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**Planning Rationale
Block 213 Meadow Ridge
Subdivision
Carleton Place, Ontario**

GEMTEC Project: 101883.002



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Submitted to:

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Planning Rationale
Block 213 Meadow Ridge
Subdivision
Carleton Place, Ontario

April 21, 2025
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1.0 INTRODUCTION

GEMTEC Consulting Engineers and Scientists Limited (GEMTEC) has been retained as the agent for Pegasus Development Corporation with respect to *Planning Act* approvals for their proposed development on lands located in the Town of Carleton Place.

As explored within the paragraphs below, the proposal involves the development of a residential condominium neighbourhood within the greater Meadow Ridge subdivision, in the form of single detached dwellings. It has been confirmed with staff at the Town and Lanark County that following the initiation of the condominium approvals process with Lanark County, Development Permit approvals will be pursued with the Town of Carleton Place.

This Planning Rationale identifies the subject lands in the context of their surroundings, describes the proposed development, and examines the conformity of the proposal with applicable land use planning policy and regulatory instruments.

2.0 SUBJECT LANDS

The subject lands are legally described as “*BLOCK 213, PLAN 27M81 TOWN OF CARLETON PLACE.*” The lands sit approximately in the centre of the Meadow Ridge subdivision. A copy of the registered plan of subdivision (27M-81) identifying Block 213 is attached hereto at Appendix A.

The subject lands are 1.39 hectares in area. The lands are surrounded to the north, east, and southeast by existing dwellings within the Meadow Ridge Subdivision. The subject lands have frontage on Hooper Street, which abuts the subject lands to the southwest. Opposite Hooper Street is a large parcel of undeveloped vacant land owned by others which is designated Highway District within the Town’s Official Plan and Development Permit By-law.

The dwellings abutting Block 213 are low-profile and include freehold semi-detached dwellings and townhouses.

Meadow Ridge Subdivision (Lanark County File No.:09-T-09001) was advanced October 26, 2016 for Draft Plan of Subdivision approval at Lanark County. Within the approved conditions of approval, Block 213 is identified as being for multiple residential development. The traffic study prepared at the time indicated 52 townhouse dwellings, having access from a private road, had been contemplated.

The Meadow Ridge Subdivision was registered February 5, 2018.

3.0 PRE-CONSULTATION

Several exchanges have occurred with the Town of Carleton Place and Lanark County to discuss the proposed development, sequencing of *Planning Act* approvals, and submission requirements. Initial discussions took place in December of 2019 with the Town, which resulted in amendments to the Site Plan relating to unit configuration and density. Pre-Consultation was requested with the Town in August 2021, and in place of a meeting preliminary comments were provided September 9, 2021.

Following a re-activation of approvals, pre-consultation discussions were held April 30, 2024 with the Town of Carleton Place.

The following submission requirements have been identified within all correspondence to-date:

- Planning Rationale (incl. Urban Design Brief)
- Functional Servicing Report / Servicing and Stormwater Brief
- Transportation Impact Study / Traffic Brief
- Draft Plan of Condominium
- Site Plan
- Housing Needs Assessment

4.0 PROPOSED DEVELOPMENT

The proposed Site Plan is attached hereto at Appendix B.

The proposed development comprises 77 single detached dwelling units. A private common element condominium road will provide access to the proposed units by way of its two connections at Hooper Street.

The proposed dwelling units are smaller than other conventional new single detached dwellings typically being constructed in Ontario municipalities, and they are intended to be more affordable and targeted to individuals and small households who might not normally be able to pursue ownership of a more conventional new single detached dwelling. The units, which are three storeys in height, measure 1,042 square feet.

Each unit has one interior parking space within the attached garage, and one exterior parking space within the driveway. Twenty-two (22) visitor parking spaces are proposed on-street within the common elements roadway, and additional on-street parking is available within Hooper Street and other nearby rights-of-way. The rate of visitor parking is 0.29 spaces per unit.

Private amenity space is provided for each unit in the form of rear yards and second storey rear balconies. Public parks within the Meadow Ridge subdivision are situated nearby to the north (Block 215) and to the east (Block 216).

The common elements proposed to be captured by way of the condominium include: the private road, visitor parking, and concrete walkway adjacent to the private road.

4.1 Density

The proposed development represents a net residential density of 55.4 units per hectare. With the development of Block 213 incorporated, the Meadow Ridge Subdivision is represented by the following densities, as defined within the Town of Carleton Place Official Plan:

- 18.9 units per gross residential hectare.
- 31.8 units per net residential hectare.

The above densities reflect the full build out of the Meadow Ridge Subdivision pursuant to the registered plan of subdivision, the current proposal for Block 213, and a separate proposal to modify the built form proposed for Lots 114 to 137. Lots 114 to 137 currently represent a total of twenty-four (24) single detached dwellings; applications for consents and Development Permitting to facilitate the development of 20 semi-detached and 15 street townhouse dwelling units are anticipated to be submitted imminently.

Table 1 provides a variety of relevant density information, including in relation to the Meadow Ridge Subdivision and the proposal to modify Lots 114-137.

Table 1: Subdivision and Site Areas and Densities

Key Areas	Units	Area (ha)	Gross Density (uph)	Net Density (uph)
Subdivision (Overall)	494	26.18	18.9	n/a
Subdivision Wetland	n/a	1.05	n/a	n/a
Subdivision Parks/Greenspace	n/a	2.09	n/a	n/a
Subdivision Rights-of-Way	n/a	7.51	n/a	n/a
Subdivision Net Residential	494	15.53	n/a	31.8
Block 139 (as proposed)	77	1.39	n/a	55.4
Lots 114-137 (as proposed)	35	1.09	n/a	32.1

Table 2 provides a breakdown of unit types for the Meadow Ridge Subdivision and the development proposals for Block 213 and Lots 114-137.

Table 2: Proposed Unit Types for Block 213 and Lots 114-127

Key Areas	Units	Single-Detached	Semi-Detached	Street Townhouse
Subdivision (Overall)	494	189 (38%)	90 (18%)	215 (44%)
Block 139	77	77 (100%)	n/a	n/a
Lots 114-137	35	n/a	20 (57%)	15 (43%)

5.0 PLANNING POLICY & REGULATORY FRAMEWORK

The paragraphs below explore the appropriateness of the proposed development pursuant to applicable land use planning policy and associated instruments.

5.1 Planning Act

Section 2 of the Ontario Planning Act establishes matters of provincial interest that are to be considered by approval authorities when carrying out their responsibilities, including the processing of development applications. Matters of provincial interest that are particularly relevant to the proposed development include the following:

- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (h) the orderly development of safe and healthy communities;
- (j) the adequate provision of a full range of housing, including affordable housing;
- (p) the appropriate location of growth and development;

The appropriateness of existing and proposed servicing is demonstrated within a Serviceability Report prepared by Novatech. The appropriateness of the existing and proposed traffic network is demonstrated within a Traffic Impact Study prepared by Egis Canada Ltd. Further, a multitude of studies and reports were submitted and approved by way of the Draft Plan of Subdivision approval process for Meadow Ridge and prior to subdivision registration, some of which addressed matters relating to servicing and transportation.

As it relates to matters of provincial interest (h) and (p), it has previously been established by way of subdivision approvals that Block 213 is an appropriate location for residential development. The lands are within a settlement area and are designated Residential within the Town's Official Plan.

In relation to matter of provincial interest (j), the proposed small single detached dwelling units will positively impact the range of housing available. A Socio-Economic Statement prepared by McIntosh Perry several years ago was previously submitted to the Town to communicate that the proposed dwelling units were intended to address a gap in the new home housing market which, at the time, lacked in supply of smaller more affordable new single detached dwellings. The Statement affirmed that the housing contributed to the range and mix of dwellings available within the local market and emphasized that the units would be more affordable than other new conventional larger single detached dwellings.

The proposed development of 77 dwelling units has been prepared in consideration for applicable matters of provincial interest, including those referred to above.

It is expected that the appropriateness of the Meadow Ridge subdivision, including the establishment of Block 213 for future residential development with elevated density, pursuant to Section 51(24) of the Planning Act would have been established prior to Draft Plan of Subdivision approvals.

5.2 Provincial Planning Statement, 2024

The Provincial Planning Statement, 2024 (PPS) came into effect October 20, 2024 and replaced the Provincial Policy Statement, 2020. The PPS provides policy direction on land use planning matters of provincial interest related to land use planning and development.

Table 3 below provides a summary of the consistency of the proposed development with policy direction provided within the PPS.

Table 3: Provincial Planning Statement Policy Summary

Policy No.	Policy / Excerpt	Comments
2.1	Planning for People and Homes	
2.1.6	<p>Planning authorities should support the achievement of complete communities by:</p> <p>a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, longterm care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;</p>	<p><i>The proposed development contributes to the range and mix of housing options within the Town of Carleton Place.</i></p> <p><i>The proposed development is proposed on lands designated for residential land uses, in a serviced portion of the Town of Carleton and in close proximity to public parkland.</i></p> <p><i>The development provides single-detached dwelling units and introduces a compatible land use adjacent to existing residential development.</i></p> <p><i>A Serviceability Report has been prepared in support of the proposed development to ensure that necessary infrastructure and service facilities are in place to meet current and future needs.</i></p>

Policy No.	Policy / Excerpt	Comments
<p>2.2</p> <p>2.2.1</p>	<p>Housing</p> <p>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:</p> <p>b) permitting and facilitating:</p> <p>1. all <i>housing options</i> required to meet the social, health, economic and wellbeing requirements of current and future residents, including <i>additional needs housing</i> and needs arising from demographic changes and employment opportunities; and</p> <p>c) promoting densities for new housing which efficiently use land, resources, <i>infrastructure</i> and <i>public service facilities</i>, and support the use of <i>active transportation</i>; and</p>	<p><i>New small single detached dwellings like those proposed for Block 139 are not presently available in the Town of Carleton Place. The housing type proposed will positively contribute to the municipality's obligation to provide an appropriate range and mix of housing options and densities.</i></p> <p><i>The subject lands are municipally-serviced and will make efficient use of existing/planned municipal infrastructure.</i></p>
<p>2.3</p> <p>2.3.1</p>	<p>Settlement Areas and Settlement Area Boundary Expansions</p> <p>General Policies for Settlement Areas</p> <p>1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.</p> <p>2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:</p> <p>a) efficiently use land and resources;</p> <p>b) optimize existing and planned infrastructure and public service facilities;</p>	<p><i>Block 213 within the Meadow Ridge subdivision is within a settlement area and is intended to be developed for residential purposes.</i></p> <p><i>The proposal represents an efficient use of land and resources and will make appropriate use of existing and planned infrastructure.</i></p>
<p>3.1</p>	<p>General Policies for Infrastructure and Public Service Facilities</p>	<p><i>A Serviceability Report has been prepared in support of the proposed development to</i></p>

Policy No.	Policy / Excerpt	Comments
3.1.2	<p>Before consideration is given to developing new infrastructure and public service facilities:</p> <p>a) the use of existing infrastructure and public service facilities should be optimized; and</p>	<p><i>ensure that necessary infrastructure and service facilities are in place to meet current and future needs.</i></p>
3.2	Transportation Systems	<p><i>A Traffic Impact Study has been prepared by Egis Canada Ltd. that establishes the appropriateness of the transportation system in the context of the proposed development.</i></p>
3.2.1	<p><i>Transportation systems</i> should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero-and low-emission vehicles.</p>	
3.6	Sewage, Water and Stormwater	<p><i>A Serviceability Report has been prepared in support of the proposed development to ensure that necessary infrastructure and service facilities are in place to meet current and future needs.</i></p>
3.6.2	<p>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. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.</p>	
3.6.8	<p>Planning for stormwater management shall:</p> <p>a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;</p> <p>b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;</p> <p>c) minimize erosion and changes in water balance including through the use of green infrastructure;</p> <p>d) mitigate risks to human health, safety, property and the environment;</p>	<p><i>A Serviceability Report has been prepared in support of the proposed development to ensure that necessary infrastructure and service facilities are in place to meet current and future needs.</i></p>

Policy No.	Policy / Excerpt	Comments
	<p>e) maximize the extent and function of vegetative and pervious surfaces;</p> <p>f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and</p> <p>g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.</p>	
<p>3.9</p> <p>3.9.1</p>	<p>Public Spaces, Recreation, Parks, Trails and Open Space</p> <p>Healthy, active, and inclusive communities should be promoted by:</p> <p>a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;</p> <p>b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range 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;</p>	<p><i>The proposed development includes sidewalks on one side of the primary internal private road, which will promote resident and visitor use of active transportation, particularly walking.</i></p> <p><i>Block 213 is also located in close proximity to two public parks blocks, being Blocks 215 and 216 on Plan 27M-81.</i></p> <p><i>Block 213 also fronts onto Hooper Street, a public right-of-way, which includes sidewalk that provides safe pedestrian connections elsewhere within and beyond the Meadow Ridge subdivision.</i></p>

Plans and studies provided as part of the subdivision approval process would have established the appropriateness of developing the subject lands in relation to some of the above referenced policies, as well as those contained within Chapter 4: Wise Use and Management of Resources and Chapter 5: Protecting Public Health and Safety.

The development is consistent with matters of provincial interest as expressed in the Provincial Planning Statement.

5.3 Lanark County Sustainable Communities Official Plan

The proposed development is located in a designated Settlement Area in the Town of Carleton Place, pursuant to Schedule A (Land Use Designations) of the SCOP. As per SCOP Policy 2.3.1.5, efficient development patterns will be encouraged in settlement areas to optimize the use of land, resources, infrastructure and public service facilities. The proposed development will be serviced by public water and wastewater services and the compact form proposed provides for an efficient use of land.

SCOP Section 2.6 provides land use policies applicable to Settlement Areas. Providing for a range and mix of low, medium and high density housing types in accordance with servicing capacities is an objective of the SCOP.

Policies 2.6.2.4 and 3.3.4.5 both address the implementation of the SCOP at the local municipal level, including through condominium approval processes, and seek to ensure such implementation considers factors including but not limited to: zoning / land use controls, adequacy of infrastructure and servicing, compatibility and buffering, and natural heritage and parkland.

The proposed development conforms to the applicable policies of the County of Lanark Sustainable Communities Official Plan.

5.4 Town of Carleton Place Official Plan

The Town of Carleton Place adopted an updated Official Plan (Amendment No. 8) on June 20, 2023. The Official Plan update was approved by Lanark County Council May 8, 2024. The County's approval was subsequently appealed to the Ontario Land Tribunal (OLT) by three appellants. As of the writing of this planning rationale, the OLT proceedings are ongoing. Accordingly, the 2013 Official Plan remains in effect for the purposes of the consideration of the conformity of the proposed development with Official Plan policy.

Section 5.4.1 below provides an assessment of the proposed development pursuant to the 2013 Official Plan, while Section 5.4.2 addresses the 2023 Official Plan.

5.4.1 The Town of Carleton Place Official Plan (2013)

The subject lands are designated "Residential District" in the Town of Carleton Place Official Plan.

Table 4 identifies key policies within the Town's Official Plan and provides commentary concerning the conformity of the development.

Table 4: Town of Carleton Place Official Plan (2013) Policy Summary

Policy No.	Policy / Excerpt	Comments
1.0	INTRODUCTION	
1.3	Guiding Principles	
	<p>1. We will ensure that growth and development occurs through sustainable and economically viable land use development patterns which will include a broad range of uses and balanced mix of appropriate residential densities.</p>	<p><i>The proposed development represents a sustainable and economically land use pattern that increases the range of available housing within the Town of Carleton Place. The proposed density is appropriate and contributes to the mix of densities and housing types in the neighbourhood and Town.</i></p>
	<p>5. We will ensure appropriate development which will not pose a danger to public safety or health or result in negative property or environmental impacts.</p>	<p><i>The proposed density is appropriate in the context of its surroundings and does not pose a danger to public safety or health, nor will it cause negative property or environmental impacts.</i></p>
	<p>6. We will ensure that effective infrastructure services will be provided by the appropriate level of government or the private sector in a cost efficient manner which recognizes development priorities and which ensures the protection of our environment.</p>	<p><i>The proposed development will be serviced by appropriate infrastructure, as detailed within the Serviceability Report that has been prepared in support of the proposed development.</i></p>
2.0	COMMUNITY DESIGN FRAMEWORK	
2.3	General Design Principles	
	<p>1. Proposed developments shall enhance the image of the Town of Carleton Place by complementing and contributing to:</p> <ul style="list-style-type: none"> • the character of the area; • local landmarks; 	<p><i>The proposed development has been designed such that it is sensitive to the context of its immediate surroundings, including the low-rise residential</i></p>

Policy No.	Policy / Excerpt	Comments
	<ul style="list-style-type: none"> the consistency and continuity of the area with its surroundings; the edges of the area; and linkages within, to and from the area. 	<p><i>dwelling to the north, east, and south.</i></p> <p><i>It is assumed in part given the existing residential character of the Meadow Ridge Subdivision that the Highway Commercial property to the west, opposite Hooper Street, will be designed with appropriate buffering to ensure that it will be compatible with the sensitive land use.</i></p>
	<p>3. The municipality encourages the development or redevelopment of buildings and spaces that establish a pedestrian scale by promoting:</p> <ul style="list-style-type: none"> the placement of continuous horizontal features on the first two stories adjacent to the road; the repetition of landscaping elements, such as trees, shrubs or paving modules; and the use of familiar sized architectural elements such as doorways and windows. 	<p><i>The compact form and density of dwellings proposed provides an enhanced pedestrian-scale when compared with a typical greenfield residential development involving access by way of public rights-of-way.</i></p> <p><i>Although there will be considerable repetition with the architectural and landscape design approaches, there will be differences in materials, colours, and plant species to provide a more pleasant visual and aesthetic environment.</i></p>
	<p>6. The design of new development shall:</p> <ul style="list-style-type: none"> Be complementary to adjacent development in terms of its overall massing, orientation and setback; provide links with pedestrian, cycling and road networks; [...] 	<p><i>The development is low-rise in nature and complements surrounding and nearby existing and planned low-rise residential development.</i></p> <p><i>Two points of vehicular and pedestrian access are provided at Hooper Street. Internal walkways are provided</i></p>

Policy No.	Policy / Excerpt	Comments
		<p><i>throughout the development on one side of the private roadway.</i></p>
	<p>7. Development or redevelopment design shall strive to achieve the following:</p> <ul style="list-style-type: none"> • provide a development pattern that supports a range of uses; • provide transportation connections, including pedestrian and cycling connections to adjacent areas; and • maintain and enhance valued historic development patterns and resources. 	<p><i>The proposed development will implement previous Meadow Ridge Subdivision approvals and is intended to be solely residential in nature.</i></p> <p><i>Two points of vehicular and pedestrian access are provided at Hooper Street, which provides transportation connections with other areas within and beyond the Meadow Ridge subdivision.</i></p> <p><i>The proposed development pattern is appropriate in the context of the Meadow Ridge Subdivision.</i></p>
	<p>8. Proposed development within an established neighbourhood shall be designed to function as an integral and complementary part of that area’s existing development pattern by having regard for:</p> <ul style="list-style-type: none"> • massing; • building height; • architectural proportion; • volumes of defined space; • lot size; • position relative to the road; and • building area to size area ratios. 	<p><i>The Meadow Ridge Subdivision is partially inhabited, but is still in the process of being fully developed / built-out. Nevertheless, the proposed development is compatible with the remainder of the existing and planned subdivision as it concerns built-form and scale.</i></p>
	<p>12. The design and development of new residential, commercial and employment generating uses shall accommodate postal services. Accordingly, where centralized mail delivery is provided, such areas should be designed to provide focal points and amenity areas to the surrounding.</p>	<p><i>The provision of centralized mail delivery will be coordinated with Canada Post during the Development Permit phase of development.</i></p>

Policy No.	Policy / Excerpt	Comments
	neighbourhood.	
<p>2.5 Design for Energy Conservation</p> <p>Energy efficiency and conservation will be encouraged by approving developments that:</p> <ul style="list-style-type: none"> • [...] • provide for pedestrian and bike path facilities; • have a compact pattern of development that clusters compatible uses within close proximity to one another; • [...] 		<p><i>The proposed built-form and compact layout is pedestrian and bike-friendly. Internal walkways are provided for pedestrian use.</i></p> <p><i>The proposed development is of a form that is more compact than typical greenfield low-rise residential development.</i></p>
<p>3.0 LAND USE POLICIES</p>		
<p>3.5 Residential District</p> <p>The lands designated as Residential District on Schedule A provide the main locations for housing in Carleton Place. A broad range of housing types and compatible services and amenities are permitted to make the most efficient use of available infrastructure.</p>		<p><i>The proposed development includes 77 small single detached dwelling units, and will contribute in a meaningful way to the efficient use of available infrastructure.</i></p>
<p>3.5.1 Objectives</p> <ul style="list-style-type: none"> • To promote sustainable, efficient and diverse residential neighbourhoods; and • To provide a diverse range of housing types and densities. 		<p><i>The introduction of 77 small single-detached dwelling units will contribute to the efficiency and residential diversity of the neighbourhood.</i></p>
<p>3.5.2 Permitted uses</p> <p>The following uses shall generally be permitted in the Residential District:</p> <ul style="list-style-type: none"> • Residential Uses (all density types) • [...] 		<p><i>Single-detached dwellings are permitted.</i></p>
<p>3.5.3 Policies</p>		<p><i>Single-detached dwellings are permitted.</i></p>

Policy No.	Policy / Excerpt	Comments
	<p>1. Where land is designated Residential District on Schedule A to this Plan, a range of residential dwelling types and densities shall be permitted, including single detached, semi-detached, duplex dwellings, triplex dwellings, townhouse dwellings and apartment dwellings.</p>	
<p>3.5.4 Density Provisions</p>	<p>The following density policies are intended to ensure that new development will include a mix of residential densities in order to address a full range of housing requirements. The following policies shall apply:</p>	
	<p>1. The average density target for new development in the Residential District will be calculated on a site by site basis and shall be 30 units per net hectare with a range of 26 to 34 units per net hectare. Net hectare is defined as those lands which are utilized for residential development exclusive of roads, easements, infrastructure services and required parkland.</p>	<p><i>The proposed development has a net density of 55.4 units per hectare.</i></p> <p><i>However, the development site forms part of the Meadow Ridge Subdivision development, which when considered in its entirety together with the development of Block 213 and the re-lotting of Lots 114-137, represents a net density of 31.8 units per net residential hectare.</i></p>
	<p>4. The following residential density classifications shall apply:</p> <p>Low density: includes single detached dwellings, semi-detached dwellings, duplex dwellings, triplex dwellings and converted single detached dwellings up to a maximum density of 22 units per net hectare (9 units per net acre).</p> <p>Medium density: includes town or row houses and apartments in a range of greater than 22 units per net hectare (9 units per net acre) up to a maximum of 35 units per net hectare (14 units per net acre).</p>	<p><i>Despite Official Plan policies supporting efficient neighbourhoods, compact patterns of development, and a range of housing types, requirements, and densities, the density proposed does not align with the classifications established within the Town's Official Plan.</i></p> <p><i>Specially, the built form proposed – single detached dwellings – is considered low density, but the density</i></p>

Policy No.	Policy / Excerpt	Comments
	High density: includes apartments in excess of 35 units per net hectare (14 units per net acre).	<i>proposed is in alignment with the range attributed to the high-density classification – in excess of 35 units per net hectare.</i>
	<p>5. New medium or high density residential development shall be subject to the following policies:</p> <ul style="list-style-type: none"> • The proposed design of the residential development is compatible in scale with the character of surrounding uses; • The site is physically suited to accommodate the proposed development; • The proposed site can be serviced with adequate water and waste water services; • The property shall have appropriate access to an arterial or collector road maintained to a municipal standard with capacity to accommodate traffic generated from the site; • Sufficient off-street parking facilities is provided in accordance with the standards set out in the Development Permit By-law; and • The development can take place in accordance with the policies of Section 2.0. 	<p><i>The proposal is compatible in scale and character with nearby and adjacent uses.</i></p> <p><i>The technical reporting provided as part of the Planning Act approvals, including the Serviceability Report, demonstrates the suitability of the site to accommodate the development. The Serviceability Report also communicates the adequacy of the proposed approach to servicing the subject lands and development.</i></p> <p><i>The Traffic Impact Study addresses the appropriateness of the proposed accesses and the existing and planned transportation network to accommodate the proposal.</i></p> <p><i>The proposed parking supply meets or exceeds the requirements established within the Development Permit By-law.</i></p> <p><i>The development satisfies the requirements of Section 2.0, Community Design Framework.</i></p>
	6. New residential development shall include a mix of residential densities. Residential development which	<i>The proposal will contribute to the provision of a mix of</i>

Policy No.	Policy / Excerpt	Comments
	does not provide a diversity of dwelling types shall be discouraged.	<i>residential densities within the Meadow Ridge Subdivision.</i>
	7. Development shall be integrated with surrounding development, through connected street networks, appropriate transition of housing types and densities and through supporting infrastructure including recreational pathways and parks.	<i>Block 213 was established by way of the previous approval of the Meadow Ridge Subdivision. Access is provided to the public road network and the proposal is compatible with existing and planned nearby and adjacent low-rise residential dwellings. Parkland has been established in the vicinity elsewhere within the Meadow Ridge Subdivision.</i>
4.0	MUNICIPAL AMENITIES AND GREEN INFRASTRUCTURE	
4.1	Green Infrastructure 4.1.6 Street Trees 4. Tree planting and tree preservation will occur so that all areas of the Town are provided with a sufficient number of trees to maintain a high standard of amenity and appearance. Where new development will result in the loss of existing wooded areas, a condition of development approval will require that the lost trees be replaced at a 1 to 3 ratio (1 new tree for every 3 trees)	<i>Tree planting will be proposed and evaluated pursuant to municipal requirements as part of the Development Permit phase of development.</i>
4.2	Parks and Open Space System 4.23 General Policies 14. Parks may be provided by conveyance in accordance with the parkland dedication policies of this Plan and the <i>Planning Act</i> and through other actions by public authorities.	<i>Parkland has been conveyed to the municipality pursuant to the registration of the Meadow Ridge subdivision (Blocks 215 and 216 within Registered Plan 27M-81).</i>
4.3	Built Infrastructure 4.3.1 Objectives: 1. That efficient infrastructure services will be provided by the appropriate level of government or the private sector in a cost effective manner which recognizes	<i>Existing and proposed servicing and transportation infrastructure, as described within the Serviceability Report and Traffic Impact Study, will</i>

Policy No.	Policy / Excerpt	Comments
	<p>development priorities and which ensures the protection of our environment.</p> <p>2. That the road network within Carleton Place, regardless of which level of government is responsible, will function in a cost effective, efficient and safe manner for the movement of people and goods;</p>	<p><i>meet applicable municipal standards.</i></p>
4.3.2 General Policies	<p>2. All new development must be undertaken in a manner which is consistent with the requirements of the Infrastructure Master Plan.</p>	<p><i>Please refer to Serviceability Report.</i></p>
4.3.3 Transportation		
4.3.3.2 Arterial Roads	<p>Arterial roads have the capacity to carry large traffic volumes, which link two or more communities or which function as an integral part of the provincial transportation network through linkages to Provincial highways. These roads must maintain a high level of efficiency for the movement of vehicles while also providing opportunities for pedestrian pathway connections as well as commercial and industrial development which can benefit from high traffic volumes. The following policies shall apply:</p> <p>3. All development which could have an impact on the efficiency of arterial roads shall be required to submit a traffic impact study and the proponent will be responsible for the implementation of any required roadway improvements.</p>	<p><i>Impacts on McNeely Road have been assessed within the Traffic Impact Study prepared by EGIS Canada Ltd.</i></p>
4.3.3.4 Local Streets	<p>Local Streets are identified on Schedule B. Generally new development and lot creation on local streets may be permitted in accordance with the relevant policies of this Plan and the requirements of the Development Permit By-law. The minimum width of any street right of way shall be 20 metres. A reduced right of way standard may be accepted through the development review process provided that the right-of-way widths can</p>	<p><i>The proposed development includes two points of access onto Hooper Street, a Local Street.</i></p>

Policy No.	Policy / Excerpt	Comments
	<p>accommodate all of the required servicing infrastructures for the proposed development and provided that the approval authority is satisfied that the reduced widths will not result in lower quality development. In all new developments a sidewalk on at least one side of the street shall be required as will linkages to the Town’s pathway system.</p>	
<p>4.3.3.5 Private Roads</p>	<p>Private roads are identified on Schedule B. New private roads or the extension of existing private roads is only permitted where such roads are required as part of a condominium plan which defines responsibility for the long term maintenance of the private road. New condominium roads must access public roads. In such cases an amendment to the Official Plan is not required. The conversion of private roads to public roads shall require an amendment to this Plan. An amendment shall not be granted unless it has been demonstrated that the private road meets municipal design standards for public local streets.</p>	<p><i>Dwelling unit access is provided by way of private condominium roadways, which connect to Hooper Street, a public local street.</i></p>
<p>4.3.5 Water, Waste Water and Stormwater Services</p> <p>4.3.5.1 General Policies</p> <p>1. All development shall generally occur on the basis of full municipal water and wastewater services.</p> <p>6. Stormwater management will be required for all new development in accordance with guidelines which may be developed by the Ministry of the Environment, the Mississippi Valley Conservation or the Town of Carleton Place. Stormwater management may not be required for small scale developments such as lots created through the consent process or minor developments subject to a development permit where there is no impact on the watershed.</p>		<p><i>The proposed development relies upon municipal water and wastewater servicing connections within Hooper Street; however, private servicing is provided within the condominium’s common elements.</i></p> <p><i>Stormwater management is addressed within section 7 of the Serviceability Report prepared by Novatech.</i></p>
<p>4.3.8 Surface Water Management Plans</p>	<p>In order to control flooding, ponding, erosion and sedimentation and to protect, as much as possible, water quality and aquatic habitat or other natural habitat which depend upon watercourses and other water</p>	<p><i>Stormwater management is addressed within section 7 of the Serviceability Report prepared by Novatech.</i></p>

Policy No.	Policy / Excerpt	Comments
	<p>bodies for their existence, surface water management plans (or stormwater management plans) shall be required for some forms of new development. Stormwater management plans shall be required for any new development consisting of more than four lots or for commercial or industrial developments with large amounts of impervious area. Stormwater management will be undertaken in accordance with the Ministry of the Environment Guideline entitled "Stormwater Management Planning and Design Manual, 2003". Stormwater management may not be required for small scale developments such as lots created through the consent process for development permits where there is no impact on the watershed.</p>	

6.0 IMPLEMENTATION

6.7 Development Control

6.7.1 Plans of Subdivision

A plan of subdivision application will be reviewed on the basis of technical, environmental and planning and design considerations. The following is a list of some of the types of studies which may be required. Though this list summarizes the types of studies commonly required for plans of subdivision it is not necessarily exhaustive, and other studies may be required in certain situations.

It is assumed that the appropriateness of the Meadow Ridge subdivision, including the establishment of Block 213, was considered adequately by the approval authority and agencies prior to subdivision registration.

6.7.3 Development Criteria

Council shall consider the following development criteria when reviewing the compatibility and appropriateness of any new development or redevelopment, when considering amendments to the Development Permit By-law and in considering, where applicable, the requirements for a Class 1, 2 or 3 Development Permit:

1. The provision of safe access onto or from a Town, County or provincial road;
2. Adequate access to, and provision of, off-street parking;

The proposed development adequately considers relevant criteria identified within section 6.7.3. It is expected that the development will be reviewed in detail in relation to these criteria during the Development Permit phase of approvals.

Policy No.	Policy / Excerpt	Comments
	<p>4. Access and maneuvering of emergency vehicles in providing protection to public and private properties;</p> <p>5. The availability of municipal services and the cost of upgrading such services including water, sewage treatment facilities, fire and police protection, street lighting, roads and winter maintenance, waste disposal, community facilities and recreational facilities including parks and recreational pathways and related facilities;</p> <p>6. Adequate grade drainage or storm water management and erosion control;</p> <p>8. The provision of landscaping, the creation of privacy and/or open space areas around buildings and other uses, and the establishment of setbacks to maintain proper distance separation between new development and natural heritage sites, natural hazards and resource areas and development constraints such as noise and vibration;</p> <p>11. Protection of the environment by avoiding air, soil or water pollution;</p> <p>12. The preservation and protection, whenever possible, of street trees, street tree canopies and the urban forest;</p> <p>13. The adequacy of school board facilities to accommodate new development or redevelopment and the provision or availability of school bussing;</p> <p>16. The physical suitability of the land for the proposed use.</p>	
	<p>6.8 Parkland Dedication and Cash-in-lieu of Parkland</p> <p>Land for use as parkland or open space may be provided by conveyance in accordance with the provisions of the Planning Act and through other actions by public authorities. All lands conveyed as part of parkland dedication must be suitable for public recreational uses and acceptable to the Town in accordance with the <i>Planning Act</i>. For residential purposes Council shall generally require a parkland conveyance of 1 hectare for every 300 dwelling units created or the cash-in-lieu equivalent as provided in the</p>	<p><i>Parkland has been conveyed to the municipality pursuant to the registration of the Meadow Ridge subdivision (Blocks 215 and 216 within Registered Plan 27M-81).</i></p>

Policy No.	Policy / Excerpt	Comments
	<p><i>Planning Act.</i> For commercial and industrial development Council shall generally require a conveyance of 2% of the land or the cash-in-lieu equivalent.</p>	
	<p>6.21 SOCIAL AND CULTURAL POLICIES</p> <p>6.21.1 Affordable Housing</p> <p>Council will strive to meet a target of 25% of all new housing to be affordable housing by enabling a full range of housing types and densities to meet projected demographic and market requirements of current and future residents of the Town by:</p> <ul style="list-style-type: none"> 6. Making provision for alternative housing types such as accessory dwelling units. 7. Encouraging cost-effective development standards and densities for new residential development to reduce the cost of housing. <p>Affordable housing is defined as housing which is valued at 10% below the average resale price of housing in the regional market area.</p>	<p><i>It is unlikely that the proposed development will satisfy applicable Provincial or local definitions of 'affordable housing;' however, the development and the proposed unit-types have been designed specifically to provide a more financially accessible new home product. This was explored in detail within a Socio-Economic Statement provided to the Town of Carleton Place in 2021. Although the economy has changed since 2021, the overall intent of the development remains the same and it is anticipated that the proposed development will provide product that is more affordable than other conventional non-urban greenfield single-detached dwellings.</i></p>

The proposed development conforms to applicable policies within the in-effect 2013 Official Plan of the Town of Carleton Place.

5.4.2 The Town of Carleton Place Official Plan (2023)

Changes to the 2013 Official Plan as a result of Town of Carleton Place Official Plan Amendment No. 08 are identified within Town of Carleton Place By-law 63-2023. The Amendment and By-law were passed June 21, 2023 by the Town of Carleton Place. On May 13, 2024, Lanark County issued notice of approval. As discussed in the preamble to this section, Lanark County’s decision was subsequently appealed to the Ontario Land Tribunal.

As it concerns the proposed development, key changes within the 2023 Official Plan are those made to Section 3.5 relating primarily to density and the provision of a mix of land use types. Table 5 identifies relevant policies contained within the updated Town of Carleton Place Official Plan and provides commentary concerning the conformity of the development.

It is worth noting that the subject lands continue to be designated Residential within the updated 2023 Official Plan, but are also subject to a Greenfield overlay that renders new policy section 3.5.4.2 applicable to the subject lands.

Table 5: Town of Carleton Place Official Plan (2023) – Relevant Policy Changes

Policy No.	Policy / Excerpt	Comments
3.0	LAND USE POLICIES	
3.5	Residential District	
	<p>3.5.3 Policies</p> <p>11. All developments and redevelopments not proposed through a plan of subdivision within the Residential District shall develop at an average density target of 22 units per gross hectare unless otherwise specified in the Specific Area Policies of Section 3.5.4. On a site-by-site basis, residential built form classifications shall be evaluated by gross density and shall apply as follows:</p> <ul style="list-style-type: none"> a. Low-Density Uses – shall include single detached dwellings, semidetached dwellings, duplex dwellings, triplex dwellings and converted single detached dwellings up to a maximum density of 22 units per gross hectare. b. Medium-Density Uses – shall include street fronting townhomes, planned unit townhomes, stacked townhomes, back-to-back townhomes, and low-rise apartment dwellings in a range greater than 22 units per gross hectare and not exceeding 30 units per gross hectare. c. High-density Uses – shall include planned unit townhomes, stacked townhomes, back-to-back townhomes and apartment dwellings greater than 30 units per gross hectare and not exceeding 90 units 	<p><i>It is assumed that built form classifications a, b, and c are not intended to apply to developments within a plan of subdivision.</i></p>

Policy No.	Policy / Excerpt	Comments
	per gross hectare. Developments in excess of 90 units per gross hectare will be subject to an Official Plan Amendment and supporting studies to justify the intensified land use on available infrastructure.	
3.5.4.2 Greenfield Policies		
	1. Greenfield policies shall apply to the development or redevelopment of lands identified as part of the “Greenfields” overlay identified in Schedule A. It is intended that the development of Greenfield lands will occur in an orderly and planned manner and shall be consistent with all of the Town’s master planning documents including but not limited to the Transportation Master Plan, the Parks, Recreation & Culture Master Plan, the Long-term Financial Plan, and all secondary plans and conceptual design plans received or adopted by Council.	<i>Development of the Meadow Ridge subdivision, including Block 213, continues to occur in an orderly and planned manner consistent with the Town’s various master planning documents.</i>
	2. The lands identified within the Greenfield overlay are anticipated to accommodate a substantial residential population. The sequencing and phasing of the development of these neighbourhoods will be prioritized in areas where municipal infrastructure is available or can be efficiently extended to the site in accordance with the Town’s infrastructure master plans.	<i>The proposed development contributes to the provision of a “substantial residential population” and municipal infrastructure within Hooper Street exists and will be relied upon for servicing.</i>
	8. In the consideration of new applications for development of vacant Greenfield areas, a Housing Market Needs Assessment shall be required to be submitted at pre-consultation which analyzes both the free market and affordable housing needs of the community.	<i>A Housing Market Needs Assessment has been prepared by GEMTEC and is included as part of the submission package.</i>
	9. Greenfield areas shall develop at an average density target of 30 units per net hectare.	<i>The overall Meadow Ridge subdivision, when developed pursuant to the proposals for Block 213 and the modifications to Lots 114 to 137 will represent a net subdivision density of 31.8 units per hectare, which is</i>

Policy No.	Policy / Excerpt	Comments
		<p><i>generally in accordance with the Town's target of 30 units per net hectare.</i></p>
	<p>10. New greenfield sites are intended to develop and provide a range of housing types which meet the future housing needs while respecting the neighbourhood characteristics of a small town. The distribution of housing within the site shall be in accordance with the uses specified in Section 3.5.3.11 and consistent with the following ratios:</p> <ul style="list-style-type: none"> a. Low-Density: up to 75% of the net residential areas; b. Medium-Density: up to 10% of the net residential areas; c. High-density: at least 15% of the net residential areas; <p>Variations to the above prescribed targets may be considered through an Official Plan Amendment where a housing market assessment justifies the current needs of the community, and the proposed amendments satisfy the affordable housing provisions of Policy 6.21.</p>	<p><i>The Meadow Ridge subdivision was approved and registered before this policy came into effect; accordingly, it is not practical to apply it following registration.</i></p> <p><i>Nevertheless, the Meadow Ridge subdivision and the proposed development satisfies the intent of the policy, which is to provide a range of housing types. Including the development of Block 213 and Lots 114 to 137, as proposed, the subdivision as a whole includes 56% low density dwelling types (single and semi-detached dwellings) and 44% medium density dwellings types (street townhouses). The 77 units proposed within Block 213, which are of elevated density, comprise 40 percent of all single detached dwellings proposed and 15.5 percent of all dwelling units proposed within the subdivision.</i></p> <p><i>In effect, the proposal for Block 213 provides for an increase in density without the incorporation of apartments or other multiple attached dwellings.</i></p>

Certain policies within Section 3.5.4.2, which applies to lands subject to the greenfield overlay, target lands recently annexed to Carleton Place, those south of Highway 7, or are intended to shape newly proposed subdivisions. Given that the development proposal involves lands that are within an already registered subdivision, it is assumed that all or portions of these policies (including paragraphs 1 through 7, and 10) are not expressly applicable.

It is worthwhile noting that the affordable housing policies within Section 6.21 were also changed, in part to include specific definitions of affordability, and to include new policies intended to enhance the supply of affordable and attainable housing. New policies which are supported by the proposed development include the following:

16. Encourage the development of smaller dwelling units and lot sizes, where housing can be demonstrated to be more affordable and attainable due to lower construction costs;

18. Offer a range of planning and regulatory incentives that encourage affordable and attainable housing. Such incentives may include:

a. Fast-tracking development applications that contain an affordable housing component;

As stated in relation to Policy 6.2.1.1 within Section 5.3 of this report, it is unlikely that the proposed development will satisfy applicable Provincial or local definitions of ‘affordable housing.’ Nevertheless, the proposed built-form is intended to supply housing that is more affordable than conventional greenfield single-detached dwellings; accordingly, the proposed development supports many of the policies promoting the supply of affordable and attainable housing. Please refer to Section 2.6 of the concurrently submitted Housing Market Needs Assessment for additional discussion concerning the consideration of the proposed development as attainable housing.

The proposed development conforms to applicable policies within the 2023 Official Plan of the Town of Carleton Place.

5.5 Town of Carleton Place Development Permit By-law No. 15-2015

The subject lands are designated “Residential District” on Schedule A of the Town of Carleton Place Development Permit By-law No. 15-2015. The Development Permit By-law permits single-detached dwelling units, but the performance standards do not accommodate the compact development layout proposed. The general nature of the proposal, which can be described as a compact low-rise residential community, is similar to common element condominium neighbourhoods that exist in other nearby cities and towns. These neighbourhoods typically include two or three storey heights, which are often either townhomes,

maisonette, or back-to-back built-forms. Yards and other performance standards are often established to accommodate a compact layout that promotes the accommodation of additional dwelling units.

As proposed, the development does not satisfy the various performance standards applicable to single-detached dwellings within the By-law, including lot width and yard depths.

The Town of Carleton Place has initiated the process to update its Development Permit By-law. The following recommendation applicable to the Residential District is included within the Background Report prepared by J.L. Richards & Associates Limited, dated January 21, 2025:

Ensure that permitted and discretionary uses include a range of common and new housing types, where appropriate (e.g. stacked townhouses) and ancillary uses to support complete communities;

In order to achieve compliance with the Development Permit By-law, the proposed built-form will either need to be captured as part of the Town-initiated update or by way of a separate privately-initiated application to amend the Development Permit By-law.

6.0 CONCLUSION

The proposed development of Block 213 has regard for relevant matters of provincial interest and is consistent with the Provincial Planning Statement. The proposal also conforms to applicable Lanark County and Town of Carleton Official Plan policies.

Development Permit approvals will necessitate an amendment to the Development Permit By-law. Once all approvals are in place, including approval of the Condominium Description application, the implementation of the proposed development will result in the appropriate use of the subject property; a use which will promote the availability of attainable housing in Carleton Place, is in the public interest, and represents good planning.

We trust this report provides sufficient information for your present purposes. If you have any questions concerning this report, please do not hesitate to contact our office.

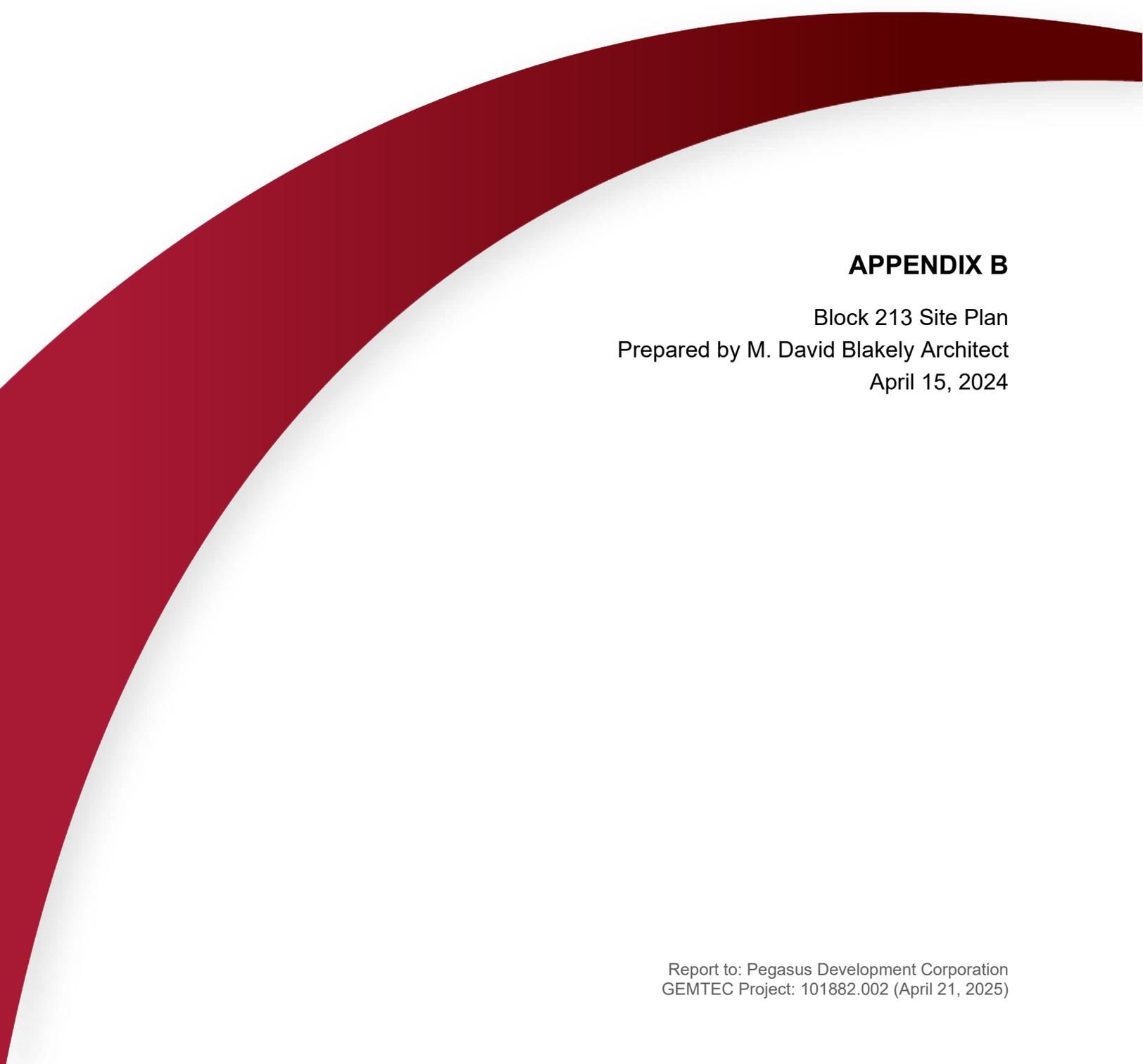


Benjamin Clare, MCIP RPP
Senior Planner



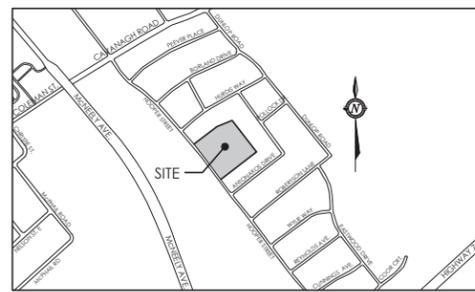
APPENDIX A

Registered Plan of Subdivision 27M-81

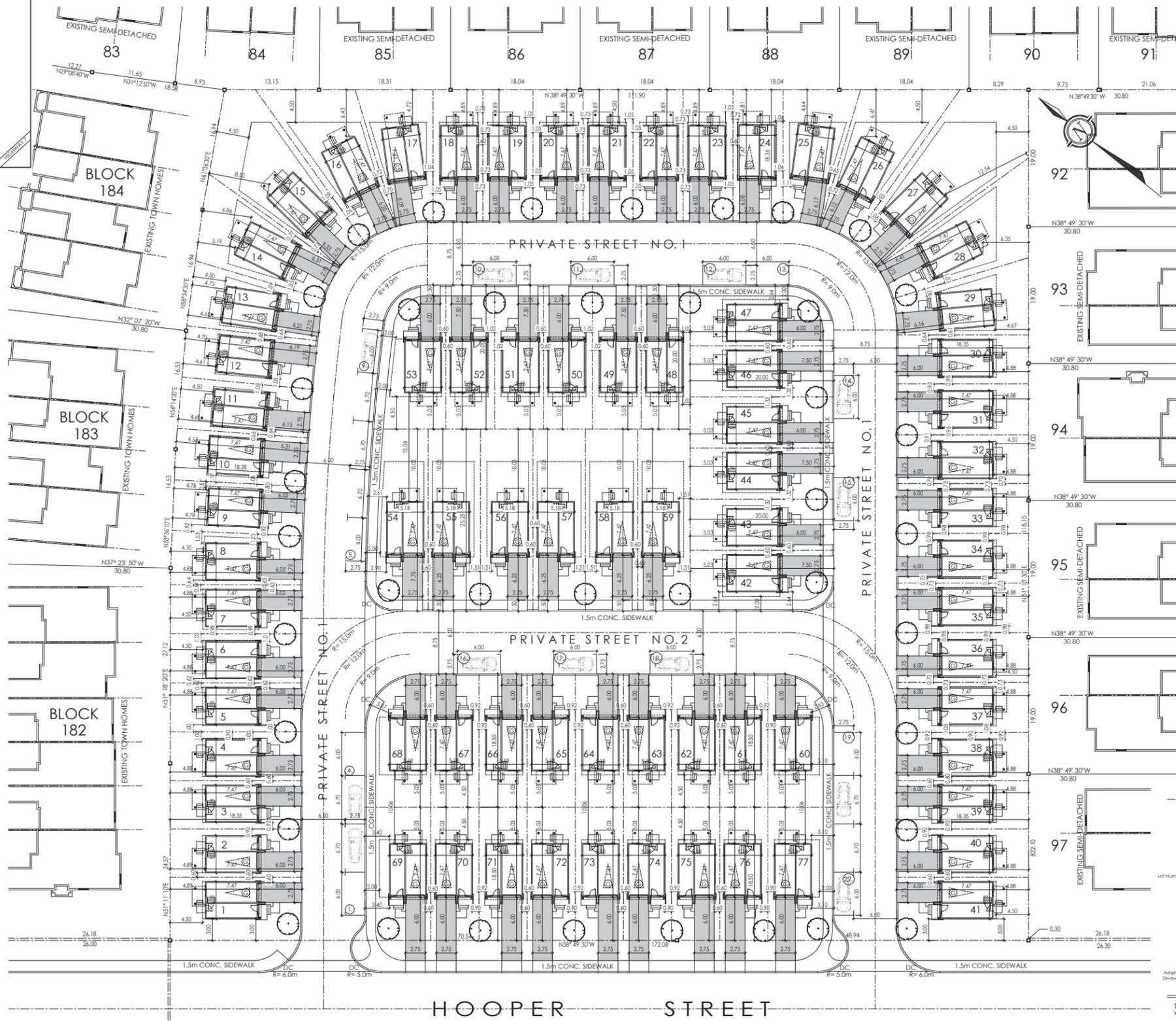


APPENDIX B

Block 213 Site Plan
Prepared by M. David Blakely Architect
April 15, 2024



KEY PLAN - NTS



SITE INFORMATION:

SITE AREA :	13,922 m ²	(1.39 ha)
TOTAL BUILDING AREA :	2,979.90m ²	
SITE COVERAGE :	20.10%	
AREA ASPHALT/BUILDING :	5,793.56m ²	41.61%
AREA LANDSCAPING :	8,128.44m ²	58.38%
UNITS PER HECTARE :	77 UNITS / 1.42ha	54.2 UNITS/ha

SINGLES UNIT TYPE No. UNITS BLDG. AREA FLOOR AREA
 SINGLE LOTS 3 STOREY 2 BEDRM. - 77 38.7m²@ 77 = 2,979.90m² 96.8m²@ 77 = 7,453.60m²

PARKING REQUIRED:

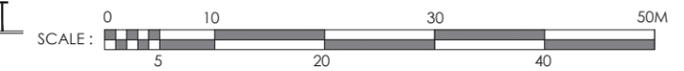
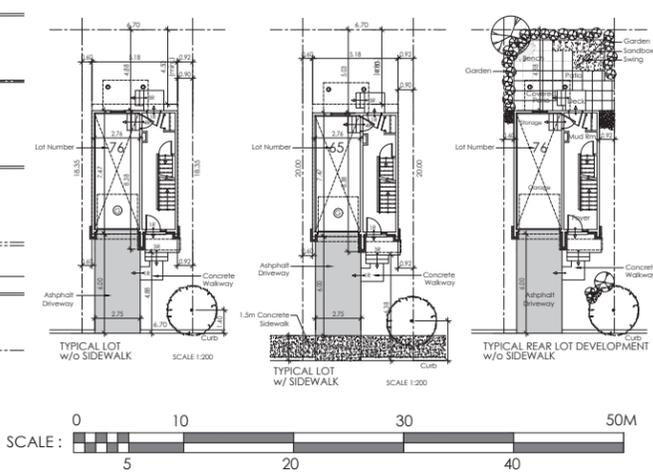
2 SPACES PER DWELLING UNIT =	154 spaces
PARKING SPACE SIZE =	2.75m x 6.00m
PARKING PROVIDED:	
PRIVATE GARAGE =	77 spaces
PRIVATE DRIVEWAY =	77 spaces
VISITOR STREET PARKING =	22 spaces
TOTAL =	176 spaces

SITE BOUNDARIES AND TOPOGRAPHIC INFORMATION
 DERIVED FROM PLAN OF SUBDIVISION PLAN 27M-81
 PREPARED BY FAIRHALL MORFITT WOODLAND LTD.
 DATED: DECEMBER 7, 2017.
 SURVEYOR TO VERIFY SETBACKS, ZONING
 REQUIREMENTS & EASEMENTS BEFORE
 SETTING-OUT FOR CONSTRUCTION.

ZONING INFORMATION

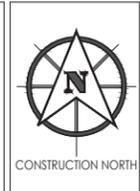
PROPOSED ZONING -	REQUIRED:	PROVIDED:
LOT FRONTAGE:		172.08 m
MIN. LOT FRONTAGE:	SINGLES: m	4.75m
	TOWNHOME: m	4.98m
MIN. FRONT YARD SETBACK:	SINGLES: m	6.00 m
	TOWNHOME: m	6.00 m
MIN. SETBACK TO GARAGE:	SINGLES: m	6.00 m
	TOWNHOME: m	6.00 m
MIN. REAR YARD SETBACK:	SINGLES: m	4.61 m
	TOWNHOME: m	4.63 m
MIN. EXTERIOR YARD SETBACK:	SINGLES: m	3.00 m
	TOWNHOME: m	N/A
MIN. INTERIOR YARD SETBACK:	SINGLES: m	0.60 m
	TOWNHOME: m	1.52 m
MIN. DWELLING AREA:	SINGLES: m	96.8 m ²
	TOWNHOME: m	96.8 m ²
MAX. BUILDING HEIGHT:	SINGLES: m	9.14 m
	TOWNHOME: m	9.14 m

NOTE:
 REFER TO LANDSCAPE PLAN PREPARED BY _____
 REFER TO SITE SERVICING AND GRADING PLANS PREPARED BY _____



GENERAL NOTES:

- 1- THE CONTRACTOR IS RESPONSIBLE FOR CHECKING AND VERIFYING ALL DIMENSIONS. ANY DISCREPANCY MUST BE REPORTED TO M. DAVID BLAKELY ARCHITECT INC.
- 2- ALL WORK AND MATERIALS TO BE IN COMPLIANCE WITH ALL CODES, REGULATIONS, & BY-LAWS
- 3- ADDITIONAL DRAWINGS MAY BE ISSUED FOR CLARIFICATION TO ASSIST THE PROPER EXECUTION OF WORK. SUCH DRAWINGS WILL HAVE THE SAME MEANING AND INTENT AS IF THEY WERE INCLUDED WITH THE PLANS IN CONTRACT DOCUMENTS
- 5- DO NOT SCALE DRAWINGS.
- 6- THIS DRAWING SHALL NOT BE USED OR COPIED WITHOUT THE AUTHORIZATION OF THE ARCHITECT
- 7- THIS DRAWING SHALL NOT BE USED FOR PERMIT OR CONSTRUCTION UNLESS THE DRAWING BEARS THE ARCHITECT'S SEAL AND SIGNATURE
- 8- THIS REPRODUCTION SHALL NOT BE ALTERED.



No.	DATE	DESCRIPTION	INT.
11.	15/04/25	REVISED NOTES	JB
10.	21/02/24	REVISED FOR ALL SINGLES/ FOR CO-ORD.	JB
9.	29/09/23	FOR CO-ORDINATION	SM
8.	18/05/22	REVISED TOWNHOME BLOCKS	SM
7.	16/03/22	REVISED UNIT SPACING	SM
6.	05/07/21	REVISED ROAD WIDTH / UNIT TYPES	SM
5.	02/12/19	REVISED ROAD WIDTH	SM
4.	05/09/19	REVISED MODEL TYPE	SM
3.	21/09/17	ADDED BLOCK 9	SM
2.	12/09/17	REVISED MODEL TYPE	SM
1.	24/01/17	FOR REVIEW	JB

No.	DATE	DESCRIPTION	INT.
22.			
21.			
20.			
19.			
18.			
17.			
16.			
15.			
14.			
13.			
12.			

M. David Blakely Architect Inc.
 2200 Prince of Wales Dr. - Suite 101
 Ottawa, Ontario K2E 6Z9
 Phone (613) 226-8811 Fax (613) 226-7942

PROJECT: BLOCK 213
 77 UNIT RESIDENTIAL SUBDIVISION
 SINGLES & TOWNHOMES
 CARLETON PLACE, ONTARIO

CLIENT: OLYMPIA HOMES
 1914 MERVALE ROAD
 OTTAWA, ONTARIO

DRAWING TITLE: SITE PLAN

DATE: JAN., 2017. **SCALE:** 1: 300 **SHEET NO.:** SP-1

DRAWN BY: JB **CHECKED:** MDB

experience • knowledge • integrity



civil	civil
geotechnical	géotechnique
environmental	environnement
structural	structures
field services	surveillance de chantier
materials testing	service de laboratoire des matériaux

expérience • connaissance • intégrité

