
99 Christie Lake Road, Perth, ON K7H 3C6

Dayna Edwards
Partner, Q9 Planning + Design
24 Kirkstall Avenue
Ottawa, ON K2G 3M5

2025.03.03

Via email - Dayna@q9planning.com

AMENDED Status Letter for a Draft Plan of Subdivision – Boyd Street Subdivision
All of Lots 9, 11, 13, 15, 17 and Part of Lot 7, Registered Plan 7211 and Part of Block
121 Registered Plan 72925, Town of Carleton Place, County of Lanark
County File No. 09-T-22005

An application for a Draft Plan of Subdivision, Boyd Street by Bulat Homes, in the Town of Carleton Place was deemed complete on October 17, 2022. After the first status letter was released with preliminary agency comments on February 13, 2023, the applicant provided an updated submission on November 5, 2024 and the following status letter provides a summary of agency comments received during this round of circulation. This letter is amended to include the Town's comments received on February 2025.

The proposed subdivision is located in the Town of Carleton Place Settlement Area and is within the Residential District designation in the Town's Official Plan and Development Permit By-law. The parcel area is 2.34 ha (5.8 ac) with frontage on Boyd Street. The intent of the subdivision application is to create sixteen (16) Blocks for seventy-one (71) townhouse dwelling units. One (1) block for a stormwater management dry pond, one (1) block for road widening, and a new internal street.

A summary of the agency comments is included below, formal agency letters and correspondences between the agency and County are attached and should be reviewed in their entirety.



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Agency Name	Date Received	Comments
Town of Carleton Place	February 25, 2025	<ul style="list-style-type: none">• Comments on the Draft Plan of Subdivision and SWM report• Legal counsel reviewing Density Bonusing provisions of the OP
Mississippi Valley Conservation Authority (MVCA)	December 5, 2024	Comments related to revisions to the SWM report
Enbridge	November 18, 2024	No further comments other than the previously identified conditions
Canada Post	November 13, 2024	Comments related to community mailbox locations and developer requirements
Enbridge	November 24, 2024	No further comments other than the previously identified conditions
Hydro One	N/A	No further comments other than the previously identified conditions
Bell Canada	N/A	No further comments previously identified conditions
Public	N/A	No comments received

Comments are received as of March 3, 2025 and are attached to this letter for ease of reference. All other agency comments have been previously provided in the last status letter.

If you have any questions, please do not hesitate to contact the undersigned.

Sincerely,



99 Christie Lake Road, Perth, ON K7H 3C6

Koren Lam
Senior Planner
Lanark County

CC: Anika Bulat, Bulat Homes
Bruce Thomas, EXP
Christine McCuaig, Q9 Planning & Design
Niki Dwyer, Town of Carleton Place
Diane Reid, Mississippi Valley Conservation Authority



From: Niki Dwyer <ndwyer@carletonplace.ca>
Sent: February 26, 2025 2:08 PM
To: Koren Lam
Cc: Jennifer Hughes; Mike Walker; Tracy Zander; 'Ankica Bulat'
Subject: Draft 2 Municipal Comments - Boyd Street (Bulat) File 09-T-22005
Attachments: Draft 2 Comments - Boyd St (Bulat) Consolidated.pdf

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Good Afternoon,

Please find attached the Town's comments on the second draft submission of file 09-T-22005 known locally as Boyd Street.

Thank you,

Niki

Niki Dwyer, MCIP RPP MA BES
Director of Development Services

Town of Carleton Place

175 Bridge Street,

Carleton Place, ON K7C 2V8

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175 Bridge Street, Carleton Place, ON K7C 2V8 Phone: (613) 257-6200 Fax: (613) 257-8170



February 25, 2025
(transmitted VIA email)

Koren Lam, County Planner
Lanark of County – Planning Department
99 Christie Lake Road
Perth, ON K7H 3C6
klam@lanarkcounty.ca

Re: Draft 2 Comments – Boyd Street (File - 09-T-22005)
Proponent – A&B Bulat Homes Ltd.

Ms Lam,

Further to the formal circulation of the “Bulat Homes Subdivision”, the Town has undertaken an initial review of the material provided and would like to request the following further information or modifications prior to scheduling an Open House and Public Meeting for the matter. The matters identified in this letter are limited to reflect revisions we feel are substantial enough to warrant resolution prior to the public review and circulation of the proposal.

Local Policy Review:

Town staff have reviewed the submission for consistency with the Town’s Official Plan (pre-amendment No. 08) and Development Permit Bylaw. A policy table identifying areas of non-conformity and outstanding questions has been appended to this letter.

The Town continues to investigate the applicability of the existing Density Bonusing provisions of the Official Plan and will provide separate cover from our solicitor regarding our position at a later date.

It is noted that the Town is presently undertaken a comprehensive re-write of the Development Permit Bylaw, a new draft of which is anticipated to be circulated for public consultation in Spring 2025. The developer should be aware that the performance standards for street-fronting town homes are intended to be modified to provide for: wider frontages, larger lot areas, lower Floor Area Ratios, larger yard setbacks (rear in particular) and more landscaped open spaces. These performance standards are being calculated to align with the density provisions for each respective use in the Official Plan. Notwithstanding the approval of the draft of a subdivision, the proponent will be required to adhere to the requirements of the Development Permit Bylaw in place at the time of filing a building permit or file for appropriate relief of the performance standards.

In addition to the policy table the following comments represent a summary of proposal modifications which will be required to conform to the Town’s land use planning policies.



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Summary of Major Outstanding Matters:

- Overall, the blocking of units appears to be too tight to accommodate functional requirements of the development. The municipality requires a minimum of one (1) tree per dwelling lot, with a 2m offset from service lines, curbs, sidewalks and driveways. Similarly, the Town will not permit lateral services to be laid under paved driveway surfaces or on-top of municipal storm infrastructure (occurs in 3 locations on drawings C102 and C103). Please update the plans to reflect frontages which can support the required infrastructure for each dwelling.
- The completion of Boyd Street between Arthur Street and Taber Street is a requirement for the approval of this plan. Drawings submitted indicate that the work will cease approximately 20m from the edge of the existing asphalt (see C101). Please update to include complete connection between the road surfaces.
- The Town continues to investigate the applicability of the existing Density Bonusing provisions of the Official Plan and will provide separate cover from our solicitor regarding our position at a later date.

Servicing and Stormwater Management Report and accompanying plans:

Right of Way:

- Curbing and an asphalt pathway will need to be extended from the proposed subdivision's property line to Woodward to ensure pedestrian connectivity and access to the development. The curbing along Woodward must be designed to provide a minimum 8.5m roadway and include all necessary asphalt reinstatement. The extension will also require modifications to the existing sidewalk on Woodward Street.

Grading:

- Drawings do not clearly show the road construction to connect to the Jackson Ridge subdivision. Additional finish grade elevations to be illustrated along with plan and profile drawings

Water:

- Watermain does not follow road profile and ends up being too shallow. Cover must be maintained.

Sanitary:

- Sanitary sewer and services near Boyd Street are too shallow and will require insulation wherever 1.8 m of cover cannot be achieved.

Storm:

- Stormwater management must comply with the conditions outlined in our CLI ECA, which specifies that manufactured treatment devices (such as O.G.S. structures) do not achieve



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80% T.S.S. removal. Additional methods for fine sediment removal will need to be considered.

- an MTD has been proposed but compliance with the Town's CLI ECA regarding the removals of fine sediment has not been proven and certified.
- Ponding limits must be shown on a plan. Note that all roadway ponding must be confined to the municipal right-of-way.
- An easement is missing on the Site plan between Block 8 and 9 for the corresponding storm pipe.

Miscellaneous:

- All lateral services must be installed outside of the driveways and municipal stormwater easements.
- Please substitute Japanese Lilac Tree for a Nannyberry on the landscape plan.

Both the Planning Justification Report and the Urban Design Brief refer to the provision of 18 on-street parking spaces, but these are not shown in any of the provided drawings or reports. Please provide the on-street parking plan verifying the availability of on-street parking.

Finally, in reviewing the applicant's response to resident comments regarding the submission, the memo by EXP dismisses all questions pertaining to Gray Water Plans, pits and ponds on the basis that no greywater storage is proposed on site. It is the authors opinion that the residents' comments are actually intended to question the use of a stormwater management pond (ie. the dry pond). Prior to final review of the submission clarity on this point would be desirable to illustrate that comments were duly considered.

Following the provision of amended studies, reports and plans reflective of the comments noted above, our review team would be amenable to meeting to discuss the revisions at the proponent's convenience.

Kindest Regards,

Niki Dwyer, MCIP RPP
Director of Development Services
ndwyer@carletonplace.ca

cc: Jen Hughes, Planning Administrative Clerk (jhughes@carletonplace.ca)
Mike Walker, Development Review Officer (mwalker@carletonplace.ca)
Tracy Zander – Agent, ZanderPlan (tracy@zanderplan.ca)
Ankica Bulat – Owner, Bulat Homes Ltd. (abulat@bulathomes.com)



Subdivision Policy Review

Subdivision File: 09-T-22005

Draft Submission: 2

Applicant: BULAT HOMES

The following document is used to cite and analysis a proposed developments conformity or non-conformity with applicable land use policies. While it forms the basis of the planning review for draft subdivision submissions it should be treated as an aide and is not to be construed as a professional recommendation.

Policy			
Section	Policy	Conformity	Proposal Detail
2.0	Community Design Framework		
2.1	Objectives		
	To ensure high quality design of the built form which reflects the		
2.1.1	Town’s heritage and character;	<input checked="" type="checkbox"/>	No recommendations
	To provide general design principles applicable to the entire municipality which can be implemented through the Town’s		
2.1.2	Development Permit By-law;	<input checked="" type="checkbox"/>	No recommendations
	Incorporate pedestrian and cycling amenities into new development and public infrastructure projects where		
2.1.3	appropriate	<input checked="" type="checkbox"/>	No recommendations
	Enhance the pedestrian experience through site design and		
2.1.4	way finding initiatives where appropriate;	<input checked="" type="checkbox"/>	No recommendations
	Improve the esthetic appeal of gateways and thoroughfares		
2.1.5	leading into the Town core; and	<input type="checkbox"/>	Not applicable
	Recognize the importance of street trees and the need to		See comments in Community Design
2.1.6	enhance public lands through additional plantation.	<input type="checkbox"/>	Regarding street tree planting.
2.2	General Design Policies		
	Proposed developments shall enhance the image of the Town of Carleton Place by complementing and contributing to:		
	•The character of the area;		
	•Local landmarks;		
	•The consistency and continuity of the area with its surroundings;		
	•The edges of the area; and		
2.2.1	•Linkages within, to and from the area.	<input type="checkbox"/>	Development proposal to include 71 townhomes - 2 stories tall. Townhomes will contribute to offer more of the same existing neighbourhood streetfronting townhome uses. The local character of the neighbourhood is a distribution of housing types between singles to apartment dwellings. Housing ranges in age between 1960's-present. Existing landmarks within the neighbourhood include the adjacent Boyd St apartments. The property is defined by a neighbourhood edge to the west which cannot be connected to Mississippi Road.
			Development proposal includes the completion of the linkage of Boyd Street consistent with the Transportation Master Plan and Official Plan policies below.

Subdivision Policy Review

~~Significant views and vistas of landmarks and features, such as the Mississippi River, shall generally not be obstructed, dominated or marred by a proposed development or infrastructure undertaking.~~



Not applicable - Mississippi River viewshed is not within proximity of the site.

The municipality encourages the development or redevelopment of buildings and spaces that establish a pedestrian scale by promoting:

- 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.



Buildings are reasonably setback from the street with the exception of corner towns. Urban Design brief emphasises the importance of street tree plantings and offers suggested 15m intervals to accommodate double driveway widths. Proposal includes lots of architectural elements including large windows and doors at street level.

Cross section for landscaping in Urban Design Brief represents shared trees on every other lot. This does not appear to translate to the landscape plan where trees are only offered on every 3.8 lots.

More effort needs to be made to ensure a healthy and equitable street canopy can be achieved. Townhomes exceeding 7.5m setbacks from the street should be brought forward. This will also assist in breakup the continuation of the long plain of townhomes in the 5-unit set.

The provision of furniture, stairs, walls and benches in public spaces that provide comfortable rest areas for pedestrians, provided such elements do not obstruct pedestrian movement, shall be supported.



None indicated to be provided.

Recommend to add seating or other elements around dry-pond block.

~~The retrofitting of buildings with barrier free features shall not be detrimental to the architectural, historical or aesthetic value of cultural and heritage resources and buildings and shall not impede pedestrian movement.~~



Subdivision Policy Review

- The design of new development shall:
- Be complementary to adjacent development in terms of its overall massing, orientation and setback;
 - Provide links with pedestrian, cycling and road networks;
 - Enhance orientation and integrate newly developing areas of the Town of Carleton Place; and
 - Maintain and enhance valued cultural and heritage resources

- 2.2.6 and natural features and functions.
- Development or redevelopment design shall strive to achieve the following:
- 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

- 2.2.7 and resources.
- 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:
- Massing;
 - Building height;
 - Architectural proportion;
 - Volumes of defined space;
 - Lot size;
 - Position relative to the road; and

- 2.2.8 • Building area to size area ratios.

- New development shall support continuous building facades in the central business district through the street level presence of:
- Community facilities, retail shops and other frequently visited uses; and
 - Architectural features and elements which can be experienced

- 2.2.9 by pedestrians.

	Urban Design brief notes that supplemental landscaping is added at dry-pond block to provide aesthetic terminus or Arthur Street.
<input type="checkbox"/>	Current plan proposes 2m wide curbside sidewalk along Boyd St frontage. Sidewalks are provided on one side of new local street.
<input type="checkbox"/>	No cultural or heritage resources noted in the vicinity.
<input type="checkbox"/>	Maintains development and block scaling similar to that exhibited in Jackson Ridge.
<input type="checkbox"/>	No range of uses or building typologies directly proposed - but could be argued it supports commercial and institutional uses within neighbourhood (ie. CP Mews Plaza - approx. 700m away, Caldwell PS - approx 300m away)

Completion of the Boyd Street between Arthur and Taber Street is required. Boyd St pedestrian connection is to be an asphalt MUP with a minimum width of 2.5m

Development requires a MUP (cycle connection) along Boyd St consistent with TMP

Proposed building area ratios are significantly higher than pre-2010 neighbourhoods north, east and west of the site. They are similar to those exhibited in Jackson Ridge based on more current development standards.

<input checked="" type="checkbox"/>	Urban design brief supports that proposal has regard for and is complementary to the existing development pattern of more recently constructed neighbourhoods.
<input type="checkbox"/>	

Subdivision Policy Review

The Town shall promote and encourage building facades to be visually interesting through extensive use of street level entrances and windows. Functions that do not directly serve the public, such as loading bays and blank walls, should not be located directly facing the street.		<input checked="" type="checkbox"/>	Sufficient openings and entrances have been provided on all street fronting facades.	No recommendations for compliance necessary.
2.2.10	The use of exterior signs and other exterior advertising devices within the Town of Carleton Place shall be regulated through a sign by-law that addresses, but is not limited to, the following: <ul style="list-style-type: none">• Location;• Size;• Number; and			If developer proposes to include a neighbourhood gateway sign, please advise of such during the development review.
2.2.11	• Construction, alteration, repair and maintenance.	<input checked="" type="checkbox"/>	None proposed	
2.2.12	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 neighbourhood.	<input checked="" type="checkbox"/>	Planning Justification Report notes that Canada Post services will be provided.	Future CUP to illustrate location of CMB. Recommended inclusion in the dry-pond block adjacent to Boyd St.
2.3 Gateways				
2.3.0	The municipality shall promote gateways as per Schedule E of the Highway District Secondary Plan. The following policies shall also apply:	<input type="checkbox"/>		
2.3.1	Gateway and wayfinding signage should be in high visibility areas:	<input type="checkbox"/>		
2.3.2	Signage shall be context sensitive and minimize adverse impacts to adjacent land uses. Gateway signage shall:— Be developed in conjunction with future works and MTO standards.— Be designed to meet Context Sensitive Design Objectives, complementary to the local context.	<input type="checkbox"/>		
2.3.3	Contribute to a positive ‘Sense of Arrival’ to the Town through a unified style and look.	<input type="checkbox"/>		
2.3.4	Adhere to the Town’s brand colours, fonts and logo while conforming with MTO requirements.	<input type="checkbox"/>		

Subdivision Policy Review

2.3.5	Be scaled appropriately to cater to both pedestrian and vehicular traffic in terms of its visibility, legibility and destination points.	<input type="checkbox"/>		
2.3.6	Adhere to relevant MTO requirements, with appropriate relationship to the MTO right of way along Highway 7 and Highway 15.	<input type="checkbox"/>		
2.3.7	Be located outside clear zones at intersections while being sited to provide clear wayfinding to the community.	<input type="checkbox"/>		
2.3.8	Be enhanced by landscape planting that is salt tolerant and hardy to the site conditions in keeping with MTO safety and maintenance requirements.	<input type="checkbox"/>		
2.3.9	Be planted in a manner such that the height of plant groupings do not exceed three (3) metres from the surrounding grade to its highest element, and not exceed six (6) metres in length.	<input type="checkbox"/>		
2.4	Design for Energy Conservation	<input type="checkbox"/>		
	Energy efficiency and conservation will be encouraged by approving developments that:			
	• In corporate energy efficient arrangements, such as through the orientation of buildings and the capacity to provide alternative energy supplies;			
	• Pr ovide for pedestrian and bike path facilities;	<input checked="" type="checkbox"/>		
	• Ha ve a compact pattern of development that clusters compatible uses within close proximity to one another;			
	• Pr ovide employment generating uses within the Town, thereby reducing the need for commuting by residents to adjacent jurisdictions; and			
2.4.0	• Co nvert and reuse buildings.		See Planning Justification Report noting amended lotting for east-west orientation of end units.	No recommendations for compliance necessary.
3.0	LAND USE POLICIES			
3.5	Residential District			

Subdivision Policy Review

3.5.0	<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>Objectives</p> <p>-To promote sustainable, efficient and diverse residential neighbourhoods; and</p>	<div>✓</div>	<p>Planning Justification Report notes that 71 townhomes represents most efficient use of available land and infrastructure.</p>	<p>No recommendations for compliance necessary.</p>
3.5.1	<p>-To provide a diverse range of housing types and densities.</p> <p>Permitted uses</p> <p>The following uses shall generally be permitted in the Residential District:</p> <p>- Residential Uses (all density types)</p> <p>- Parks and Recreational facilities</p> <p>- Schools and Places of Worship</p> <p>- Home occupations</p> <p>- Community and social service facilities</p> <p>- Institutional Uses</p> <p>- Existing local commercial uses</p>	<div>✓</div>	<p>Planning Justification Report suggests that the development contributes to the wider neighbourhood's range of housing types.</p>	<p>No recommendations for compliance necessary.</p>
3.5.2	<p>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>	<div>✓</div>	<p>Residential Uses (all density types) are proposed.</p>	<p>No recommendations for compliance necessary.</p>
3.5.3.1		<div>✓</div>	<p>Proposal includes street fronting townhomes in blocks of 4 and 5 units.</p>	<p>No recommendations for compliance necessary.</p>

Subdivision Policy Review

3.5.3.2	<p>Ancillary uses such as schools, neighbourhood and community parks, trail connections, places of worship, home occupations, and community and social service facilities, shall also be permitted subject to the following:</p> <ul style="list-style-type: none">- Only those uses which are compatible with and complementary to residential uses and where the amenities of adjacent residential areas are preserved through the provision of adequate buffering, landscaping, off-street parking, and vehicular access shall be permitted.- Where possible, ancillary uses shall be grouped together to serve as focal points for residential areas, and to encourage the integration of parking, landscaping, and other facilities.- Detailed development and design standards for ancillary uses permitted within the Residential District designation shall be established in the implementing Development Permit By-law.	<div><input type="checkbox"/></div> <p>Property is immediately adjacent to existing parkland (Woodward Park). No other new uses are proposed.</p>	<p>Buffering by landscaping and fencing is recommend to preserve privacy between the exising high density residential building at 206 Woodward and the side yards of Block 7 and Block 8. This shared lot line is immediately adjacent to the parking lot and poses potential vehicle ligh infiltration into yards. Current side yard dimensions of 1.5m may limit the ability to attenuate impacts.</p> <p>Rear yards of Blocks 9-10 are to be buffered by fencing to the adjacent parkland. Landscape plan will be required to show fencing. No access gates from yards into the parkland are permitted.</p> <p>The Town is encouraging of ARU's in dwellings throughout town and conditions of draft approval restricting their prohibition by agreements of purchase and sale or restrictive covenants will not be permitted.</p>
3.5.3.3	<p>Accessory residential dwelling units also known as secondary suites, are permitted in a single detached or semi-detached dwelling, in row housing or in ancillary structures in the Residential District designation, subject to the requirements of the Ontario Building Code.</p>	<div><input checked="" type="checkbox"/></div> <p>No ARU's are proposed but may be added in future.</p>	
3.5.3.4	<p>Special need Needs Housing in accordance with the relevant policies of Section 6.0 - Implementation shall be permitted in the Residential District</p>	<div><input type="checkbox"/></div> <p>Not applicable</p>	
3.5.3.5	<p>Existing commercial uses may be designated in the implementing Development Permit By-law as a permitted use.</p>	<div><input type="checkbox"/></div> <p>Not applicable</p>	
3.5.3.6	<p>Where lots designated Residential District have frontage on a Mississippi District Thoroughfare, new high density residential uses and new commercial uses may be permitted provided that such new development can be undertaken in accordance with the policies of Section 2.0.</p>	<div><input type="checkbox"/></div> <p>Not applicable</p>	

Subdivision Policy Review

3.5.4.0	<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>	<input type="checkbox"/>	Not applicable	
3.5.4.1	<p>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>	<input type="checkbox"/>	Not applicable	
3.5.4.2	<p>Notwithstanding Section 3.5.4.1, where development is proposed on infill sites or sites which are the result of lot consolidations, and which infill sites or consolidated sites have areas of 3 hectares or less, residential density may be increased. In such cases density will be controlled through the regulatory framework of the Development Permit By-law.</p>	<input checked="" type="checkbox"/>	Property represents a lot consolidation of four sites for a total combined area of 2.3 ha.	Please be aware that the Town is redrafting the Development Permit Bylaw. Dwelligns will be required to meet the new performance standards at time of issuance of the building permit. Provisions pertaining to lot area, frontages and setbacks are anticipated to increase while FAR's are anticipated to decrease. Please look for public consultation on the new policy in Spring 2025 and consider the necessary changes to the current proposed lotting.
3.5.4.3	<p>In areas subject to Section 3.5.4.2 above, the requirement for a mix of dwelling types as required in Section 3.5.4.6 shall not apply.</p>	<input checked="" type="checkbox"/>	Proposal includes a composition exclusively of street fronting townhomes.	No recommendations for compliance necessary.

Subdivision Policy Review

<p>The following residential density classifications shall apply: 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). 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). High density: includes apartments in excess of 35 units per net hectare (14 units per net acre).</p> <p>3.5.4.4</p>	<div><input type="checkbox"/></div> <p>Town or row homes are permitted at a density in a range of 22 units per net hectare up to a maximum of 35 units per net hectare. Proposal achieves a density of 44.6 units per net hectare. Official Plan contemplates that units exceeding 35 units per net hectare are to include "apartments"</p>	<p>Reduce the number of street fronting townhomes to a density of no more than 35 units per net hectare or introduce a built form of apartment dwellings.</p>
<p>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>3.5.4.5</p>	<div><input checked="" type="checkbox"/></div> <p>Urban Design Brief, Planning Justification Report, Traffic Impact Assessment and Servicing Brief note that proposal conforms to sub-points 1-5.</p>	<p>Comments pertaining to conformity with Section 2.0 should be noted in the Town's comments found above.</p>
<p>New residential development shall include a mix of residential densities. Residential development which does not provide a diversity of dwelling types shall be discouraged.</p> <p>3.5.4.6</p>	<div><input type="checkbox"/></div>	<p>Not applicable</p>

Subdivision Policy Review

3.5.4.7	<p>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.</p>	<div><div></div></div>	<p>Urban design brief notes support for the proposed crescent out of alignment with the juncture of Arthur Street.</p>	<p>Master Plan and Official Plan both note that Boyd St is be be completed to include a recreational pathway between Taber St and Woodward. This is be completed through the upgrades of Boyd St resulting from the development</p>
3.5.5.0	<p>Section 37 of The Planning Act allows Council to permit an increase in the maximum height or density of development, in exchange for the provision of such facilities, services or matters as are set out in the Official Plan. One or more of the following must be provided to the satisfaction of the Town, in order to be eligible for increases in the height and/or density of development beyond that otherwise permitted by the Development Permit By-law:</p> <ul style="list-style-type: none">- The provision of affordable housing, assisted housing or housing for those with special needs;- The preservation of architectural, historic, archaeological and/or scenic features; and/or- The dedication or provision of open space, recreation or community facilities, parks, waterfront lands, or trail systems, provided that such lands and amenities are significantly in excess of any parkland dedication requirements of this Plan. <p>The following additional provisions shall apply:</p>	<div><div></div></div>	<p>Soloway Wright Notes that this section is not applicable under recent changes to the Planning Act.</p>	<p>Pending Comments from Town's Solicitor</p>
3.5.5.1	<p>The increased height and density provisions will be implemented through the Development Permit By-law. The By-law will identify the detailed development standards upon which the bonus provisions will be based, and identify the By-law designations in which such bonus provisions shall apply.</p>	<div><div></div></div>	<p>Soloway Wright Notes that this section is not applicable under recent changes to the Planning Act.</p>	<p>Pending Comments from Town's Solicitor</p>

Subdivision Policy Review

3.5.5.2	In all cases, the facilities, services or matters provided in exchange for increased height or density of a development project shall be directly linked to the nature of the development and shall be located on the lands which are being developed. The transfer of increased height and density provisions from one site to another site or from one project to another project shall not be permitted.	<div><div></div></div>	Soloway Wright Notes that this section is not applicable under recent changes to the Planning Act.	Pending Comments from Town's Solicitor
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4.0

MUNICIPAL AMENITIES AND GREEN INFRASTRUCTURE

	<p>The policies in this section of the Plan apply to those features in a municipality which help distinguish it from its neighbours and help to maintain and enhance quality of life. This includes elements of the natural heritage which need to be protected and conserved for the sake of sustainability and for the enjoyment of local residents and visitors. It also includes other features such as parks, trails and recreational facilities which are necessary to ensure a healthy and pleasant environment. Together the natural heritage features, street trees, parks, recreational pathways and pathway connections are understood to form the Town’s “green infrastructure”. The Town’s green infrastructure is as important for the long term well-being of the Town of Carleton Place as municipal amenities such as roads, water, waste water and surface water services, energy and communication facilities.</p> <p>The policies of Section 4.0 provide for the on-going development and improvement to Town’s green infrastructure and required municipal amenities as it considers future growth and development.</p>	<div><div></div></div>		Note the policies applicability to new elements including street trees, trails and pathways
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4.1

Green Infrastructure

Subdivision Policy Review

<p>Natural Heritage Policies Protection and enhancement of the Town's natural heritage is one of the Plan's guiding principles. Although there are no natural heritage features within the Town's boundaries that have been identified as provincially significant such as Provincially Significant Wetlands or Areas of Natural and Scientific Interest, there are a number of areas which have been identified as having substantial importance to area residents. These areas are designated as Natural Environment District on Schedule A of this Official Plan. The policies in this section of the Plan also include the need to protect fish habitat and the habitat of rare, threatened and endangered species. They are also identified on Schedule B in order to demonstrate linkages with the rest of the Town's green infrastructure. The other components of the green infrastructure, where appropriate, are shown on Schedule B and include existing recreational trails, public parks and recreational facilities as well as future trails and trail linkages.</p>	<div>☑</div>	<p>Site partially impacted by "Recreation System" designation on Schedule B of Official Plan. Approximate area of Block 8 of townhomes. Boyd St is identified as a conceptual future trail on Schedule B.</p>	<p>Staff have updated to Official Plan Schedule B to remove "Recreation System" designation from the subject lands. No action required on part of developer.</p>
<p>4.1.1</p> <p>It is the objective of the Natural Heritage policies to:</p> <ul style="list-style-type: none">☐ preserve the Town's natural heritage as part of the Town's cultural heritage and a valuable resource, providing wildlife habitat and recreational opportunities;☐ maintain and enhance ecological functions where possible;☐ protect the natural heritage features from the negative impacts of development through the use of appropriate management and mitigative techniques;☐ Provide for the long term improvements to the Town's recreational pathway system; and☐ Increase the number of urban street trees. <p>4.1.2</p>	<div>☐</div>	<p>No EIS submitted for the development. MVCA/Town waived requirement due to the nature of the existing landscape. Developer has noted a commitment to complete the connection of the recreation pathway on Boyd St between Taber and Woodward Park.</p>	<p>This policy speaks specifically to the importance of increasing the number of urban street trees - see Section 2.0 and the Development Permit Review for standards of desired increase.</p> <p>More street trees are required</p>
<p>4.1.3</p> <p>Natural Environment District</p>			

Subdivision Policy Review

Areas designated Natural Environment are areas which are deemed by the Town to be of high natural and environmental quality. These include old growth woodlots, stands of Hackberry trees and riparian areas which have been singled out as worthy of full protection from future development in order to ensure the long term viability of the natural feature. These areas contain important features, functions and processes, and the intrusion of development would pose a severe threat to their natural features or ecological functions. The intent of this designation is to protect and enhance the identified natural environment areas and to encourage a healthy environment. Additionally, the designation is intended to minimize harmful alterations to the Mississippi River Corridor.

☐

The following uses are permitted:

- ☒ passive recreational uses which do not require buildings or structures
- ☒ recreational trail development and maintenance
- ☒ conservation uses
- ☒ scientific or educational study of the natural characteristics of the area
- ☒ forestry conducted in accordance with good forestry and arboricultural practices

☐

Development on adjacent lands within 50 metres of areas designated Natural Environment District may be permitted only if it has been demonstrated through an Environmental Impact Study (EIS) that there will be no negative impacts on the natural

☐

features or on the ecological functions of the protected area.

Council shall, in a fiscally and environmentally responsible manner, endeavour to enhance those areas designated Natural

☐

Environment District.

4.1.3.1

4.1.3.2.1

4.1.3.2.2

Subdivision Policy Review

4.1.3.2.3	<p>Council may designate other areas identified as having locally important natural environment features, functions or ecological processes through an amendment to this Official Plan:</p> <p>Council may use the Natural Environment designation to protect and enhance any Provincially significant natural features which may be identified in the future.</p>	<input type="checkbox"/>		
4.1.4	<p>Species at Risk</p> <p>Endangered and threatened species can encompass any of the many types of living things: birds, mammals, plants, fish, reptiles, amphibians and invertebrates. The existing habitat sites of any endangered or threatened species in Carleton Place are not identified in this Plan in order to protect endangered or threatened flora or fauna species.</p> <p>It is important to protect the significant habitat of endangered and threatened species found within the municipality. The Town will work with the Ministry of Natural Resources to develop a mutually acceptable protocol for sharing available endangered and threatened species habitat information.</p> <p>Where endangered or threatened species habitat is identified, development and/or site alteration shall be prohibited except where it is undertaken in accordance with federal and/or provincial legislation. Development within 120 metres of the identified habitat shall be subject to an Environmental Impact Assessment (EIA) to determine that no adverse impact will result by means of the proposed development.</p>	<input checked="" type="checkbox"/>	<p>No EIS submitted for the Development. MVCA/Town waived requirement due to the nature of the existing landscape.</p>	<p>Developer to assure themselves of conformity with the SARA prior to site disturbance.</p>
4.1.4.1		<input checked="" type="checkbox"/>	<p>None presently identified by developer within 120m of the subject lands</p>	<p>Developer to assure themselves of conformity with the SARA prior to site disturbance.</p>

Subdivision Policy Review

4.1.4.2	<p>A site inventory for butternut, an endangered tree species, will be required prior to disturbance or removal of butternut trees. Where harm to or removal of butternut is proposed, prior assessment of the health of the species by a qualified professional is required. If the Butternut is determined to be “not retainable” a certificate will be issued by the assessor and the tree can be removed/harmed. If, however, the Butternut determined to be retainable, appropriate authorization will be required for its removal pursuant to the Endangered Species Act, 2007.</p>	<input checked="" type="checkbox"/>	<p>None presently identified by developer within 120m of the subject lands</p>	<p>Developer to assure themselves of conformity with the SARA prior to site disturbance.</p>
4.1.5	<p>Fish Habitat</p>	<input type="checkbox"/>		
4.1.5.1	<p>The River Corridor consists of the river itself and lands within 30-metres of natural shoreline areas and 15-metres of hardened shoreline areas. Development and/or site alteration is not permitted on lands within the river corridor, unless the ecological attributes and function(s), including fish habitat, have been evaluated through an Environmental Impact Statement (EIS) and it has been demonstrated that there will be no negative impacts on the areas natural features or ecological functions.</p>	<input type="checkbox"/>		
4.1.5.2	<p>It is the policy of this Plan to encourage the re-establishment of naturally vegetated buffer strips along the River Corridor where possible.</p>	<input type="checkbox"/>		
4.1.5.3	<p>Although storm water management and drainage measures are often located some distance from a watercourse these measures can impact the water quality and quantity of the watercourse and affect fish habitat. When evaluating storm water management and drainage activities, consideration shall be given to impacts upon fish habitat.</p>	<input type="checkbox"/>		

Subdivision Policy Review

The advice of the Department of Fisheries and Oceans or their delegate shall be sought where any proposal may potentially impact fish habitat. In instances where a proposal may result in a harmful alteration, disruption or destruction of fish habitat the proponent must obtain authorization from the Department of Fisheries and Oceans or their delegate.		<input type="checkbox"/>		
4.1.5.4				
4.1.6	Street Trees	<input type="checkbox"/>		
4.1.6.1	Street trees and the preservation of tree canopies shall be protected to the greatest extent possible. Accordingly a tree preservation plan may be required in support of developmet applications.	<input checked="" type="checkbox"/>	No tree preservation plan provided.	Due to the nature of the site this policy is not applicable. The site has been previously cleared of vegetation and represents early colonizer species
	Council may enact more restrictive regulations under the Municipal Act to protect the Town's urban trees and will ensure that proposed development is reviewed to provide for the preservation and protection, wherever possible, of existing treed areas.	<input type="checkbox"/>		
4.1.6.2				Not applicable
4.1.6.3	Council recognizes the local importance of the Hackberry tree and shall endeavour to protect large stands through designation as Natural Environment District or through the use of tree preservation plans where they are located in areas designated for future development.	<input checked="" type="checkbox"/>	No Hackberry Trees identified on the site by the developer	Not applicable

Subdivision Policy Review

4.1.6.4	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 removed). For the purposes of this policy the replacement ratios will only apply to the removal of trees having a minimum caliper of 200mm or more. The new trees will be planted within the boundary of the proposed development to the greatest extent possible with the remaining trees to be planted in public parks or on publicly owned lands as directed by the Town. The caliper size and tree species shall be a condition of the development approval. The requirements of this policy shall be in addition to any other landscaping requirements associated to any particular development application.	✓		
	Notwithstanding Section 4.1.6.6, where Hackberry trees are removed the replacement ratio shall be 1 to 1.	✓	No replacement trees have been identified due to the existing size on composition of trees on site.	While no replacement trees are required, the landscaping plan will still require street trees to be planted in accordance with other policies of the Official Plan and Development Permit Bylaw.
	Restrictions shall be applied through the provisions of the Municipal Act, the Development Permit By-law or subdivision agreements to prevent or control the removal of trees and soil.	✓	No Hackberry Trees identified on the site by the developer	Not applicable
4.1.6.6				Development Permit application shall be required prior to site alterations or vegetation removal.
4.2 Parks and Open Space System				
	The Parks and Open Space System consists of major parks, conservation areas, trail systems, and the Mississippi River corridor. The Parks and Open Space System provides opportunities for active and passive recreation and physical linkages for the movement of people. Certain elements of the Open Space System are meant to act as buffers between developments and to provide pathway-oriented recreational activities.	✓		
	The Parks and Open Space System is shown on Schedule B.		Nearest Parks identified on Schedule B include adjacent "Woodward Park"	See comments above regarding mapping discrepancy. No further action required.

Subdivision Policy Review

It is the objective of the Parks and Open Space policies to:			
☑ encourage a system of parks, recreational facilities and open spaces that provide a wide range of recreational and leisure opportunities to meet the needs of existing and future Town residents;			
☑ encourage the protection, management and enhancement of all areas of natural, environmental and recreational value;			
☑ provide for the reasonable and safe use of lands within the Mississippi River floodplain in accordance with Mississippi Valley Conservation requirements;		☑	
☑ provide connectivity between both passive and active recreational areas or other natural features, where possible;			
☑ provide for the creation of a continuous public recreational trail linking the new residential and commercial areas to the Mississippi District; and			
4.2.1	☑ protect and enhance linkages for the movement of wildlife. Notwithstanding the underlying designation shown on Schedule A, lands shown as Parks on Schedule B shall only be used for	☑	Site does not exhibit natural features which would warrant protection through the "Parks and Open Space" designation.
4.2.3.1	passive or active recreational uses.		
	New development may be required to incorporate an integrated recreational walkway / trail system, interconnecting residential neighbourhoods, commercial areas, employment areas,	<div>☐</div>	
4.2.3.3	schools, public buildings, and major recreation facilities. Where lands which forpart form part of the Town’s green infrastructure are privately owned , it shall not imply that the lands are free and open to the general public. There shall be no obligation for the Town, or any other public agency, to purchase		
4.2.3.4	the lands.	☑	
	A system of pedestrian and cycling trails shall continue to develop be developed providing internal circulation within residential neighbourhoods, as well as to the larger community		
4.2.3.5	and the Mississippi District.	<div>☐</div>	No private green infrastructure proposed
			It is the practice of the Town that the lands used for "SWM" purposes will be re-designated as "Open Space" in the Development Permit Bylaw. A condition of approval will require the re-designation of this block of land to the appropriate designation class.
			Not applicable
			Boyd St trail is required to be a 2.5m asphalt MUP completed between Woodward Street and Taber Street.
			No recommendations for compliance necessary.
			Boyd Street cross section will include recreational walkway/trail system - to be a 2.5m wide asphalt MUP

Subdivision Policy Review

Trail design elements shall be sympathetic to the surrounding environment.



Boyd Street cross section will include recreational walkway/trail system - to be a 2.5m wide asphalt MUP

The trail system will connect open space areas, parks, schools, shopping, employment areas and other community facilities and provide an alternative means of access than the automobile.



Boyd Street cross section will include recreational walkway/trail system - to be a 2.5m wide asphalt MUP

A bicycle route signage program for existing roadways will be developed in accordance with recognized standards and best practices.



Signage may be required at time of landscaping plan.

Ongoing road maintenance and new road construction and associated infrastructure shall have consideration for the bicycle in the design and placement of intersection treatments, sewer grates, manhole covers and signage.



To be confirmed at detailed design following draft approval.

The Town may require wider road right-of-ways on roads to be located in new development areas in order to accommodate a pedestrian / cycling path within the road right-of-way. In such cases the Town will apply density bonusing in accordance with Section 3.5.4 and 3.5.5.



20 m right-of-way proposed to conform to urban local cross section identified in the Town's TMP

No recommendations for compliance necessary.

All facilities operated by the Town will incorporate appropriate bicycle facilities consistent with their location in order to lead by example in promoting cycling in Carleton Place.



20 m right-of-way proposed to conform to urban local cross section identified in the Town's TMP

2.5m wide asphalt MUP required on Boyd St

~~Lands which form part of the Town's green infrastructure may include lands having inherent environmental hazards, such as poor drainage, flood susceptibility, erosion, steep slopes or other physical conditions which might lead to the deterioration or degradation of the environment. Section 5.0, Public Health and Safety, contains policies specific to such environmental hazards.~~



Not applicable

Parks may be provided by conveyance in accordance with the parkland dedication policies of this Plan and the Planning Act and through other actions by public authorities.



Parkland to be conveyed by CIL

No recommendations for compliance necessary.

4.3 Built Infrastructure

Subdivision Policy Review

Built Infrastructure refers to the construction and maintenance of roads, bridges, structures and railway lines required for transportation services, the physical supply and distribution of water, the collection and treatment of waste water and the management of storm water, the collection and disposal of solid waste, the construction and maintenance of energy production and distribution facilities such as hydroelectric structures, wind and solar energy facilities and gas pipelines and finally the development of communication facilities including both above ground and underground equipment such as transmission towers and telecommunication infrastructure, including fibre optic lines.

The Planning Act requires that infrastructure expansions conform to the upper tier Official Plan. (See Section 24.1, Planning Act). The Development Charges Act, 1997 and associated regulation requires that the Council of a municipality must indicate, in an approved Official Plan, capital forecasts or similar expression of the intention of the Council, that it intends to ensure that an increase in the need for service will be met (See Development Charges Act, paragraph 3 of Section 5(1)).

The provision of transportation, water, waste water, solid waste, energy and communication infrastructures are crucial to ensuring that Carleton Place can continue to accommodate growth in a manner which is environmentally, socially and economically sustainable.

That efficient infrastructure services will be provided by the appropriate level of government or the private sector in a cost effective manner which recognizes development priorities and

4.3.1.1 which ensures the protection of our environment.



Proposed development will include the construction of municipal water, sanitary and storm mains with a dry-pond onsite to manage the release of storm runoff into the system.



Developer is responsible for applicable DC's at time of Building Permit issuance.

Site is also subject to Cost sharing contributions by way of bylaw 26-1994 for a connection charge to Arthur and Boyd Street - Parcel ID: Blackburn (Lot 13) and Ritchie (Lots 9-11). Approximate value of \$130k

Additional fees required to be paid to Cavanagh Developments.

No recommendations for compliance necessary.

Subdivision Policy Review

4.3.1.2	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;	<input type="checkbox"/>		Connection of Boyd St at Taber Street intersection is required to ensure the safe, efficient and cost effective movement to and from this site. The Town of Carleton Place will no longer permit the construction of wet SWM ponds (permanent pools) due to increasing costs associated with the maintenance of the infrastructure
4.3.1.3	That on-going improvements and enhancements of water, waste water and stormwater services will be managed in a fiscally and environmentally responsible manner;	<input checked="" type="checkbox"/>	Dry Pond proposed on site	
4.3.1.4	That waste management is carried out in a manner which is environmentally sustainable and to provide appropriate waste management infrastructures which support on-going development;	<input checked="" type="checkbox"/>	Waste management to be provided by municipal collection	No recommendations for compliance necessary.
4.3.1.5	That long range infrastructure planning (beyond the life span of this Official Plan) will be undertaken to ensure that any new required infrastructure will take into consideration anticipated long term needs.	<input checked="" type="checkbox"/>		No recommendations for compliance necessary.
4.3.2.1	The Town recognizes that the provision of effective and efficient infrastructure requires long term planning which may extend beyond the planning horizon of the Official Plan. Accordingly the Town has undertaken the development of an infrastructure Master Plan. The implementation of that master Plan is considered to be in conformity with this Official Plan.	<input checked="" type="checkbox"/>	Proposal has demonstrated regard for the applicable Master Plans.	No recommendations for compliance necessary.
4.3.2.2	All new development must be undertaken in a manner which is consistent with the requirements of the Infrastructure Master Plan.	<input checked="" type="checkbox"/>		No recommendations for compliance necessary.
4.3.2.3	Some areas of the municipality are not connected to piped services due to technical or financial constraints. In these areas existing uses are recognized and permitted however any new development or redevelopment which would result in intensification will only be permitted when and where full services are provided.	<input type="checkbox"/>		Not applicable

Subdivision Policy Review

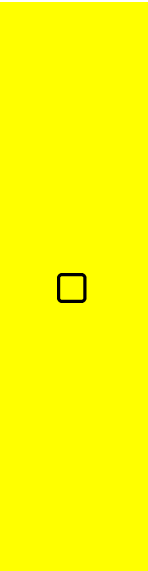
<p>It is the intention of Council to ensure that an increase in the need for eligible services and infrastructure may be recoverable through the enactment of a development charge by-law under the Development Charges Act, 1997 by the Town of Carleton Place. In short, eligible public works and municipal services may</p> <p>4.3.2.4 be in part or in whole funded through development charges.</p>	<div><input checked="" type="checkbox"/></div>	<p>DC's to be charged at time of building permit issuances.</p>
<p>4.3.3 Transportation</p>		
<p>The management of the roadway infrastructure in Town of Carleton Place is shared between the Province, the Town and the County. The transportation system is composed of Provincial highways, arterial and collector roads, public roads opened and maintained on a year round basis. There are also a limited number of private roads. The transportation network is shown on Schedule A. The following policies are provided on the basis of the type of roadway.</p> <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</p> <p>4.3.3.2 apply:</p> <p>Lot creation for residential purposes with direct access to an</p> <p>4.3.3.2.1 Arterial road shall not be permitted.</p>	<div><div><div><input type="checkbox"/></div></div><div>1 new local street proposed.</div></div> <div><div><input checked="" type="checkbox"/></div></div> <div>No arterial roads are proposed - closest arterial road is Franktown Road (N/S)</div> <div><div><input checked="" type="checkbox"/></div></div> <div>No arterial roads are proposed</div>	<p>Proposal is required to complete the construction of Boyd Street (a local municipal street)</p> <p>Boyd Street is also described in the transportation network to a Future trail.</p> <p>No recommendations for compliance necessary.</p> <p>No recommendations for compliance necessary.</p>

Subdivision Policy Review

4.3.3.2.2	Residential projects with frontage on an arterial road may be permitted in accordance with the land use designation, provided that access is provided through a local public street or condominium road maintained year round. The review process shall ensure that adequate measures are included in the subdivision design to mitigate any potential negative impacts related to the proximity of the arterial to the residential development.	✓	No arterial roads are proposed	No recommendations for compliance necessary.
	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.	✓	No arterial roads are proposed	No recommendations for compliance necessary.
	The minimum width of any arterial roadway right of way shall be 26 metres.	✓	No arterial roads are proposed	No recommendations for compliance necessary.
	Collectors are identified on Schedule B. Access to collectors shall generally be minimized in order to ensure that the main function of the roadway as an efficient transportation artery is maintained. Access control shall be established in the Development Permit By-law. The minimum width of any collector right of way shall be 20 metres.	✓	No collector Roads proposed - The nearest collector roads are Mississippi Road and Napoleon St (both N/S) and Lake Avenue (E/W) and Arthur St (E/W) east of Napoleon St.	No recommendations for compliance necessary.

Subdivision Policy Review

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 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.



1 new local street of 20m in width is proposed.

Cross sections have been provided to conform to the TMP. Sidewalks are proposed on one side of the street. Boyd St is proposed to be constructed with a 20m ROW **but requires connection to existing segment at Taber St**

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.



No private roads proposed

No recommendations for compliance necessary.

Extensions to existing public roads may proceed without amendment to this Plan provided that the extension is required to improve the Town’s road system. Minor extensions may be permitted for development purposes provided that the roadway extension is constructed to municipal standards at no cost to the municipality and provided that Council is satisfied that the extension and the subsequent maintenance costs are justified.



No recommendations for compliance necessary.

Subdivision Policy Review

Land may be acquired by the Town for road widenings, road extensions, rights of way, or intersection improvements. Such land may be acquired through the subdivision or consent process, through Development Permit conditions or through formal agreements. The minimum rights-of-ways for highways and roads are shown on Schedule A.	<input checked="" type="checkbox"/>	Boyd St is proposed to include an additional 5m widening along the length of the site to support the connection of the public trail on the western edge of the ROW.	No recommendations for compliance necessary.
4.3.3.7 New roads may be added to the road system without amendment to this plan where such roads are the result of the approval of a Plan of Subdivision or is required as a condition of Development Permit approval.	<input checked="" type="checkbox"/>		No recommendations for compliance necessary.
4.3.3.8 Bridges and culverts are an integral component of the Carleton Place transportation system. The maintenance, repair, replacement or expansion of these structures is an on-going and necessary activity and is considered consistent with the policies of this Official Plan.	<input checked="" type="checkbox"/>	No bridges or culverts are proposed.	No recommendations for compliance necessary.
4.3.5 Water, Waste water and Stormwater			
4.3.5.1.1 All development shall generally occur on the basis of full municipal water and wastewater services.	<input checked="" type="checkbox"/>	Full municipal water and wastewater are proposed.	No recommendations for compliance necessary.
The need to ensure that water and waste water infrastructures are properly maintained and expanded to meet growth and development priorities is crucial to the long term economic and environmental health of the municipality. As such any capital expenditures required for water and waste water system maintenance and expansion are considered to be in full conformity with this Official Plan.	<input checked="" type="checkbox"/>		No recommendations for compliance necessary.
4.3.5.1.2 Development will not be encouraged where such development would result in, or could lead to, unplanned expansions to existing water and waste water infrastructures.	<input checked="" type="checkbox"/>	Proposal includes the infilling of a parcel of land within the settlement area. The lands have been identified for infill potential and do not resulted in unplanned expansions of services	No recommendations for compliance necessary.
4.3.5.1.3 Development shall generally be directed to areas where water and waste water services can reasonably be extended.	<input checked="" type="checkbox"/>		No recommendations for compliance necessary.
4.3.5.1.5 The allocation of infrastructure capacity for infill and economic development purposes is encouraged.	<input type="checkbox"/>		Not applicable

Subdivision Policy Review

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.	<input type="checkbox"/>	Dry pond proposed on site.	MVCA and Town requires 80% TSS removal - additional information proving and certifying this is required CLI ECA approval required prior to development on dry pond 3m easements for rearyard catch basin leads have been provided. Ponding limits must be shown on a plan. Note that all roadway ponding must be confined to the municipal right-of-way. Watermain does not follow road profile and ends up being too shallow. Cover must be maintained.
The establishment of new water and waste water servicing facilities shall be subject to Ministry of the Environment guidelines and provincial regulations.	<input type="checkbox"/>	Municipal Services Proposed	Sanitary sewer and services near Boyd Street are too shallow and will require insulation wherever 1.8 m of cover cannot be achieved.
The location of the Town’s water and waste water treatment plants is shown on Schedule B. Where development or redevelopment is proposed on lands adjacent to the waste water treatment plant, MOE Guideline D-1 shall be considered.	<input checked="" type="checkbox"/>		Not applicable
4.3.7 Innovative Technologies			

Subdivision Policy Review

Council will encourage, support and promote proven and innovative technologies to increase energyefficiency, reduce solid waste and waste water volumes, improve the quality of waste water effluents and air quality. This will include, but not be limited to:

- 1. Water conservation devices which reduce water usage;
- 2. LEED certification;
- 3. Innovative solutions to municipal or industrial waste water treatment such as the design and construction of artificial wetlands and grey water treatment and re-use;
- 4. The use of solar panels; and
- 5. Green Roofs.

Council will provide leadership in this field as it considers new public infrastructure projects and will include innovative and sustainable technologies where it is possible to do so in a fiscally responsible manner.



No information provided

Please complete the Town's Green Design Checklist identifying which innovative solutions can be encorporated within the development.

6.0 IMPLEMENTATION

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.

Planning and Design Considerations include the following:



Subdivision Policy Review

- 1. Consistency with policies in Section 2.0 where applicable;
- 2. Lot and block configuration;
- 3. Compatibility with adjacent uses;
- 4. Road access, street layout and pedestrian amenities;
- 5. Parks and open space amenities;
- 6. Easement and right-of-way requirements;
- 7. Justification of the need for the Subdivision;
- 8. In considering a draft plan of subdivision, regard shall be had to, among other matters, the criteria of Section 51 (24) of the Planning Act, R.S.O. 1990; and
- 9. Emergency and secondary accesses



Please see comments above regarding the provision of street layouts, pathway connections, and long-term conformity with the Development Permit Bylaw performance Standards. Developer is also encouraged to review the justification for the subdivision in accordance with the Town's Housing Needs Assessment to ensure that the proposed dwelling types satisfy market need and demand.

6.7.5 Safety and Security Criteria

When reviewing development applications, ensure that safety and security measures are considered through such means as:

- 1. sufficient lighting in spaces intended for public use after dark to support the kind of activities envisioned for that space;
- 2. signs and an overall pattern of development that supports users’ sense of orientation and direction;
- 3. preservation of clear lines of sight for persons passing through the space;
- 4. attention to the proposed mix of uses and their proximity to each other to ensure they are complementary; and
- 5. the routing and design of bicycle and pedestrian routes so that they are accessible to populated areas.



No issues identified regarding safety and security. More information regarding streetlight placement to occur during detailed design.

6.21 Affordable Housing

Subdivision Policy Review

	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:	<input type="checkbox"/>	No information provided regarding the plans ability to meet projected demographic or market requirements of the Town.	Developer is also encouraged to review the justification for the subdivision in accordance with the Town's Housing Needs Assessment to ensure that the proposed dwelling types satisfy market need and demand.
6.21.2	Encouraging infill and housing intensification. This may be achieved through the conversion of single detached dwellings to multiple units, through the provision of secondary suites, through re-development at higher densities, through land severances on large under-utilized lots which create opportunities for development on the severed lot (subject to the relevant policies elsewhere in this plan) and through infill on vacant lands.	<input checked="" type="checkbox"/>	Development represents an infilling of an existing settlement area. Four separate parcels are being consolidated to accommodate a cohesive and robust development site.	No recommendations for compliance necessary.
6.21.7	Encouraging cost-effective development standards and densities for new residential development to reduce the cost of housing.	<input checked="" type="checkbox"/>	Development represents an infilling of an existing settlement area. Four separate parcels are being consolidated to accommodate a cohesive and robust development site.	No recommendations for compliance necessary.
6.21.8	Providing for increased density through bonus provisions as stated in Section 3.5.4.1.	<input type="checkbox"/>	Soloway Wright Notes that this section is not applicable under recent changes to the Planning Act.	Pending Comments from Town's Solicitor

Development Permit Bylaw Review

Subdivision File: 09-T-22005
Draft Submission: 2
Applicant: BULAT HOMES

The following document is used to cite and analysis a proposed developments conformity or non-conformity with applicable land use policies. While it forms the basis of the planning review for draft subdivision submissions it should be treated as an aide and is not to be construed as a professional recommendation.

Policy		Proposal Detail	How can this issue be resolved?
Section	Policy	Conformity	
3.0	GENERAL PROVISIONS		
3.2	FRONTAGE ON MORE THAN ONE STREET		

Where a lot ~~fronts on more than one street~~ and is not a corner lot, the requirement for front yards contained in this By-law shall apply to each yard abutting the street in accordance with the provisions of the designation or designations in which such lot is located.

☐

3.29 PARKING

Except as provided herein, no **vehicles shall be parked** or stored in a Development Permit Area Designation in which residential uses are permitted unless the vehicle is located within a garage, carport, driveway, rear yard or exterior side yard designated parking area or on a street as permitted by Municipal By-law.

Each standard parking space shall have a minimum width of 2.75 metres (9.0 feet) and a minimum length of 6.0 metres (19.7 feet).

Each barrier-free parking space shall have a minimum width of 3.7 metres (12.1 feet) and minimum length of

3.29.1 6.0 metres (19.7 feet).

All required parking must be provided outside of the municipal right of way and may not encroach on the

3.29.3 municipal sidewalk.



See site plan/landscape - driveway proposed to be min 2.85x6m

NOTE - garage may be required to be raised/sloped to eliminate required steps/landing obstructing the interior parking space



Development Permit Bylaw Review

2 spaces per dwelling unit, one of which can be provided within a private garage

NOTE - garage may be required to be raised/sloped to eliminate required steps/landing obstructing the interior parking space

3.32 PERMITTED ENCROACHMENTS

Every part of any yard required by this By-law shall be open and unobstructed by any structure from the ground to the sky except the following structures;

STRUCTURE	MAXIMUM PROJECTION INTO REQUIRED
Chimney breasts, sills, cornices fireplaces, window wells	1 metre (3.2 feet) into any required front, rear or side yard and a maximum width of 3 metres (9.8 feet). Not permitted in no-encroachment zone.
Bay windows, pilasters	1 metre (3.2 feet) into any required front, rear or exterior side yard and a maximum width of 3 metres (9.8 feet). Not permitted in no-encroachment zone.
Canopies which are at least 2.13 metres (7 feet) in vertical clearance above the finished grade.	2 metres (6.4 feet) into any required front, rear or exterior side yard. Not permitted in no-encroachment zone.
Canopies for entrances to	Despite any other provisions in this By-law,

To be considered at time of DP3 application

apartment buildings and commercial buildings	a canopy or portico over a major entrance to an apartment building or commercial building may project into the required yard a distance equal to one half (1/2) the setback of the building from the street line. Not permitted in no encroachment zone.
Heat pumps and air conditioners	1 metre (3.2 feet) into any rear yard only
Window awnings	1 metre (3.2 feet) into any required front, rear or exterior side yard. Not in no-encroachment zone.
Accessible ramps and walkways	A Class 1 Development Permit may be required subject to review. Not in no-encroachment zone.
Fire Escapes	1 metre (3.2 feet) into any required front, rear or exterior side yard. Not in no-encroachment zone.

Enclosed porches and verandas are subject to the same provisions as the main structure they are attached to.

NOTE - AC units are not permitted in sideyards.

To be considered at time of DP3 application

3.32.1 3.32.3 and 3.32.4, the following also applies;

Development Permit Bylaw Review

3.32.1.1	Stairs used to access decks/porches/verandas shall be setback at least 2.5 metres (8.2 feet) from any lot line or meet the minimum yard setback, whichever is lesser.	✓	To be considered at time of DP3 application
3.32.1.2	No part of a deck, porch, veranda, balcony and/or stairs shall encroach into the no encroachment zone.	✓	To be considered at time of DP3 application
3.32.2	Decks, unenclosed porches and verandas that have a floor height of 3.0 metres (9.8 feet) or less measured from the average grade level adjacent to the deck are permitted in the front, interior side yard, exterior side yard and rear yard provided that they are: No closer than the minimum required setback for the main building from the front, interior and exterior side lot line, and No closer than 3.0 metres (9.8 feet) from the rear lot line.	✓	To be considered at time of DP3 application
3.32.2.1		✓	To be considered at time of DP3 application
3.32.2.2		✓	To be considered at time of DP3 application
3.32.3	Decks, unenclosed porches and verandas that have a floor height of more than 3.0 metres (9.8 feet) measured from the average grade level adjacent to the deck are only permitted in the rear yard provided that the deck is not closer than the required minimum interior and exterior side yard setbacks for the main structure and is no closer than 5.0 metres (16.4 feet) from the rear lot line.	✓	To be considered at time of DP3 application
3.32.4	Balconies located on the second storey or above shall be no closer than the minimum required setback for the main building from the front, interior and exterior side lot line.	✓	

3.40 SPECIAL SETBACKS

Development Permit Bylaw Review

The minimum separation distance for any lands designated as Class I, II and III Industrial shall be in accordance with the Ministry of the Environment Guidelines D-6.

The minimum separation distance for any fire hydrant is 1.5m. This includes hardened landscape features and driveways.

Site Servicing Plan - C100
No setback issues identified



3.44 VEGETATION REMOVAL OR SITE ALTERATION

Street trees and the preservation of tree canopies shall be protected to the greatest extent possible.

Accordingly, a Tree Preservation Plan is required in support of development applications.

Tree planting and tree preservation will occur so that all areas of the Town are provided with sufficient number of trees to maintain high standards of amenity and appearance. Where new development will result in the loss of existing wooded areas, a condition of development approval shall require that the lost trees be replaced at a 1-3 ratio (1 new tree for every 3 trees removed). The replacement ratio will only apply to trees having a caliber of 200mm or more. The new trees will be planted within the boundary of the proposed development.

A Class 1 Development Permit is required where the type, location and scale of a development requires the removal of trees having a calliper of 200mm or more, in order to obtain relief from one or more of the standards of the by-law, provided these trees are beyond 30m of the Mississippi River and unless a Class 2 or 3 application is applied for.



Site previously cleared - MVCA waived requirement for EIS



Site previously cleared - MVCA waived requirement for EIS



Site previously cleared - MVCA waived requirement for EIS

WATER SUPPLY, SEWAGE DISPOSAL AND STORM

3.45 WATER SYSTEMS

Development Permit Bylaw Review

Site Servicing Brief

Future development shall proceed on the basis of municipal water and sewers and storm drainage except as otherwise indicated herein. Full municipal services means piped sewage and water services that are connected to a centralized water and waste water treatment facility. Calculations for the uncommitted reserve capacity of water and sewer systems will be required, where necessary, to determine the capacity of services to support new development.



6 RESIDENTIAL DISTRICT



The Residential District designation applies to existing residential areas within the Town’s boundaries. It applies to a number of different types of housing, from low density single dwellings to row dwellings to apartment buildings. All of the different housing types are permitted within the Primary Residential designation subject to the following standards and subject to the standards illustrated in the Existing Site Analysis and the Design Criteria described and illustrated in Sections 13 and 14.

See Urban Design Brief/Planning Rationale

The purpose and intent of the Residential District is to promote compatible residential development within neighbourhoods. Infill development must consider existing built forms and fit into the surrounding landscape with minimal impact.



~~SINGLE FAMILY~~



Development Permit Bylaw Review

SITE PROVISIONS	REQUIREMENTS
Lot Area (minimum)	Nil
Lot Coverage (maximum)	60%
Lot Frontage (minimum)	10.6 metres (35 feet)
Front Yard Build Within Area	4.5 metres, minimum (14.7 feet) 7.5 metres, maximum (24.6 feet)
Exterior Side Yard Build Within Area	4.5 metres, minimum (14.7 feet) 7.5 metres, maximum (24.6 feet)
Interior Side Yard (minimum)	1.2 metres (3.9 feet)
Rear Yard Depth (minimum)	7.5 metres (24.5 feet)
Usable Landscaped Open Space in the rear yard (minimum)	50.0 square metres (538 square feet)
Building Height (maximum)	11.0 metres (36 feet)
Minimum Dwelling Unit Area	92.9 square metres (1,000 square feet)
No Encroachment Area from front or exterior side lot line	2.5 metres (8.2 feet)
Parking Spaces	2 spaces per dwelling unit, one of which may be provided within the garage

6.3.1

1. The interior width of the garage for single detached dwellings shall not exceed 50% of the overall lot frontage.
2. The main garage foundation shall be set back a minimum of 6.0 metres (19.6 feet) from the front or exterior side lot line.
3. The driveway must not extend further than the exterior wall of the garage and shall be constructed as per Section 3.30.
4. At least fifty percent (50%) of the total lot frontage must have soft/green landscape elements such as grass, trees and shrubbery.

6.3.2

SEMI-DETACHED

Development Permit Bylaw Review

SITE PROVISIONS	REQUIREMENTS
Lot Area (minimum)	Nil
Lot Coverage (maximum)	60%
Lot Frontage (minimum)	7.5 metres (29.5 feet), per unit
Front Yard Build Within Area	4.5 metres, minimum (14.7 feet) 7.5 metres, maximum (24.6 feet)
Exterior Side Yard Build Within Area	4.5 metres, minimum (14.7 feet) 7.5 metres, maximum (24.6 feet)
Interior Side Yard (minimum) No side yard shall be required along the common property line or common wall	1.2 metres (3.9 feet)
Rear Yard Depth (minimum)	7.5 metres (24.6 feet)
Usable Landscaped Open Space in the rear yard (minimum)	40.0 square metres (430 square feet)
Building Height (maximum)	11.0 metres (36 feet)
Minimum Dwelling Unit Area	92.9 square metres (1,000 square feet)
No Encroachment Area from front or exterior side lot line	2.5 metres (8.2 feet)
Parking Spaces	2 spaces per dwelling unit, one of which may be provided within the garage

6.3.3

1. The interior width of the garage for semi-detached dwellings shall not exceed 50% of the overall lot frontage.
2. The main garage foundation shall be set back a minimum of 6.0 metres (19.6 feet) from the front or exterior side lot line.
3. The driveway must not extend further than the exterior wall of the garage and shall be constructed as per Section 3.30.
4. At least fifty percent (50%) of the total lot frontage must have soft/green landscape elements such as grass, trees and shrubbery.

6.3.4

DUPLEX



Development Permit Bylaw Review

SITE PROVISIONS	REQUIREMENTS
Lot Area (minimum)	Nil
Lot Coverage (maximum)	60%
Lot Frontage (minimum)	15 metres (49.2 feet), per unit
Front Yard Build Within Area	4.5 metres, minimum (14.7 feet) 7.5 metres, maximum (24.6 feet)
Exterior Side Yard Build Within Area	4.5 metres, minimum (14.7 feet) 7.5 metres, maximum (24.6 feet)
Interior Side Yard (minimum)	1.2 metres (3.9 feet)
Rear Yard Depth (minimum)	7.5 metres (24.6 feet)
Usable Landscaped Open Space in the rear yard (minimum)	30.0 square metres (322 square feet) per dwelling unit
Building Height (maximum)	11.0 metres (36 feet)
Minimum Dwelling Unit Area	92.9 square metres (1,000 square feet)
No Encroachment Area from front or exterior side lot line	2.5 metres (8.2 feet)
Parking Spaces	2 spaces per dwelling unit, one of which may be provided within the garage

6.3.5

1. The interior width of the garage shall not exceed 45% of the overall lot frontage.
2. The main garage foundation shall be set back a minimum of 6.0 metres (19.6 feet) from the front or exterior side lot line.
3. The driveway must not extend further than the exterior wall of the garage and shall be constructed as per Section 3.30.
4. At least fifty percent (50%) of the total lot frontage must have soft/green landscape elements such as grass, trees and shrubbery.

6.3.6

TOWNHOMES

Development Permit Bylaw Review

SITE PROVISIONS	REQUIREMENTS
Lot Area (minimum)	Nil
Lot Coverage (maximum)	60%
Lot Frontage (minimum)	5.5 metres (18.04 feet), per unit
Front Yard Build Within Area	4.5 metres, minimum (14.7 feet) 7.5 metres, maximum (24.6 feet)
Exterior Side Yard Build Within	4.5 metres, minimum (14.7 feet) 7.5 metres, maximum (24.6 feet)
Interior Side Yard (minimum) No side yard shall be required along the common property line or common wall	1.5 metres (4.9 feet)
Rear Yard Depth (minimum)	6.5 metres (21.3 feet)
Usable Landscaped Open Space in the rear yard (minimum)	30.0 square metres (538 square feet)
Building Height (maximum)	11.0 metres (36 feet)
Minimum Dwelling Unit Area	83.1 square metres (900 square feet)
No Encroachment Area from front or exterior side lot line	2.5 metres (8.2 feet)
Parking Spaces	2 spaces per dwelling unit, one of which may be provided within the garage

Lot Coverage - ?
Lot Frontage - 5.92-6.11m
Front Yard Ranges - 6m-27.84m (corner lot)
Exterior Yard - 3.14m
Interior Yard -1.5m
Rear Yard - 6.5m
Usable Landscape - 38.5m2
Parking - 2

Update Site Plan to confirm areas and coverage of individual units.
Blocks 13 and 14 should be treated as end-units with an exterior yard and façade.

6.3.7

- 1. The interior width of the garage shall not exceed 70% of the overall lot frontage.
- 2. The main garage foundation shall be set back a minimum of 6.0 metres (19.6 feet) from the front or exterior side lot line and shall be even with or set back from the front of the dwelling.
- 3. The driveway must not extend further than the exterior wall of the garage and shall be constructed as per Section 3.30.
- 4. At least twenty-five (25%) of the total front yard of all townhouse units must have soft/green landscape

- 1. 46.5% - Block 5 interior unit
- 2. 6m
- 3. compliant in concept
- 4. 53.5% - Block 5 interior unit

6.3.8

elements such as trees and shrubbery.

APARTMENT



Development Permit Bylaw Review

SITE PROVISIONS	REQUIREMENTS
Lot Area (minimum)	Nil
Lot Coverage (maximum)	60%
Lot Frontage (minimum)	35 metres (114 feet)
Front Yard Build Within Area	4.5 metres, minimum (14.7 feet) 7.5 metres, maximum (24.6 feet)
Exterior Side Yard Build Within Area	4.5 metres, minimum (14.7 feet) 7.5 metres, maximum (24.6 feet)
Interior Side Yard (minimum)	3.0 metres (6.5 feet)
Rear Yard Depth (minimum)	7.5 metres (24.6 feet)
Usable Landscaped Open Space in the rear yard (minimum)	20% of the lot area
Building Height (maximum)	14.0 metres (45.9 feet) or four storeys
No Encroachment Area from front or exterior side lot line	2.5 metres (8.2 feet)
Parking Spaces	1.25 spaces per dwelling unit,

6.3.9



Development Permit Bylaw Review

All development shall be serviced by a public water supply and a public sanitary sewage system.

Development applications which propose development on private water and sewage systems will not be approved.

All development requires coloured elevation drawings and an Urban Design brief as per provisions outlined in Section 3.15

1. In addition to the parking requirements of Section 3, an additional 0.25 parking space per dwelling unit shall be required, such spaces to be delineated through signage.

2. A maximum of 40% of the lot area may be used for at grade parking.

3. All residential buildings containing more than seven (7.0) dwelling units shall be required to be located on an arterial or collector roadway. 4. Off street parking areas shall not open directly on to a public street but shall be provided with access drives or other controlled access. Access drives shall not serve as part of a specified parking area and shall be kept clear of parked vehicles.

5. All surfaces, other than green space, must be asphalt or other hard surfaced materials as per Section 3.30 6. Pedestrian walks shall be not less than 1.2 metres (4.0 feet) in width and shall be provided wherever normal pedestrian traffic will occur.

6.3.10 7. Garbage and refuse pickup and other multi-unit ☐

TRIPLEX AND QUADLEX ☐

Development Permit Bylaw Review

SITE PROVISIONS	REQUIREMENTS
Lot Area (minimum)	Nil
Lot Coverage (maximum)	60%
Lot Frontage (minimum)	15 metres (49.2 feet)
Front Yard Build Within Area	4.5 metres, minimum (14.7 feet) 7.5 metres, maximum (24.6 feet)
Exterior Side Yard Build Within Area	4.5 metres, minimum (14.7 feet) 7.5 metres, maximum (24.6 feet)
Interior Side Yard (minimum)	1.2 metres (3.9 feet)
Rear Yard Depth (minimum)	9.0 metres (29.5 feet)
Usable Landscaped Open Space in the rear yard (minimum)	30.0 square metres (322 square feet) per dwelling unit
Building Height (maximum)	14.0 metres (45.9 feet) or four storeys
No Encroachment Area from front or exterior side lot line	2.5 metres (8.2 feet)
Parking Spaces	1.25 spaces per dwelling unit

6.3.11



Development Permit Bylaw Review

- 1. Notwithstanding Section 3.30.3, a minimum of 1 visitor parking space shall be required in addition to the spaces required for the individual dwelling units.
- 2. No parking shall be allowed in either the required front or exterior side yards. Parking areas shall be asphalt or hard surfaced as per Section 3.30.
- 3. All development proposals shall be subject to a Class 2 Development Permit.
- 4. Pedestrian walks shall not be less than 1.2m (4.0 feet) in width and shall be provided wherever normal pedestrian traffic will occur. Walkways shall be constructed with hard surfacing materials.
- 5. Garbage and refuse pickup and other utility areas shall be provided and shall be located so as not to detract from the aesthetic character of the development and shall be enclosed and shielded from view by fencing, walls or shrubbery of at least 1.5 metres (5.0 feet) in height around the perimeter.
- 6. Approaches to dwelling structures and entrance areas shall be provided with trees and attractively shrubbed. Areas not used for buildings, drives and parking space shall be seeded or landscaped and shall be kept in an attractive condition.

☐

6.5 GREENFIELD PROVISIONS

☐

Development Permit Bylaw Review

- 1. All permitted uses, development standards and provisions stated in Sections 6.1, 6.2 and 6.3 shall apply as appropriate in new greenfield development.
- 2. Consistency with the Design Criteria in Section 14 with respect to new residential communities shall be adhered to, and specifically, the criteria respecting the need to provide a balanced mix of housing types and green
- 3. infrastructure. New development shall include a mix of dwelling types in accordance with the provisions of Section 3.5 of the Official Plan.



6.6 INFILL PROVISIONS

All proposed developments within existing neighbourhoods must demonstrate consistency with Sections 13 and 14 of this By-law by means of an Urban Design Brief and meet all other standards and provisions of the By-law. Proposed multi-residential developments shall consider surrounding built form and minimize impacts to the neighbourhood. Any land assembly that results in a proposed increased density to the neighbourhood will require a Class 3 Development Permit.

Applicable Policy

A Class 3 Development Permit will be required for the proposal to demonstrate fit with the neighbourhood



14.3 RESIDENTIAL DISTRICT

14.3.1 Residential within Existing Neighbourhoods



Development Permit Bylaw Review

See Urban Design Brief

New residential development in existing neighbourhoods should be integrated with the housing units in the adjacent area. Design elements have been characterized as part of the neighbourhood analysis and specific examples illustrated. All new development will evaluate existing built form and provide for a complementary product. Structures shall demonstrate the general principles of good design including but not limited to those dealing with form, mass, scale, height, texture and colour.

Specific consideration shall be given to compatibility with adjacent structures where such structures are substantially in compliance with the following:

GENERAL DESIGN CRITERIA

Façade, side and rear elevations and roof lines shall be constructed to reflect existing built form.

Match setback, footprint, size and massing patterns of the neighbourhood, particularly to the immediately adjacent neighbours.

Long monotonous façade designs including, but not limited to, those characterized by unrelieved repetition of shape or form or by unbroken extension of line shall be avoided.

Excessive ornamentation shall be avoided to prevent visual clutter.

Buildings will be oriented to the street and shall provide architectural interest to contribute to the esthetics and visual appeal of the community.

Street trees shall be provided every 10.6 metres (35 feet) on average to create a canopy on residential streets.



See Urban Design Brief

DP3 Application required as condition of approval - design of buildings to be evaluated at that time.



See Urban Design Brief

DP3 Application required as condition of approval - design of buildings to be evaluated at that time.



Exterior Units have been oriented to the street on 2 faces.

Block 13 and 14 to be amended to reflect "exterior side yard".



Trees proposed approximately every 15m. 1 tree for every 3.8 homes.

Town is not supportive of this approach.



14.3.2 RESIDENTIAL GREENFIELDS



Development Permit Bylaw Review

All new residential development in the Residential Greenfields designation shall be in accordance with the provisions of Section 6.0 of this By-law. In addition all greenfield residential development shall comply with the following:

Structures shall demonstrate the general principles of good design including but not limited to those dealing with form, mass, scale, height, texture and colour. Specific consideration shall be given to compatibility with adjacent neighbourhoods where such structures are substantially in compliance with the following:

Long monotonous façade designs including, but not limited to, those characterized by unrelieved repetition of shape or form or by unbroken extension of line shall be avoided. Excessive ornamentation shall be avoided to prevent visual clutter.

Façade, side and rear elevations adjacent to pathways or roadways and roof lines shall be constructed to provide a varied and diverse product in order to create streetscape interest and walkable communities.

ADDITIONAL DESIGN CRITERIA

All development shall be serviced by a public water supply and a public sanitary sewage system.

Commercial communication towers and wind generators are not permitted in any residential designation.

☐☐☐☐☒☐

See Servicing Brief

None proposed

Development Permit Bylaw Review

Street trees shall generally be provided every 10.6 metres (35 feet) on average to create a canopy on residential streets.

Buildings will be oriented to the street and shall provide architectural interest to contribute to the esthetics and visual appeal of the community.

Corner lots will require orientation to both street fronts. The width of the garage for both single family dwellings and semi-detached dwellings and duplex shall not exceed 45% of the overall lot frontage.

The width of the garage for townhome dwellings shall not exceed 70% of the overall lot frontage.

The main wall for the garage doors shall be setback a minimum 6.0 metres (19.6 feet) from the front or exterior side lot line.

Internal pathways for cyclists and pedestrians shall be provided with linkages to new and existing park and open space systems.

All development will require sidewalks on one side of the street.

A modified grid pattern of street design and layout will be provided. New developments shall be linked to existing neighbourhoods and provide multiple entrance points.

~~Outdoor garbage enclosures for multi-residential buildings are to be fenced with wood screen and buffered with soft landscape elements.~~

See Landscape Plan



See Urban Design Brief



Site Plan shows 46.5% widths



Sidewalk proposed along Boyd St to connect to Taber Street MUP

Inadequate frontage for street trees on every lot - majority of required trees planted in Dry-pond block. 52 trees proposed in planting plan
Substitute Nannyberry for Japanese Lilac

DP3 Application required as condition of approval - design of buildings to be evaluated at that time.

Guy - should this be a MUP or are we okay with it transitioning to curb side sidewalk?



Landscape Plan shows sidewalk along interior block



Crescent proposal with 2 points of access

Lack of alignment to existing Allen Street road allowance is less desirable



Development Permit Bylaw Review

Garbage receptacles require privacy screening (wood or ornamental metal fencing and shrubs screening):

☐

Recommended locations include inside parking courts or at the end of parking bays. Locations should be conveniently accessible for garbage collection and maintenance and should not block access drives.

☐

Parking Lots shall be screened from the street edge by both hard features (fencing) and soft landscape elements such as trees, shrubs, planters and urns. Street trees will be deciduous.

Parking lots shall not be permitted in the front yard or exterior side yard within the Residential District.

☐

Koren Lam

From: Niki Dwyer <ndwyer@carletonplace.ca>
Sent: December 10, 2024 4:45 PM
To: Koren Lam
Cc: Mike Dwyer
Subject: Re: 09-T-22005 Boyd St Subdivision - Bulat Homes - Updated Submission - SWMP2

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Koren -

I have had a chance to overview the submission and have forwarded the package to legal counsel for an opinion regarding the Soloway Wright letter. Until I have a response from BLG I will not be in a position to provide further comments on the submission.

If you would like to provide this email as the comments by the Town at this time please feel free to do so.


Thank you,

Niki

From: Koren Lam <klam@lanarkcounty.ca>
Sent: Friday, December 6, 2024 10:06 AM
To: Niki Dwyer <ndwyer@carletonplace.ca>
Cc: Mike Dwyer <mdwyer@lanarkcounty.ca>
Subject: Re: 09-T-22005 Boyd St Subdivision - Bulat Homes - Updated Submission - SWMP2

CAUTION: This email originated from an External Sender. Please do not click links or open attachments unless you verify the source.

Hi Niki,

Please see the revised link:  [09-T-22005 Bulat Homes - Updated Submission](#) and there should also have been an MS email that was sent with access.

Koren

From: Niki Dwyer <ndwyer@carletonplace.ca>
Sent: Thursday, December 5, 2024 5:28 PM
To: Koren Lam <klam@lanarkcounty.ca>
Cc: Mike Dwyer <mdwyer@lanarkcounty.ca>
Subject: Re: 09-T-22005 Boyd St Subdivision - Bulat Homes - Updated Submission - SWMP2

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

RE: 09-T-22005 Boyd St Subdivision - Bulat Homes - Updated Submission - SWMP2

From Diane Reid <dreid@mvc.on.ca>

Date Thu 12/5/2024 3:56 PM

To Koren Lam <klam@lanarkcounty.ca>

Cc 'Tracy Zander' <tracy@zanderplan.com>; Niki Dwyer <ndwyer@carletonplace.ca>; Mike Dwyer <mdwyer@lanarkcounty.ca>

 1 attachment (216 KB)

MVCA Technical Review Memo_09-T-22005 Bulat Homes Subdivision_ SWMP2_Dec 2024.pdf;

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Koren,

Attached is MVCA's review of the revised SWMP.

Regards,
Diane Reid

From: Koren Lam <klam@lanarkcounty.ca>

Sent: November 12, 2024 9:02 AM

To: Koren Lam <klam@lanarkcounty.ca>

Cc: 'Tracy Zander' <tracy@zanderplan.com>

Subject: 09-T-22005 Boyd St Subdivision - Bulat Homes - Updated Submission

Good Afternoon,

Lanark County has received an updated submission for Bulat Homes Draft Plan of Subdivision in the Town of Carleton Place.

Please access the submission files through our shared folder: [09-T-22005 Bulat Homes - Updated Submission](#)

Additionally, files are posted on our website: [Planning Notices & Consultation - Lanark County](#)

A list of items are included in the re-submission folder:

- Comment Response Letter, prepared by Zanderplan, dated November 5, 2024
- Comment Response Letter, prepared by EXP, dated November 5, 2024
- Comment Response Letter to MVCA, prepared by EXP, dated June 26, 2024
- Letter to County regarding Density, prepared by Soloway Wright, dated February 13, 2024
- Site Plan, dated August 17, 2023
- Landscape Plan, dated September 9, 2024
- Revised Planning Rationale, dated November 1, 2024
- Revised Traffic Impact Statement, dated June 2024
- Urban Design Report, prepared by Q9 Planning & Design, dated September 2024
- Site Servicing and Stormwater Management, prepared by EXP, dated June 26, 2024
- Stormwater Model Design
- Drawings

Please submit your comments to me by **Friday, December 13, 2024**

Please do not hesitate to contact me should you have any questions about the application or issues accessing the file.

Thanks,

Koren Lam

Senior Planner

Lanark County
99 Christie Lake Road
Perth, ON K7H 3C6
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klam@lanarkcounty.ca
www.lanarkcounty.ca





Technical Review Memorandum

File Number: PCPSB-20

November 18, 2022

December 05, 2024

To: Diane Reid, Environmental Planner**Prepared by:** Jane Cho, Water Resources Engineering Intern (EIT)
Jairo Morelli, Water Resources Engineer (TRCA)**Re:** Zoning By-law Amendment & Draft Plan of Subdivision – 166 Boyd Street, Town of Carleton Place

Mississippi Valley Conservation Authority (MVCA) has circulated the following in support of Zoning By-law Amendment and Plan of Subdivision applications for 166 Boyd Street:

- Functional Site Servicing and Stormwater Management Report, prepared EXP Services Inc., dated July 12, 2022
- Site Servicing and Stormwater Management Report, prepared by EXP Services Inc., dated June 16, 2024

The subject site is approximately 2.35 ha in size and subject to an additional 5 m road widening (0.074 ha) along Boyd Street. The proposed development includes the construction of 71 townhomes, a dry pond, and parking spaces.

As per the pre-consultation meeting, the stormwater management design criteria for the subject site includes post-development peak flows controlled to pre-development conditions for storms up to the 100-year storm event. An enhanced level of water quality treatment (i.e., 80% TSS removal) is required for the subject site. Infiltration measures should be considered and integrated into the stormwater management design where possible.

The report and design plans were reviewed with a focus on stormwater quantity and quality management from the receiving watercourse perspective and the potential impact on the Mississippi River.

Functional Servicing and Stormwater Management Report Summary

Under existing conditions, most runoff from the site flows overland to Boyd Street without any stormwater management controls. A small portion of runoff at the south-west of the site sheet drains to the existing residential properties on Mississippi Road. Post-development minor system peak flows from the development will be discharged to a proposed dry pond, which outlets to the existing 600mm storm sewer on Arthur Street. Major overland flows will be conveyed to the proposed dry pond and Boyd Street.

The allowable release rates for the development are calculated as 48.0 L/s, 64.5 L/s, and 137.2 L/s for the 2-year, 5-year, and 100-year storm events, respectively. The total post-development

November 29, 2024

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outflows will be 29.2 L/s, 50.4 L/s and 137.2 L/s during the 2-year, 5-year, and 100-year storms, respectively, which is less than/equal to the allowable release rates.

Post-development peak flows exceeding the 5-year storm event, up to and including 100-year storm event will be contained within the dry pond. The storage volume provided within the dry pond is approximately 862.6 m³, which is greater than the required storage volume of 549.36 m³.

A combination of oil/grit separator and a dry pond are proposed to provide the required enhanced level of water quality treatment for the development.

MVCA recommends the following comments are to be addressed before moving forward:

1. The Grading Plan shows that the 5-year water elevation in the dry pond is 143.25 m. An orifice flow at elevation of 143.25 m provided in Table D-8 is 108.43 L/s, which exceeds the pre-development 5-year storm runoff rate of 64.5 L/s noted in Table 7-2. Is there a reason for using a bigger diameter orifice (i.e., 250 mm) to release excess runoff that is greater than the existing level?

The applicant has proposed two orifices as detailed in Section 8.10 of the Servicing and Stormwater Management (SWM) Report: Orifice 1 (upper) is specified as 320 mm in diameter with an invert elevation of 143.15 m, and Orifice 2 (lower) as 100 mm in diameter with an invert elevation of 142.25 m. However, the comment response from EXP Services Inc., dated June 26, 2024, lists different specifications: Orifice 1 as 370 mm in diameter with an invert elevation of 143.10 m, and Orifice 2 as 105 mm in diameter with an invert elevation of 142.25 m. These discrepancies must be resolved to confirm that the proposed SWM measures meet the intended targets. Additionally, the submission package is incomplete, missing the PCSWMM model and the Storm Drainage and Service Plan supporting the revised drainage scheme.

To address these issues, please provide the following:

1. A table in Section 8.10 comparing pre-development flows, uncontrolled post-development peak flows, and controlled post-development peak flows for all return periods.
2. An updated PCSWMM model for review.
3. Full-scale site servicing, grading, and erosion and sediment control drawings.

This information is essential for a complete and accurate review.

2. Please clarify how the 5-year post-development flow rate of 50.4 L/s noted in Table 7-3 is determined. Demonstrate that the post-development peak outflows match the allowable release rates for all storms.

The parameters used and the model routines selected significantly influence the calculated peak flows. Without a detailed review of all parameters and selected routines in the PCSWMM model, it is challenging to validate the reported peak flows. Therefore, please provide a digital copy of the PCSWMM model for our review.

3. In the existing condition, it is assumed that stormwater runoff from the site flows to Boyd Street and discharges to the existing storm sewer on Boyd Street. Under the post-development conditions, all flows up to and including the 100-year event (i.e., 137.15 L/s) from the site will be connected to the existing storm sewer on Arthur Street. Please confirm the capacity of the existing storm sewer system on Arthur Street.

The predevelopment flow will be confirmed once the PCSWMM model is provided. Based on the as-built drawings and calculations using Manning's equation (assuming free flow conditions), the existing storm sewer on Arthur Street has a capacity of 434 L/s, which appears sufficient to handle the controlled flow from the proposed development. However, staff defer to the City's engineering team to review and confirm whether the municipal storm sewer along Arthur Street has the capacity to accommodate the additional flow generated by the development.

4. Criteria #3 in Section 7.2 states: "Measures to maintain infiltration should be considered and integrated into the stormwater management design where possible.". MVCA recommends that Low Impact Development (LID) measures as part of the stormwater management plan should be implemented where feasible. Please discuss the proposed infiltration practice and demonstrate how infiltration measures will be integrated into the stormwater management design. Please refer to *Runoff Volume Control Targets for Ontario Final Report* (MOECC, October 2016) for Low Impact Development (LID) stormwater management guidelines.

It appears that the underlying soils are unsuitable for infiltration due to the presence of shallow bedrock, which ranges from 0.1 to 0.7 meters below the ground surface. Lot-level controls have been proposed to direct runoff to pervious areas, which could be considered acceptable given the site's limited infiltration capacity and the relatively small development area of 2.35 ha.

5. Geotechnical investigations may be required to determine the site-specific infiltration rate and the minimum clearance to the seasonally high groundwater elevation.

A geotechnical investigation appears to have been completed by EXP on April 29, 2021. Please provide a copy for staff review.

6. As per the Post-Development Storm Catchments plan, emergency overland flow is to be directed to the north corner of the dry pond and the municipal right-of-way. Please identify it as an emergency overland flow route and clearly show it on the plans.

An emergency spillway has been incorporated into the grading plan. The supporting spillway calculations and its location will be reviewed upon receipt of the PCSWMM model and associated engineering drawings.

At the detailed design stage, the following comments are for your consideration:

7. Please provide detailed design and/or calculations (i.e., cross-sections of the dry pond including inlet(s) and outlet(s), sides slopes, emergency overflow, infiltration capacity,

drawdown time, etc).

Upon reviewing the resubmission, we note that the requested detailed design and calculations, including cross-sections of the dry pond (inlets, outlets, side slopes, emergency overflow, infiltration capacity, drawdown time, etc.), have not been provided. Please submit the requested information along with a digital copy of the PCSWMM model for our review.

8. Please provide calculations to show how the provided storage volume within the dry pond is determined.

The submitted Servicing and Stormwater Management (SWM) Report indicates that the Modified Rational Method was used to calculate the storage volume within the dry pond; however, the detailed calculations have not been provided and remain outstanding. Please submit the detailed calculations along with a digital copy of the PCSWMM model for our review.

9. Table D-8: Inlet Control Device (ICD) Sizing does not reflect the proposed dry pond grades. Please review and revise.

It has been noted that the ICDs appear to have been sized without fully accounting for the specific elevations, slopes, or hydraulic conditions of the dry pond. This mismatch could result in ineffective flow regulation, leading to issues such as inadequate drainage, ponding, or overflow. Please confirm that the ICD sizing aligns with the proposed dry pond design. Please provide a digital copy of the PCSWMM model and supporting information to address this issue.

10. The post-development runoff coefficient provided in the report is not consistent with the value used for OGS specifications. Please review and revise.

The calculated runoff coefficient of 0.62 is equivalent to a 60% imperviousness. The value used for the OGS specifications is acceptable.

11. Section 8 of the report indicates heavy-duty silt fencing to be used around the construction area whereas the Erosion and Sediment Control Plan shows light-duty silt fencing. Please revise.

This will be reviewed upon submission of the erosion and sediment control plan drawings.

MVCA recommends the stormwater management comments #1 to #4 provided are to be addressed before moving forward. Should any questions arise, please contact the undersigned.

Based on the removal for the test for pollution in the updated Ontario Regulation 41/24, review of quality treatment is deferred to the municipality.

Jane Cho
Water Resources EIT

Jairo Morelli, P.Eng
Water Resources Engineer

November 18, 2024

Koren Lam
Senior Planner
County of Lanark
99 Christie Lake Road
Perth, ON K7H 3C2

Dear Koren,

Re: Draft Plan of Subdivision - Resubmission
Bulat Homes Ltd.
Lots 9, 11, 13, 15, 17 and Part of Lot 7, Registered Plan 7211 and Part of Block 121
Registered Plan 72925
County of Lanark
File No.: 09-T-22005

Enbridge Gas does not have changes to the previously identified conditions for this revised application(s).

Please always call before you dig, see web link for additional details
<https://www.enbridgegas.com/safety/digging-safety-for-contractors>

Sincerely,

A handwritten signature in blue ink, appearing to read 'Willie Cornelio'.

Willie Cornelio CET
Sr Analyst Municipal Planning
Engineering

ENBRIDGE
TEL: 416-495-6411
500 Consumers Rd, North York, ON M2J1P8
[enbridge.com](https://www.enbridge.com)
Safety. Integrity. Respect. Inclusion.

November 13, 2024

Koren Lam,
Lanark county
99 Christie Lake Road
Perth, ON K7H 3C6
Dear Jennifer,

RE: File 09-T-22005-Bulat Homes- Boyd St

Thank you for contacting Canada Post regarding plans for a new subdivision in The town of Carleton Place. Please see Canada Post's feedback regarding the proposal, below.

Service type and location

Canada Post will provide mail delivery service to the subdivision through centralized Community Mail Boxes (CMBs).

1 Site located between of Block 16 and 15

1 Site located Between Block 11 and 52

Municipal requirements

1. Please update our office if the project description changes so that we may determine the impact (if any).
2. Should this subdivision application be approved, please provide notification of **the new civic addresses** and **occupancy date** as soon as possible.

Developer timeline and installation

1. Please provide Canada Post with the excavation date for the first foundation/first phase as well as the date development work is scheduled to begin. Finally, please provide the expected installation date(s) for the CMB(s).

Please see Appendix A for any additional requirements for this developer.

Regards,

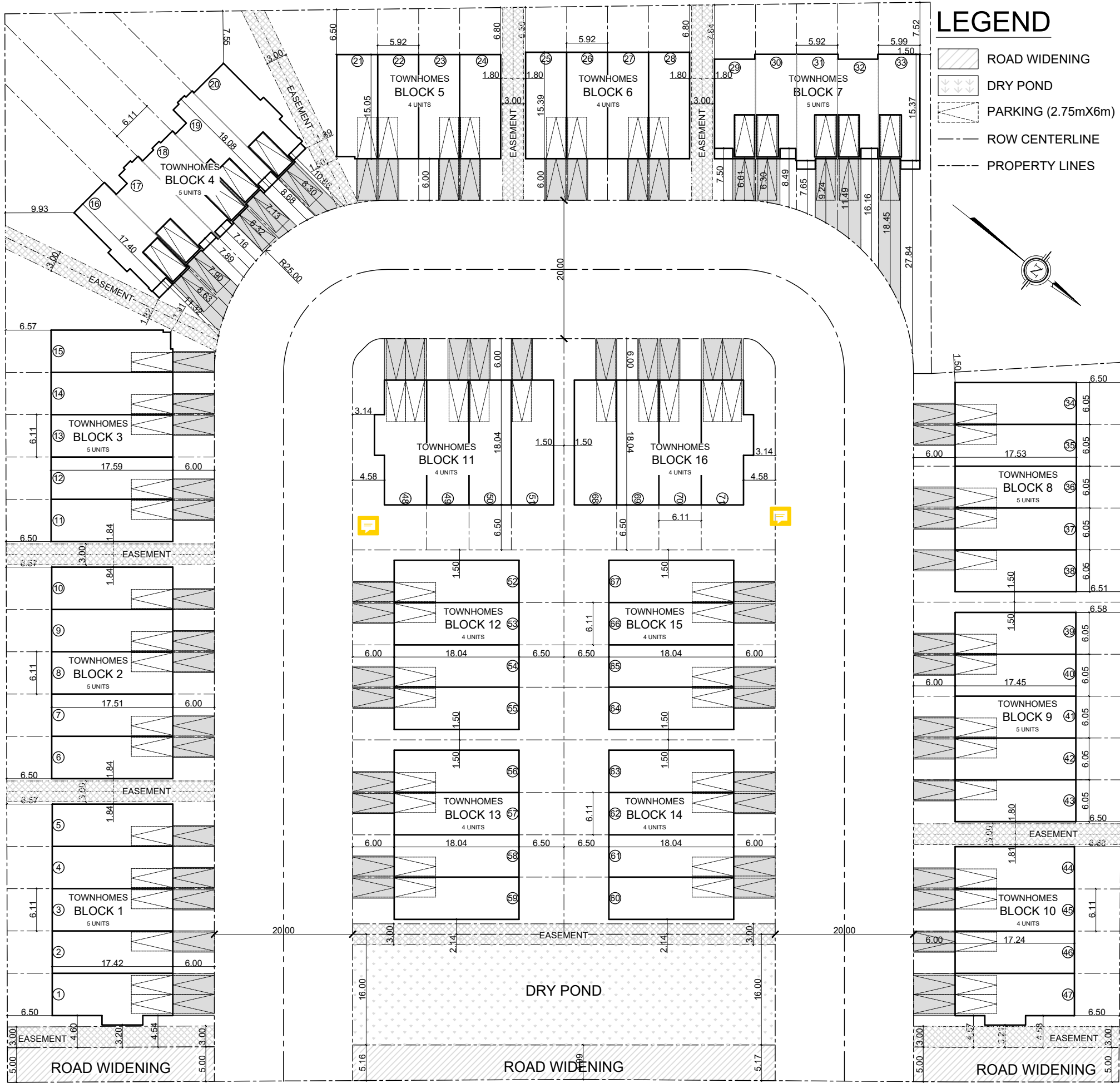
Peggy Deslauriers
Delivery Services Officer | Delivery Planning
P.O. Box 8037
Ottawa ON K1G 3H6

Appendix A

Additional Developer Requirements:

- The developer will consult with Canada Post to determine suitable permanent locations for the Community Mail Boxes. The developer will then indicate these locations on the appropriate servicing plans.
- The developer agrees, prior to offering any units for sale, to display a map on the wall of the sales office in a place readily accessible to potential homeowners that indicates the location of all Community Mail Boxes within the development, as approved by Canada Post.
- The developer agrees to include in all offers of purchase and sale a statement which advises the purchaser that mail will be delivered via Community Mail Box. The developer also agrees to note the locations of all Community Mail Boxes within the development, and to notify affected homeowners of any established easements granted to Canada Post to permit access to the Community Mail Box.
- The developer will provide a suitable and safe temporary site for a Community Mail Box until curbs, sidewalks and final grading are completed at the permanent Community Mail Box locations. Canada Post will provide mail delivery to new residents as soon as the homes are occupied.
- The developer agrees to provide the following for each Community Mail Box site and to include these requirements on the appropriate servicing plans:
 - Any required walkway across the boulevard, per municipal standards
 - Any required curb depressions for wheelchair access, with an opening of at least two metres (consult Canada Post for detailed specifications)
 - A Community Mailbox concrete access/or Culvert per municipal specifications.

[Add subdivision plan showing proposed CMB sites as part of Appendix as applicable]



LEGEND

- ROAD WIDENING
- DRY POND
- PARKING (2.75mX6m)
- ROW CENTERLINE
- PROPERTY LINES

SITE INFORMATION

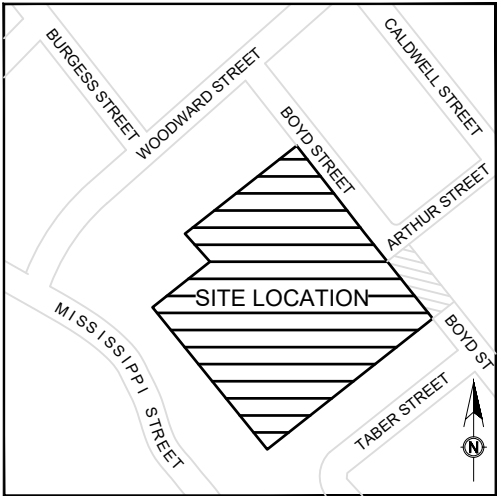
TOTAL SITE AREA	5.82 ac
TOTAL BUILDING AREA	xx
SITE COVERAGE	%
DEVELOPPED AREA	3.93 ac
ROAD AREA	1.50 ac
ROAD WIDENING AREA	0.15 ac
DRY POND AREA	0.24 ac
TOTAL NUMBER OF UNITS	71
EXISTING DISTRICT	RESIDENTIAL

BLOCK COVERAGE INFORMATION

BLOCK NO.	AREA (m²)	COVERAGE (m²)	COVERAGE (%)	NO. OF DWELLINGS
1	xx	xx	xx	xx
2	xx	xx	xx	xx
3	xx	xx	xx	xx
4	xx	xx	xx	xx
5	xx	xx	xx	xx
6	xx	xx	xx	xx
7	xx	xx	xx	xx
8	xx	xx	xx	xx
9	xx	xx	xx	xx
10	xx	xx	xx	xx
11	xx	xx	xx	xx
12	xx	xx	xx	xx
13	xx	xx	xx	xx
14	xx	xx	xx	xx
15	xx	xx	xx	xx
16	xx	xx	xx	xx

DEVELOPMENT STANDARDS - TOWNHOME DWELLINGS

SITE PROVISIONS	REQUIREMENTS	PROVIDED
LOT AREA (MIN)	NIL	
LOT COVERAGE (MAX)	60%	
LOT FRONTAGE (MIN)	5.5 M (18.04 FT)	
FRONT YARD BUILD WITHIN AREA	4.5 M, MIN (14.7 FT) 7.5 M, MAX (24.6 FT)	
EXTERIOR SIDE YARD BUILD WITHIN AREA	4.5 M, MIN (14.7 FT) 7.5 M, MAX (24.6 FT)	
INTERIOR SIDE YARD (MIN)	1.5 M (4.9 FT)	
REAR YARD DEPTH (MIN)	6.5 M (21.3 FT)	
USABLE LANDSCAPED OPEN SPACE IN THE REAR YARD (MIN)	30 SQM (538 SQFT)	
BUILDING HEIGHT (MAX)	11 M (36 FT)	
DWELLING UNIT AREA (MIN)	83.1 SQM (900 SQFT)	
NO ENCROACHMENT AREA FROM FRONT OR EXTERIOR SIDE LOT LINE	2.5 M (8.2 FT)	
PARKING SPACES	2 SPACES / DWELLING UNIT, ONE OF WHICH MAY BE PROVIDED WITH GARAGE	
GARAGE WIDTH	70% OVERALL LOT FRONTAGE (MAX)	
MAIN GARAGE FOUNDATION	SET BACK 6 M FROM FRONT OR EXT SIDE LOT (MIN)	



KEY PLAN



202 - 11 GIFFORD STREET
NEPEAN, ONTARIO K2E 7S3
TEL: 723-1008 FAX: 727-0209
I HAVE REVIEWED THE PLANS AND
ACCEPT RESPONSIBILITY FOR THE
DESIGN.
INDIVIDUAL BCIN: 100692

X

REVISIONS

PROJECT NAME:

XX

AREA: N/A SQFT APPROX

LOCATION:

BOYD STREET
CARLETON PLACE

SHEET TITLE:

SITE PLAN

SCALE: 3/16" = 1'-0"

DRAWN: R LAROCQUE

DATE: 25/09/2020

PRINT DATE:
17/08/2023 - 8:25am

DWG. NO.

S1.0