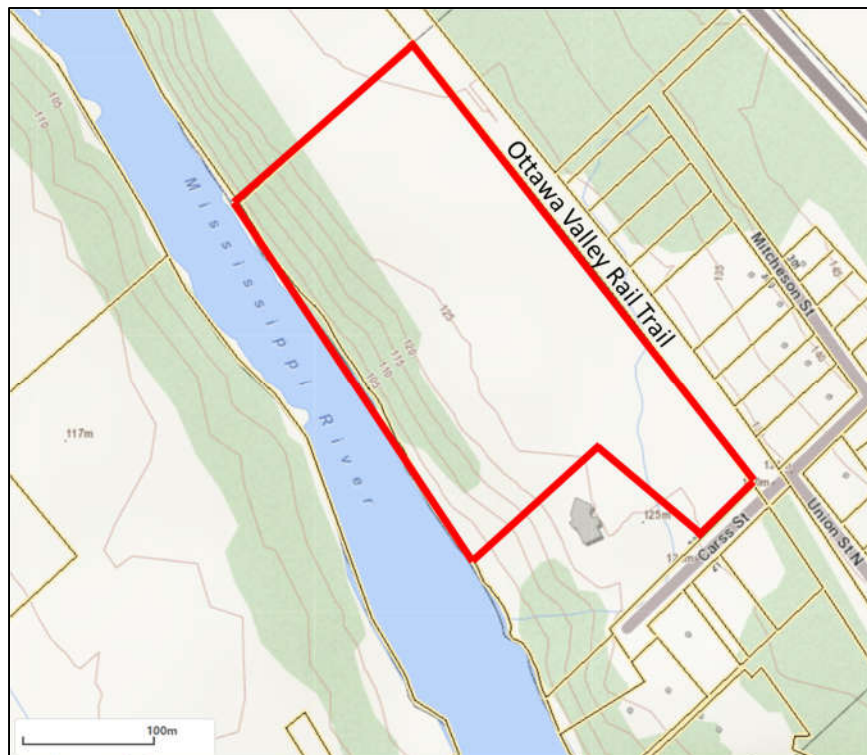


Figure 1. Map of the subject property (Source: AgMaps).

The subject property is a 7.37-hectare vacant lot that consists primarily of grassed fields with clusters of trees (Figure 2). The west portion of the site is sloped towards the Mississippi River and is more densely vegetated with trees. This area is designated as significant woodlands. Much of the site is also within the Mississippi Valley Conservation Authority (MVCA) regulation limit given its proximity to the Mississippi River. In terms of existing structures, there is a small greenhouse near the centre of the site and a utility pole that supports overhead wires that extend across the site east-west. The site was previously severed from the property located at 38 Carss Street, which abuts the site to the southwest.

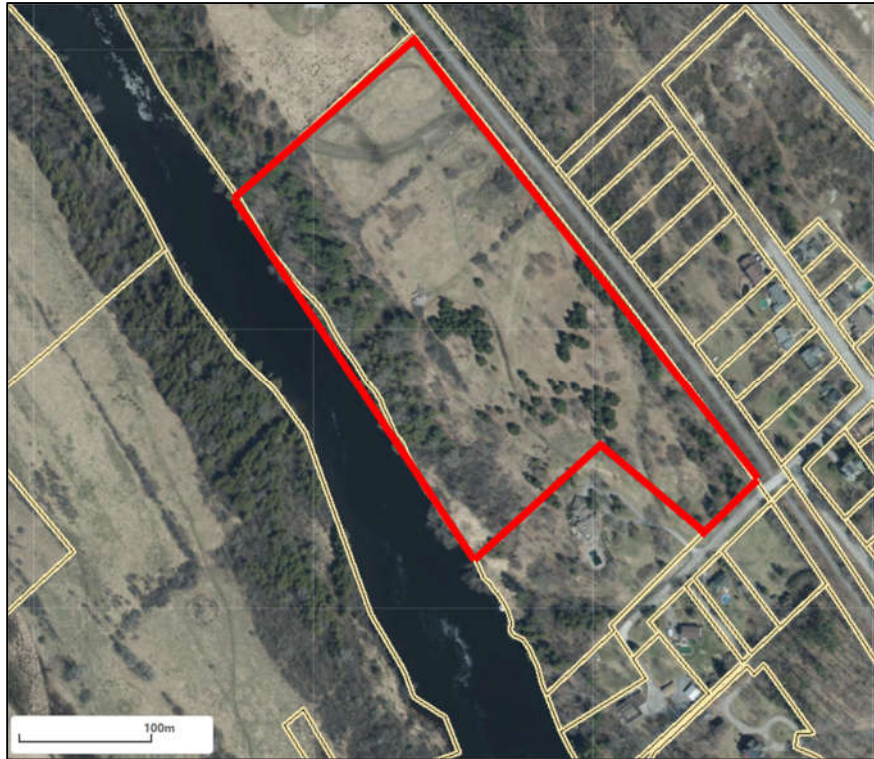


Figure 2. Aerial view of the subject property (Source: AgMaps).

Development Proposal

The applicant is proposing to develop a subdivision with up to 139 dwelling units, which will consist of single-detached dwellings, semi-detached, townhouse and apartment units. These residential buildings will be connected to municipal services, which will need to be extended to the site from Mitcheson Street and Union Street to the east. A new road network will be developed to provide access to the units, which will connect to Carss Street to the south. The new development will provide roughly 2255 m² of new park space near the centre of the site. Many of the existing trees on the site will be preserved. In particular, two existing groves of trees approximately 600 m² in size will be preserved to provide additional green space. The new development will provide walkways for active travel throughout the site, in addition to a new walkway that will connect directly to the Ottawa Valley Rail Trail. No residential development is to occur on hazardous slopes or within the 30-metre setback from the Mississippi River. Block 61 shown on the Draft Plan is intended as a lot line adjustment, to be added to the abutting residential lot. A number of reserves are also included in the Plan, to control driveways onto Carss Street.

Land Use Considerations and Impacts

The subject property is adjacent to an existing residential neighbourhood that consists primarily of two-storey single-detached dwellings. The proposed single-detached dwellings and townhouses are in keeping with the residential character of the area and are at a scale that is appropriate for the neighbourhood. Overall, the proposed development will increase the supply of housing in the area and contribute to a greater mix of housing types. By providing more compact housing types, the proposed development will also be able to provide a greater number of dwelling units and concentrate development to preserve existing green space. The provision of park space will also enhance the liveability of the area for existing and new residents by increasing the accessibility to recreational amenities. Creating new walkways that connect directly to the Ottawa Valley Rail Trail will also support the use of the trail and help to encourage more active modes of travel. The proposed residential uses are not expected to generate any adverse effects with respect to noise, odour, or other contaminants. The existing trees and vegetation on the site will be leveraged to provide privacy and help screen the new dwellings from existing residential uses and the Ottawa Valley Rail Trail, which will reduce the visual impact of the development. An Environmental Impact Statement has been completed prior to any development to demonstrate that there will be no negative impacts on the natural features or ecological functions of the significant woodlands on the site.

Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) provides policy direction on matters of Provincial interest related to land use planning and development. The PPS is issued under the authority of Section 3 of the *Planning Act* and approval authorities are required to ensure that decisions on planning matters are consistent with the policies. Policies within the PPS that are relevant to this proposal are discussed below.

Section 1.1 speaks to Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns. As per Section 1.1.1, “healthy, liveable and safe communities are sustained by: (a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term; (b) accommodating an appropriate affordable and market-based range and mix of residential types; (c) avoiding development and land use patterns which may cause environmental or public health and safety concerns; (d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas; (h) promoting development and land use patterns that conserve biodiversity; and (i) preparing for the regional and local impacts of a changing climate”. The proposal promotes efficient development and land use patterns by developing an underutilized vacant lot adjacent to an existing residential

neighbourhood that is within a designated settlement area. The development of up to 139 new dwelling units in the form of single-detached dwellings, semi-detached, townhouse and apartment units will help provide a range and mix of residential types. The proposal will avoid development and land use patterns that may cause environmental or public health and safety concerns by meeting all the requirements for minimum lot size and setbacks and by locating the buildings away from any natural hazards. Environmental impacts are mitigated by directing development outside of the significant woodlands on the site and preserving the natural function and biodiversity of this area. No public health or safety concerns are expected to arise from the proposed residential uses as each dwelling will be connected to municipal services. The proposal will not prevent the efficient expansion of settlement areas, as the site is located within Almonte's settlement area in a serviceable location, on lands already anticipated for residential development. The proposal conserves biodiversity and prepares for the regional and local impacts of a changing climate by developing in a strategic manner that seeks to preserve the existing natural features on the site.

Section 1.1.3 speaks to Settlement Areas and states that "settlement areas shall be the focus of growth and development" (Section 1.1.3.1). The proposed development is within a settlement area and supports the growth and development of this area. The proposed development efficiently uses land and resources by taking advantage of an underutilized vacant lot (Section 1.1.3.2.a). The proposed development is also appropriate for the infrastructure and public services facilities that are planned or available, as the proposed development will be fully serviced and access to the proposed dwellings will be provided by a new road network extending from Carss Street (Section 1.1.3.2.b). Furthermore, the proposed development prepares for the impacts of a changing climate by preserving natural features on the site, which provide valuable ecosystem services (Section 1.1.3.2.d).

Section 1.2.6 speaks to Land Use Compatibility and notes that "major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities" (Section 1.2.6.1). The proposal will add sensitive land uses to the property in the form of residential dwellings. However, there are no major facilities in the surrounding area that would negatively impact or be negatively impacted by the new dwellings.

Section 1.4 speaks to Housing. As per Section 1.4.1, the proposed residential development will help provide for an appropriate range and mix of housing options and densities required to meet the projected requirements of current and future residents. Section 1.4.3.b.1 notes that planning authorities are required to permit and facilitate "all

housing options required to meet the social, health, economic and well-being requirements of current and future residents”, including single-detached, semi-detached, townhouse and apartment dwellings. There is also a requirement to permit and facilitate “all types of residential intensification”, as per Section 1.4.3.b.2.

Section 1.6.6 speaks to Sewage, Water, and Stormwater, noting that “municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support the protection of the environment and minimize potential risks to human health and safety” (Section 1.6.6.2). The proposed development will be serviced by municipal sewage and water services, in accordance with this policy. Stormwater management on the subject property will be provided by a system of swales, catchbasins and storm sewers, outletting to the Mississippi River, as discussed in the Stormwater Management Report below (Section 1.6.6.7.f). The proposed residential uses are not expected to result in any increases in contaminant loads (Section 1.6.6.7.b.). Furthermore, erosion and changes in water balance will be minimized by maintaining the majority of the site’s natural vegetation (Section 1.6.6.7.c).

Section 1.6.7 speaks to Transportation Systems, noting efficient use should be made of existing and planned infrastructure (Section 1.6.7.2). The proposed development will utilize the existing transportation infrastructure by developing a new road that connects to Carss Street and by implementing a new walkway that connects to the Ottawa Valley Rail Trail. Strategically connecting the site to the Ottawa Valley Rail Trail will also support active transportation within the area (Section 1.6.7.4).

Section 1.7 speaks to Long-Term Economic Prosperity, noting the need to “provide necessary housing supply and range of housing options for a diverse workforce” (Section 1.7.1.b). The proposal supports long-term economic prosperity by increasing the community’s housing supply and range of housing options.

Section 2.1 speaks to Natural Heritage and states that “natural features and areas shall be protected for the long term” (Section 2.1.1). The subject property contains significant woodlands along the western edge. No development will occur within this area in accordance with Section 2.1.5. An Environmental Impact Statement has been completed to demonstrate that there will be no negative impacts on the natural features or ecological functions of the significant woodlands; the report is discussed in greater detail below (Section 2.1.8).

Section 2.2 speaks to Water and the need to “protect, improve or restore the quality and quantity of water”. As per Section 2.2.1.i, the necessary stormwater management practices will be used to minimize stormwater volume, which will include maintaining the

extent of vegetative and pervious surfaces on the subject property in addition to other measures.

Section 2.3 speaks to Agriculture and states that “prime agricultural areas shall be protected for long-term use for agriculture” (Section 2.3.1). There are no prime agricultural areas on or near the subject property.

Section 2.4 speaks to Minerals and Petroleum and states that “minerals and petroleum resources shall be protected for long-term use” (Section 2.4.1). There are no known minerals or petroleum resources on or near the subject property.

Section 2.5 speaks to Mineral Aggregate Resources and states that “mineral aggregate resources shall be protected for long-term use” (Section 2.5.1). There are no known mineral aggregate resources on or near the subject property.

Section 2.6 speaks to Cultural Heritage and Archaeology and states that “significant built heritage resources and significant cultural heritage landscapes shall be conserved” (Section 2.6.1). The subject property does not contain any known significant built heritage resources or significant cultural heritage landscapes that need to be conserved. However, the Ottawa Valley Rail Trail abutting the subject property to the east is a designated heritage property. The proposed development will respect the heritage character of the trail by leveraging the existing trees on the site to visually screen the new buildings from the trail.

Section 3.0 speaks to Protecting Public Health and Safety and states that “development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards”. The subject property contains hazardous slopes adjacent to the Mississippi River. No development will occur within the hazardous lands adjacent to the river, as per Section 3.1.1.b. There are no human-made hazards on or near the subject property that would constrain development (Section 3.2).

Overall, the proposed development is consistent with the policies in the 2020 Provincial Policy Statement.

Lanark County Sustainable Communities Official Plan

Under the Lanark County Sustainable Communities Official Plan, the subject property is within the Settlement Area designation, as shown in Figure 3. Policies within the Lanark County Sustainable Communities Official Plan that are relevant to this proposal are discussed below.

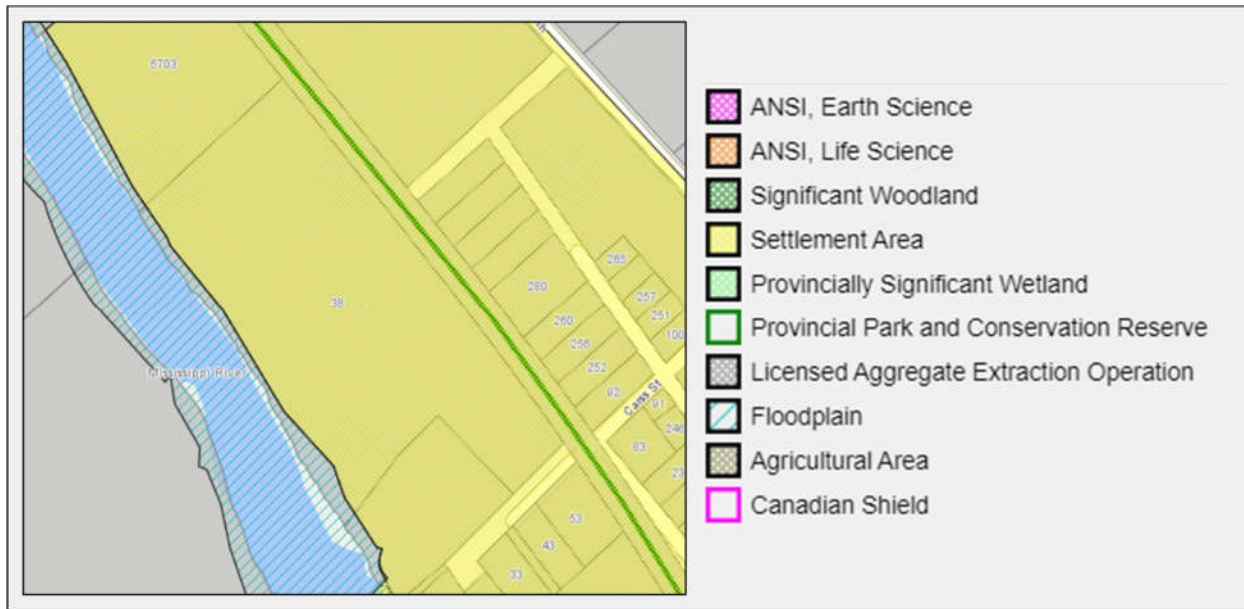


Figure 3. Upper-tier Official Plan land use designation for the site (Source: County of Lanark Community Map).

Section 2.0 speaks to Settlement Area Policies and states that “efficient development patterns will be encouraged in settlement areas to optimize the use of land, resources, infrastructure and public service facilities” (Section 2.3.1.5). The proposed development is efficient as it adds up to 139 new dwelling units to a vacant lot that is within an existing settlement area. The proposed development supports the County’s objectives for development in settlement areas by helping to provide a mix of housing types (Section 2.6.1.2). The proposed development also provides neighbourhood amenities in the form of a new park in addition to many walkways. Section 2.6.2.4.1 notes that a range of residential housing types and sizes are permitted within settlement areas. Therefore, the proposed single-detached, semi detached, townhouse and apartment units are permitted uses within this land use designation. The proposed development also provides open space and parkland while protecting natural heritage features by developing outside of the significant woodlands on the site (Section 2.6.2.4.8). Additionally, the physical character of the proposed development is compatible with the other residential buildings in the area as the proposed single-detached dwellings and townhouses will be located closest to the existing neighbourhood (Section 2.6.2.4.10).

Section 5.0 speaks to Natural Heritage and states that development or site alteration within 120 metres of significant woodlands may be permitted if it can be demonstrated that there will be no negative impacts on the natural features or the ecological functions of these areas through an Environmental Impact Statement (Section 5.5.4.1). An Environmental Impact Statement has been completed to demonstrate that there will be

no negative impacts on the natural features or on the ecological functions of the significant woodlands.

Overall, the proposed development conforms to the policies in the Lanark County Sustainable Communities Official Plan.

Municipality of Mississippi Mills Community Official Plan

Under the Municipality of Mississippi Mills Community Official Plan, the subject property is designated as Residential (Figure 4). The subject property also contains significant woodlands (Figure 5) and is partly covered by the MVCA Regulation limit (Figure 6). Additionally, the subject property abuts the Ottawa Valley Rail Trail, which is a heritage district (Figure 7). Policies within the Municipality of Mississippi Mills Community Official Plan that are relevant to this proposal are discussed below.

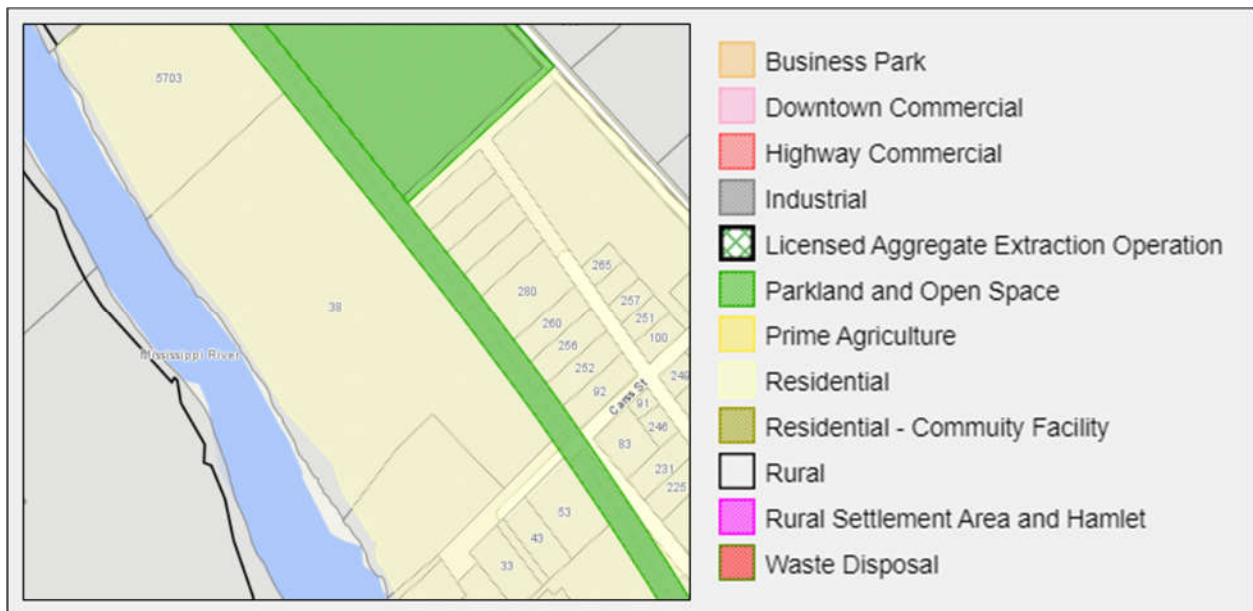


Figure 4. Lower-tier Official Plan land use designation for the site (Source: Mississippi Mills Community Map).



Figure 5. Natural features on the site (Source: Mississippi Mills Community Map).

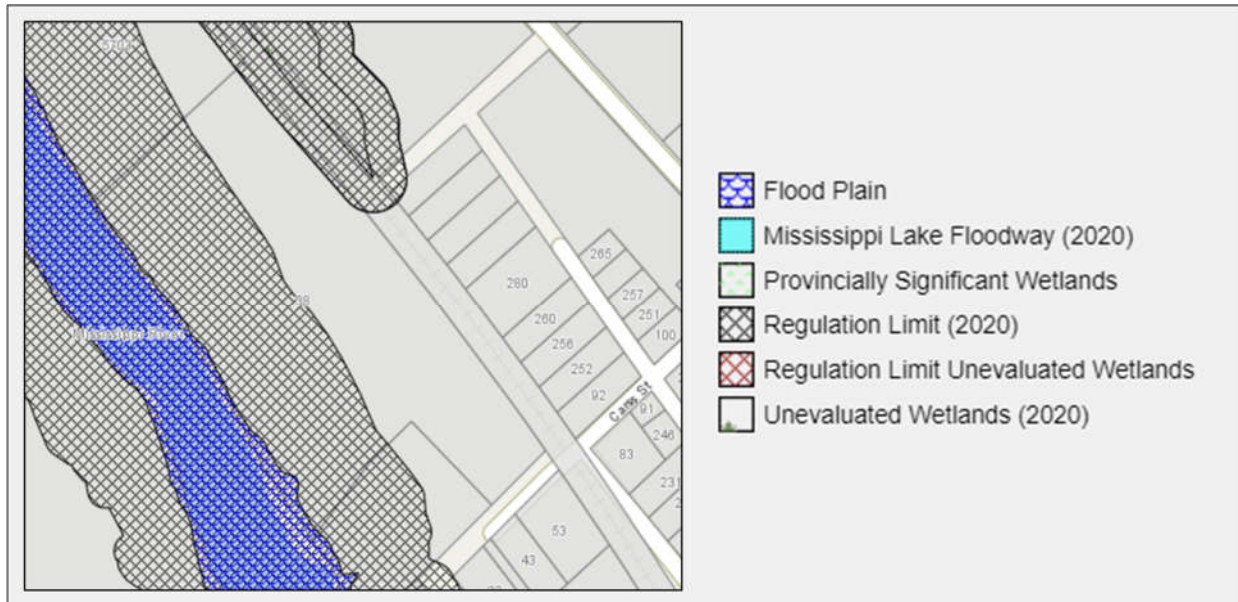


Figure 6. MVCA regulation limit near the site (Source: Mississippi Mills Community Map).



Figure 7. Heritage properties near the site (Source: Mississippi Mills Community Map).

Section 2.5 speaks to Growth and Settlement and states that it is a goal of the Official Plan to “promote managed, coordinated and fiscally responsible growth, which represents an efficient use of land and is environmentally sustainable” (Section 2.5.1). The proposed development represents an efficient use of land as it seeks to develop a vacant, underutilized site within an existing settlement area. The proposed development also utilizes more compact building types in the form of single detached, semi detached, townhouse and apartment units to minimize the consumption of land and provide a greater number of dwelling units on the site. Additionally, the proposed development is environmentally sustainable as many of the existing trees on the site will be preserved and strategically incorporated into the design of the subdivision. It is also a goal of the Official Plan to “direct the majority of new growth to areas where municipal services are available and where capacity exists to support new development” (Section 2.5.1). The proposed development supports this goal as it is on a site with proximity to existing municipal services that can be connected to the new dwellings. Furthermore, the proposed development helps to “establish an urban density that promotes a sustainable and efficient use of the land” (Section 2.5.1.2) and supports a mix of residential uses to meet the needs of the community (Section 2.5.1.3).

Section 2.5.3.2.3(4) speaks to density targets, noting that the settlement areas can develop at a higher density than rural areas due to the presence of municipal services. The target density in urban areas is 15-35 units/gross hectare, or 6-15 units/gross acre. The subject site has a total area of 7.37 hectares, and a total of 139 residential units are

proposed, resulting in a gross density of 18.9 residential units/gross hectare, well within the target density in this Section of the Plan.

Section 3.1.6.1 speaks to Flood Plain Policies and states that “development shall be located outside of the flood plain or 30 metres from the highwater mark, whichever is greater” (Section 3.1.6.1.3.1). The proposed development is setback greater than 30 metres from the edge of the Mississippi River. Section 3.1.6.1.3.2 states that “where development is by plans of subdivision or by consent involving lands abutting waterfront in urban areas, the creation of lots which extend into the flood plain lands shall be discouraged”. The proposed lots adjacent to the waterfront do not extend into the floodplain and end at the 30-metre setback from the highwater mark.

Section 3.1.6.2 speaks to Erosion Hazards and Slopes, stating that “development and/or land uses that may be susceptible to damage from erosion or may cause or aggravate bank erosion or slope failure will be prohibited within the erosion hazard limit” (Section 3.1.6.2.2.1). No development will occur within the erosion hazard limit in accordance with this policy.

Section 3.6 speaks to the Residential land use designation and states that it is a goal of the Official Plan to “promote a balanced supply of housing to meet the present and future social and economic needs of all segments of the community” (Section 3.6.1). The proposed development helps to achieve this goal by intensifying an existing residential area and by increasing the supply of housing and range of housing types. Section 3.6.2 states that “lands designated ‘Residential’ shall be predominately used for low and medium density residential uses”. Therefore, single-detached dwellings, semi-detached and townhouse units are permitted uses on the site. The proposed development is supported by Section 3.6.5.1, which states that “the municipality shall support a wide range of housing types, zoning standards and subdivision design standards”.

The proposed development will help the municipality achieve its housing mix targets for low and medium density housing. With regard to the medium density housing, which includes the townhouse units, it is notable that the site has proximity to various community amenities, as it is situated within Almonte’s settlement area (i). The proposed development is compatible with the existing residential land uses in the immediate area (ii). The proposed units will not exceed a maximum of three storeys and have a building profile that visually conforms with the surrounding residential structures (iii). Adequate off-street parking will be provided for the new residential structures and appropriate access and circulation for vehicular traffic will be provided through the development of a new road network on the site (iv). The proposed development will be buffered from abutting uses by utilizing existing trees and vegetation on the site (v). Suitable on-site amenities will be provided, including walkways throughout the site, a new park area, and groves of trees

(vi). Full municipal services will also be extended to the site to accommodate the proposed density (vii).

Section 3.8 speaks to Parkland and Open Space and states that it is a goal of the Official Plan to “promote and develop public open spaces to service the recreation, leisure and quality of life needs of the community” (Section 3.8.1). The proposed development will help meet this goal by providing a new park in the centre of the site that will benefit new and existing residents, as well as connecting pathways to nearby recreational trails.

Section 4.3 speaks to Heritage Resources and notes that new development is required to be compatible with and sensitive to the heritage character and values of the area (4.3.1.4). The subject property is abutting the Ottawa Valley Rail Trail to the east, which is a heritage district. The proposed development is sensitive to the heritage character of the trail, as existing trees on the site will be used to visually screen the new dwellings from the trail. Furthermore, all new buildings will be appropriately setback from the trail. The proposed development will also improve access to the Ottawa Valley Rail Trail by developing a new walkway that directly connects the site to the trail.

Overall, the proposed development conforms to the policies in the Municipality of Mississippi Mills Community Official Plan.

Mississippi Mills Comprehensive Zoning By-law #11-83

Under the Mississippi Mills Comprehensive Zoning By-law #11-83, the subject property is zoned as Residential First Density (R1), as shown in Figure 8. Policies within the Mississippi Mills Comprehensive Zoning By-law #11-83 that are relevant to this proposal are discussed below.

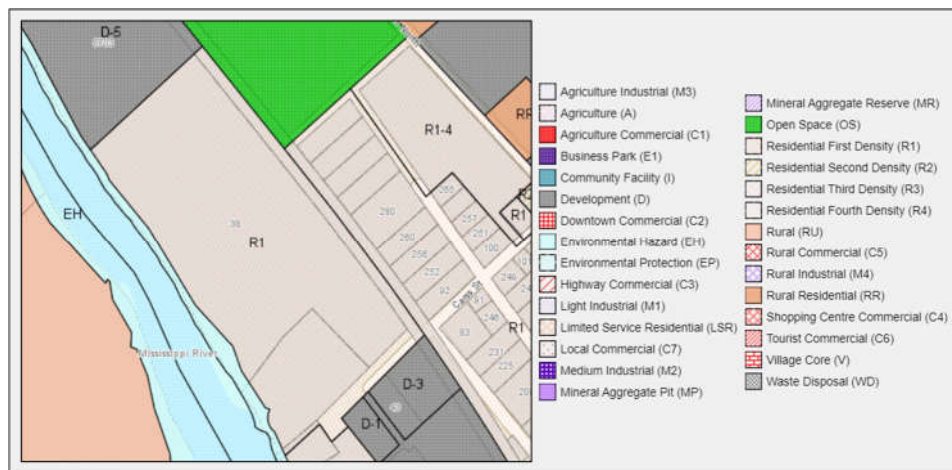


Figure 8. Zoning of the site (Source: Mississippi Mills Community Map)

Section 6.7 speaks to Frontage on a Public Street. In accordance with Section 6.7.1, all of the proposed lots will have frontage on a public street as a new road network extending from Carss Street will be developed to provide access to the new lots.

Section 13 speaks to the Residential First Density (R1) Zone and states that detached dwellings are a permitted use in the R1 Zone (Section 13.1). However, semi-detached, townhouse and apartment units are not permitted in the R1 Zone. Therefore, the proposed development of a subdivision will require a Zoning By-law Amendment.

A Zoning By-law amendment will be required as a Draft Plan of Subdivision to place the subject in the appropriate zone or zones to permit the proposed lots.

Supporting Studies and Reports

Environmental Impact Statement

An Environmental Impact Statement was completed by Gemtec to support the proposed development (March 18, 2022). The study included a review of available mapping and resources as well as a series of field investigations in the spring and summer of 2021. The report notes the loss of some woodland and meadow habitat as a result of the development, and recommends some setbacks and buffers to protect habitat. A series of mitigation measures are also recommended to protect water quality and fish habitat in the River. Best management practices are also included for the construction process. The report concludes that impacts on the natural environment are anticipated to be minimal, subject to the implementation of the recommendations and the mitigation measures.

Slope Stability Evaluation

Kollaard Associates undertook an assessment of the slope and hazard lands that are located on the subject property (November 30, 2021). The purpose was to “verify the stability of the slope and to determine the limit of development along the top of the slope.” Topographic surveying and geotechnical analyses were completed, including surface and subsurface investigations and an evaluation of soils and bedrock. The report recommends a hazard lands setback of 3.3 metres on the site.

Geotechnical Investigation

Kollaard Associates completed a Geotechnical Investigation of the site to support the proposed subdivision (April 11, 2022). The study evaluated the subsurface conditions through a series of test holes, in order to provide recommendations for future development. A total of seven test pits were installed and evaluated for soil and bedrock conditions, with depths to bedrock varying from 0.4 to 3.7 metres. The report includes

recommendations for foundations as well as for the future installation of municipal services and future street construction.

Conceptual Stormwater Management Plan

Kollaard Associates completed a Conceptual Stormwater Management Plan to support the proposed development (April 11, 2022). While detailed design will be completed after Draft Plan Approval, the conceptual report demonstrates that the site will use a system of swales, catchbasins and storm sewers to capture and convey the stormwater runoff to the Mississippi River. Quantity controls are not required; however, quality controls will occur to ensure that 80% of total suspended solids are removed.

Servicing Brief

Kollaard Associates completed a Servicing Brief to support the proposed development (April 11, 2022). The proposed development will be serviced and municipal water, sanitary and storm services. The water service will be extended from an offsite connection and will be looped through the site to ensure there is adequate capacity. Sanitary service will include a sanitary pump station within the subdivision lands, to connect to the existing municipal sewer system located offsite through a triplex pump system and force mains. The potential for future development of abutting lands has also been considered. Fire flow and future fire hydrants have also been considered in the servicing design. The municipality's water and sanitary systems have sufficient capacity to support the proposed development. As noted above, stormwater will be managed through a system of storm sewers, outletting to the River. An Erosion and Sediment Control Plan will be provided prior to any site alterations.

Stage 1 and 2 Archaeological Assessment

Past Recovery Archaeological Services Inc completed Stage 1 and 2 Archaeological Assessments for the site (December 16, 2021). Through an analysis of historical mapping and associated research, and field evaluations in the summer of 2021, it was concluded that there is nothing of archaeological significance on the site and no further assessment was recommended by the project team. The Stage 1 and 2 report was submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries as required, and a letter was received from the Ministry on January 12, 2022 indicating that the report was entered into the Ontario Public Register.

Transportation Impact Assessment

CGH Transportation completed a Transportation Impact Assessment to support the proposed subdivision (March 2022). The report notes the proposed access to the site

from Carss Street, with potential future road connections to the north and east as shown on the Draft Plan. The report considered the potential for vehicular traffic impacts as well as cycling and pedestrian facilities. Using modelling and development projections, the report concludes that the proposed development will have a minor impact on the surrounding road network and no significant road upgrades or improvements are recommended. The Report includes a number of recommendations and findings for consideration in the development of the site.

Site Renderings

The project architect prepared the following renderings to depict the proposed development, giving careful consideration to the architectural design and future landscaping of the site. The first image below shows the entrance to the subdivision lands and the proposed landscaping and dwellings abutting Carss Street.



Proposed entrance at Carss Street

The next rendering depicts a future street with landscaping features on the corner and proposed townhouse units.



Proposed street profile with landscaping

The third rendering below shows the proposed subdivision from an aerial perspective, noting the anticipated rooflines and landscaping, and the retention of the landscaping on the slope to the Mississippi River.



Aerial rendering of the proposed subdivision

Summary

The applicant is proposing to develop a subdivision with up to 139 new dwelling units, which will consist of fully-serviced single-detached dwellings, semi-detached, townhouse and apartment units. This report has provided planning rationale in support of the proposed development based on the location of the property and surrounding land uses, noting that the proposed development is appropriately located adjacent to an existing residential area within an established Settlement Area, and strategically raises the density while respecting the existing built form. The development will be fully connected to municipal services and provide pedestrian and vehicle connections to the existing transportation network. This report has also demonstrated that the proposed development is consistent with the Provincial Policy Statement (2020) and conforms to the Lanark County Sustainable Communities Official Plan and Municipality of Mississippi Mills Community Official Plan. As the zoning of the site under the Mississippi Mills Comprehensive Zoning By-law #11-83 does not currently support the proposed development, a Zoning By-law Amendment will be required as a Draft Plan of Subdivision condition to appropriately zone the new lots.

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

Sincerely,



Tracy Zander, M.PI, MCIP, RPP