

December 22, 2021

County of Renfrew
9 International Drive
Pembroke, ON
K8A 6W5

**RE: Application for Plan of Subdivision
Fourth Avenue
Arnprior, Ontario
Applicant: 2809981 Ontario Inc.**

ZanderPlan Inc. has been retained by 2809981 Ontario Inc. to assist with a Plan of Subdivision Application for the property located at 124 Fourth Avenue in the Town of Arnprior, Ontario. The subject property is currently zoned Future Development. The applicant is seeking to create a plan of subdivision which will see the creation of 51 single detached dwellings, 4 semi-detached dwellings, 38 townhouse units and 2 apartment buildings creating 22 apartment units. This report will provide planning rational for the subdivision as well as address relevant Provincial and Municipal policy relating to the development. The site was previously the subject of a Draft Approved Plan of Subdivision (County File No. 47-T-11004) which approval has lapsed.

SITE LOCATION

The subject property is located in the Town of Arnprior in an area characterized by residential development, parks and open space, and employment lands, with frontage on Fourth Avenue (See Figure 1 below). The site is located approximately 600 metres northeast of the downtown core with the Madawaska River separating the site from the downtown. The subject property consists of one future development lot which had previously been draft approved for plan of subdivision, which approval subsequently lapsed.

SUBJECT PROPERTY

The subject site consists of approximately 13.3 acres (53,800 m²) of land with approximately 94 metres of broken frontage along Fourth Avenue. The subject site is currently a vacant underutilized lot located close to the downtown core of Arnprior. The subject property is bound by residential dwellings along 7th Avenue to the north, a car storage facility to the east, 4th Avenue to the south, and residential dwellings along Riverview Drive to the west. The site contains a mixture of deciduous coniferous woodlands, open meadows, parkland, and a vacant parking lot. There are no significant topography changes on the subject site. An existing hydro easement bisects the site in a north-south direction, and will be protected through the development proposal. The easement is proposed to be divided amongst the abutting lots, such that property

owners will own the relevant lands, but those lands will continue to be subject to an easement for hydro and future development within the easement will be restricted.

SITE DESCRIPTION – PROPOSED USE

The applicant is seeking to create a Plan of Subdivision which would see the creation of a mix of residential lots and densities on the subject property. Access to the Westhaven Gate Subdivision will see a new access road created off 4th Avenue, approximately 50 m west of Bridge Street. The subdivision is proposing 51 single detached dwellings, 4 semi-detached dwellings, 38 townhouses and 22 apartment units on 62 lots/blocks. The site would undergo grading and alteration, removing a majority of the vegetation on site, however, an EIS has been conducted by GEMTEC which outlines best management practices to ensure no negative impacts on natural heritage features occur. A landscape plan will be provided as a condition of subdivision approval, to demonstrate how vegetation will be reinstated on the site.

SURROUNDING CONTEXT

The subject property is located in the Town of Arnprior in a primarily residential area; there is a car storage facility immediately to the east of the site and an existing park on site located at the southwestern corner of the lot. To the north of the subject site there are residential uses along 7th Avenue; further north lies the McLean Avenue Park and the Lac des Chats on the Ottawa River. Premium Vehicle Storage Ottawa abuts the property to the east, while further east there are additional light industrial and employment uses. More residential uses in the form of single detached dwellings are located south of the subject site along 4th, 3rd, and 2nd Avenues. To the west are more single detached dwellings along Riverview Drive, beyond these dwellings lies the Madawaska River. The proposed subdivision will be compatible with the surrounding land uses and will represent an infill development on an underutilized property in proximity to amenity and employment spaces.

PROVINCIAL POLICY STATEMENT, 2020

The Provincial Policy Statement (PPS, 2020), created under the authority of Section 3 of the *Planning Act*, identifies matters of Provincial interest which must be considered when planning applications are filed in Ontario. Approval authorities are required to ensure that decisions on planning matters are consistent with these policies.

The proposed development is consistent with **Section 1.0** Building Strong Healthy Communities, as it represents intensification of development, thereby efficiently using land and the existing infrastructure network. It will contribute to the local area by providing a mix of housing in the form of a subdivision which will allow for the development of 115 dwelling units. As per section 1.1.1 (a) (b) (c) (d) (e) (g) (h), the proposed development promotes efficient development, contributes to the Municipality's supply of housing, avoids development which may cause

environmental or safety concerns and the prevention of efficient expansion in settlement areas as it is intensifying residential usage on a currently underutilized lot within a settlement area, minimizes land consumption and servicing costs by efficiently intensifying the usage of an undeveloped residential lot utilizing available infrastructure from 4th Avenue, and ensures the necessary infrastructure is in place to meet the current need of the development. The proposed development will efficiently intensify an existing vacant future residential development lot close to the downtown core of Arnprior, provides housing in the form of a subdivision with space to develop 115 dwelling units in an area where such development will not cause significant harm to the environment.

Section 1.1.3 speaks to Settlement Areas, noting that it is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures. As per section 1.1.3.1, the proposed development will see a residential development on an existing underutilized vacant site focusing growth and development within a settlement area. As per section 1.1.3.2 (a) (b) (c) (f), the proposed development will efficiently use land resources through creating 115 new dwelling units on an existing underutilized site, will efficiently utilize the existing servicing within the settlement area, will minimize the effects of climate change through creating a dense form of development within a settlement area which in turn ensures there is less auto dependency in comparison to greenfield development further from the Town core, and will be transit supportive utilizing the existing street network via 4th Avenue.

Section 1.2.6 speaks to Land Use Compatibility, noting that “*Major facilities and sensitive land uses* shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential *adverse effects*”. The proposed development does not meet the definition of a major facility as defined the Provincial Policy Statement and there are no expected adverse effects from contaminant discharges, noise, odour, or other public health risks from creation of a subdivision (Section 1.2.6.1). The proposed development abuts an existing light industrial use, however, any potential impacts from the industrial use have been addressed and mitigation measures suggested in the Stationary Noise Feasibility Assessment. There is a market demand for housing and many municipalities are facing a shortage on housing; there is an identified need for the proposed use in the Town of Arnprior. (Sec. 1.2.6.2 a). The assessment notes that no potential impacts will arise from the development of the proposed subdivision (Sec. 1.2.6.2 c, d).

Section 1.4 speaks to Housing, noting planning authorities shall “provide for an appropriate range and mix of *housing options* and densities required to meet projected requirements of current and future residents of the *regional market area*”. The proposed development will be in a location where appropriate levels of infrastructure and public service facilities already exist, as the subject property has frontage onto 4th Avenue which has servicing available. The proposed

development provides housing options to meet the well-being and requirements of current and future residents through the creation of 115 new dwelling units in the form of single detached, semi-detached, townhouses, and apartments which are locally appropriate with regard to other developments in the area (section 1.4.3 (b) 1, 2(c)). This development will meet the needs of current and future residents as it provides housing to the area utilizing an underdeveloped and constrained rural residential lot for the creation of 115 new dwellings through subdivision.

Section 1.6.6 of the PPS speaks to servicing, noting “*Municipal sewage services and municipal water services*” are the preferred form of servicing for *settlement areas* to support protection of the environment and minimize potential risks to human health and safety. The proposed subdivision will be serviced via municipal sewage and water. The proposed subdivision will also integrate stormwater management within the subdivision as well (addressed in further detail at the site plan control stage) (Sec 1.6.6.7 (e)).

Section 1.6.7 of the PPS speaks to transportation systems, noting efficient use should be made of existing infrastructure. The proposed development is proposing a safe extension to the transportation network which facilitates the movement of people, efficiently utilizes existing municipal servicing and transportation corridors to adequately service the site, and an increase of dwelling options and densities close to the downtown core of Arnprior. The site will also include appropriate connecting links for pedestrians and cyclists (Sec. 1.6.7.1, 2, 4).

Section 1.7.1 of the PPS speaks to Long-term economic prosperity. As per section 1.7.1 (c), the proposed development will optimize the long-term availability and use of land, resources, *infrastructure* and *public service facilities* through the intensification of an existing residential site from an underutilized parcel of land to a subdivision consisting of 115 new dwelling units. Additionally, the proposed development is responding to market-based needs through providing 115 new dwelling units through a mix of housing options.

Section 2.0 of the PPS speaks to the Wise Use and Management of Resources. An Environmental Impact Study was prepared by Gemtec to address any natural heritage features or resources on the site. A number of mitigation measures and best management practices are noted in the EIS report, to protect trees and vegetation where appropriate.

Section 2.2 of the PPS speaks to water. The proposed houses will be serviced with piped municipal water. As per section 2.2.1 (i), the subject site will ensure “stormwater management practices will minimize volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces”. The subject site has access to pre-existing stormwater management in the form of stormwater sewers running along the property line along 4th Avenue which will ensure section 2.2.1 (i) of the PPS is met. A series of catchbasins and underground pipes will be utilized onsite, to connect to the municipality’s storm sewer system.

Section 2.3 speaks to Agriculture. The subject property is within an established residential area in a settlement area and is not in close proximity to any agricultural lands. **Section 2.4** of the PPS

speaks to Minerals and Petroleum. The subject site does not contain any known *Significant Minerals and petroleum resources* that need to be preserved. **Section 2.5** speaks to Mineral Aggregate Resources; there are no known mineral aggregate resources on or within close proximity to the subject site.

Section 2.6 of the PPS speaks to Cultural Heritage and Archaeology. The subject site does not contain any known *Significant built heritage resources* or *significant cultural heritage landscapes* that need to be preserved.

Section 3 of the PPS speaks to Protecting Public Health and Safety. The subject site does not contain any known Natural Hazards per section 3.1, nor any known Human-Made Hazards per section 3.2, allowing for development to occur on the site.

Overall, the proposed severance can be considered consistent with the policies in the 2020 Provincial Policy Statement.

COUNTY OF RENFREW OFFICIAL PLAN

The County of Renfrew is the approval authority for plans of subdivision in the Town of Arnprior. The Town of Arnprior is located within the Urban Community designation under the County of Renfrew Official Plan.

Section 2.0 speaks to General Development Policies in the County of Renfrew. Policies in Section 2 are meant to augment the other policies of the Plan by defining requirements relating to specific aspects of development. The proposed subdivision fits the needs of the Town by providing 105 new dwelling units on an otherwise vacant lot close to the downtown.

Section 2.2.3 speaks to Buffering and land Use Compatibility noting that every effort shall be made to avoid conflicts between different uses. The proposed development would fall under a sensitive use as defined by this Plan. Potential compatibility issues may arise from the car storage facility abutting the property to the east, as the facility has the potential to emit noise that is above accepted limits for sensitive land uses. A noise study was conducted by GRADIENTWIND, and it was recommended that an acoustic barrier be constructed to reduce noise levels below NPC-300 criteria in the northeast corner of the property affecting the multi-unit residential buildings amenity space, or appropriate setbacks be used to separate the land uses. The Plan also references the D-Series guidelines, noting that where local zoning by-laws establish buffering principles or regulations, such regulations shall be established in accordance with applicable legislation and guidelines of applicable governing agencies.

Section 2.2.7 speaks to Contaminated Lands and Brownfield Sites. A Phase I Environmental Site Assessment was conducted by Rubicon Environmental (2008) Inc. in September of 2020. It was

determined that further study was not needed, no areas of potential environmental concern were identified.

Section 2.2.12 speaks to Servicing Policies. The proposed development would be serviced by full municipal sewage and water services. A servicing study conducted by Advance Engineering has concluded that the water and sanitary systems have reserve capacity to accommodate this development as per Sec. 2.2.12 a i.

Section 2.2.15 speaks to Noise Attenuation and/or Vibration. A stationary noise feasibility assessment was completed by GRADIENTWIND which will be discussed later on in the report.

Section 2.2.23 speaks to Environmental Impact Studies (EIS). An EIS was completed by GEMTEC in support of the proposed development. This study will be discussed later in the report.

Section 2.2.26 speaks to Active transportation. It is the intent of this Plan to address active transportation in planning decisions by addressing, where appropriate, such matters as accessibility, density, access to amenities, connectivity/linkages between land uses, provision of sidewalks in new residential plans of subdivision, and safety along walking and cycling routes. The proposed subdivision is located close to downtown and amenity spaces with existing pedestrian pathways to access the downtown from the subject property. The development would also include sidewalks to facilitate active transportation.

Section 2.1.27 speaks to Infrastructure Planning. The proposed layout of the subdivision will require a new road be built to service all lots; a Traffic Impact Study was completed by CastleGlenn Consultants to address any increased traffic generated, capacity of the current road infrastructure to handle new traffic, and an assessment of the impact of the development traffic of the existing residential neighbourhoods. This study will be discussed later in the report.

Section 2.1.29 of the Plan speaks to Parkland Dedication. The developer intends to provide the Town with cash-in-lieu of parkland, the value of which will be determined following Draft Plan approval, through a property appraisal.

Section 2.1.30 speaks to Stormwater Management. Under this Plan stormwater management plans shall be required for any new development consisting of more than three lots or for commercial or industrial developments with large amounts of impervious area. In compliance with this section a site servicing brief was completed by Advance Engineering which speaks to stormwater management. The stormwater management and erosion and sediment control measures as reference in the report by Advanced Engineering represent best practices and comply with all policies in this section.

Section 3.0 speaks to areas designated Urban Community. These urban communities represent the service centre for their respective residents and the surrounding rural area. Policies of this Plan intend that growth be directed primarily to these areas. One of the main objectives of this designation is to provide opportunities for an adequate supply and diversity of housing to satisfy

the varied needs of a growing community. The proposed subdivision will contribute to the diverse housing supply of Arnprior by including a mix of dwelling options in the form of single detached, townhomes, and multi unit residential.

Section 13.0 speaks to Transportation. The development is proposing to access an existing local municipal road and as such shall satisfy all requirements of the local municipality (Sec. 13.3.3). Under Sec. 13.3.5 an amendment to this Plan is not required for the location of new roads.

Section 14.0 speaks to Land Division Policies. The County of Renfrew is the approval authority for plans of subdivision and plans of condominium. The local municipality must, however, approve of each plan of subdivision through recommendations to the County, passage of any necessary local Zoning By-law amendment, and by entering into a subdivision agreement. The proposal is designed to be supportive of active transportation strategies as it locates people close to amenity areas with easy access by active modes of transport and walkways included in the plan of subdivision (Sec. 14.4.4). While Section 14.4.6 references a desire to have two access points, the proposed subdivision is proposing one access to 4th Avenue. Two entrances to the site will not result in an efficient layout of development as both access points will have to come off 4th Avenue. The subject property is abutted by existing residential and light industrial uses on three sides and does not have frontage on another local municipal street. In order to provide the most units and to promote higher density development one access point is proposed for the site. As mentioned previously, the proposed development will include a mixture of dwelling types in an area that can be fully serviced (Sec. 14.4.13). The proposal represents the development of an underutilized lot close to the downtown core of Arnprior and will minimize servicing costs and land consumption (Sec. 14.4.14). The proposal is in conformity with all relevant policies in this section.

Overall, the proposed Plan of Subdivision meets the intent of the policies in the County's Official Plan.

TOWN OF ARNPRIOR OFFICIAL PLAN

The subject property is designated under the Low/Medium Density Residential Area as per the Town of Arnprior Official Plan "Schedule A" as demonstrated by Figure 2 below. The Official Plan for the Town of Arnprior establishes a framework for the continued growth and development of the Town. Its primary purpose is to provide the basis for the strategic management of growth and change. A guiding principle in the Town of Arnprior's Official Plan is to support all forms of intensification in key areas, to support the efficient use of infrastructure, and to provide additional housing options to existing and future residents. The proposal will see the efficient development of an underutilized lot located close to employment, amenity space, and the downtown. The following section outlines key policies and objectives in the Official Plan and identifies how the proposed development is in conformity to these policies and objectives.

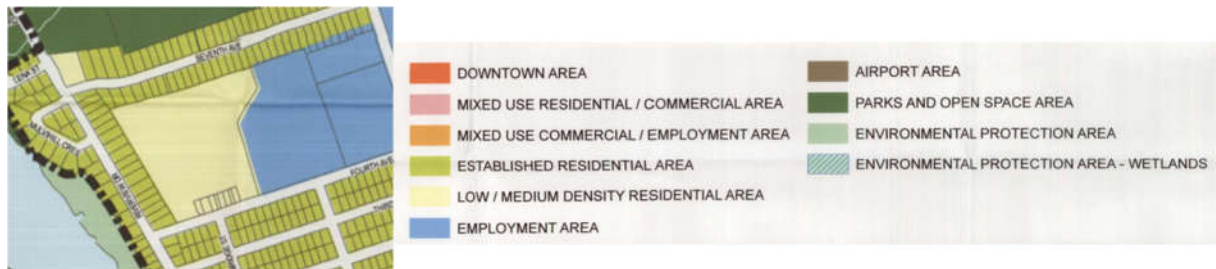


Figure 2: Town of Arnprior Official Plan Schedule A excerpt

Section A3.2 speaks to Sustainable Development and lists a number of Strategic Objectives aimed at promoting and encouraging sustainable forms of land use and development. The proposed development will be a higher density development than was previously approved to accommodate more dwelling units to meet current market demand, is located in an underutilized lot close to amenity spaces, employment, and the downtown, will provide a network of sidewalks to facilitate walking and promote healthy lifestyles, provide units with common walls to reduce heating and cooling costs by reducing the number of exposed walls, and ensure noise levels across the development meet or exceed NPC-300 criteria through recommendations provided by GRADIENTWIND (Sec. A3.2 a, d, f, g, h, j).

Section A3.4 speaks to Community Character and lists several strategic objectives aimed at protecting and enhancing the character of the community. The proposed development will enhance the character of the existing residential development by providing appropriate density and scale for the area and will provide for a network of pedestrian sidewalks and will include an appropriate mix of housing types and open spaces (Sec. A3.4 b, c).

Section A3.7 speaks to Infrastructure policies with the goal of ensuring that all infrastructure, including sanitary sewers, water distribution and stormwater management facilities, roads and municipal facilities meet the needs of present and future residents and businesses. The proposed development will ensure that all infrastructure is built prior to or coincident with development and will provide for an integrated transportation network which supports various modes of transportation (Sec. A3.7 a, b). As demonstrated through the Site Servicing Brief conducted by Advance Engineering, the proposed development can be adequately serviced by the Town's current infrastructure without major upgrades to the towns existing infrastructure (Sec. A3.7 c).

Section A3.8 speaks to Housing policies with a goal to provide an appropriate housing supply and range of housing choices to meet the needs of present and future residents. The proposed development provides a total of 115 units distributed between single detached dwellings, townhouses, semi-detached, and apartment dwellings. This mix provides for a wide range of housing options and pricing while providing opportunities for rental housing and housing for various lifestyles (Sec. A3.8 e). The proposal is consistent with policies set out in this section.

Section C2 speaks to policy on lands designated Low/Medium Density Residential Area. These lands represent the recently developed and vacant residential areas on the edges of the built-up area of the Town, and which are planned for a variety of housing forms. **Section C2.2** of the Official Plan speaks to the objectives of the designation. The proposal will conform with the objectives of this designation as it will provide opportunities for new housing units with an appropriate mix of housing types (Sec. C2.2 a, b). The proposal will see a vacant underutilized property close to downtown developed, thereby contributing to the Town's compact form while respecting the character of the existing residential neighbourhoods (Sec. C2.2 c). The proposal will also provide open space for recreation (Sec. C2.2 d).

Section C2.4 speaks to Development and Redevelopment Policies. Sec. C2.4.1 a) states that no less than 50% of new dwelling units in any contiguous development area that has more than 20 units be comprised of single detached dwellings. It is understood in discussion with Town staff that single and semi detached units would fall under the classification of "single detached dwellings" for this policy. The proposed development will have slightly less than 50% of proposed dwellings as single detached and will not completely conform to this policy. With 51 single detached and 4 semi detached units proposed, the total of 55 units will represent approximately 48% of the total of 115 units on the site. It is notable that the policy under Sec. C2.4.1 seems to contradict with key policy objectives found in Sec. C2.2. Objective C.2.2 b) states: "Provide for a range of housing types and forms to ensure accessible, affordable, adequate, and appropriate housing for all socio-economic groups". The proposed development meets this broader objective as mentioned above by providing a mix of housing that will maintain the character of the area and provide for affordable alternatives to single detached dwellings. The proposal still offers 48% of the units as single detached dwellings.

The proposal will allow for the efficient development of an underutilized lot within the Town of Arnprior, removing the need for further greenfield development. For these reasons, this proposal represents good planning, and therefore this small reduction in the overall housing mix of single-detached should be considered reasonable and appropriate. Section C2.4.1 c) allows for the approval of developments that do not adhere to policy C2.4.1 a) without amendment to this Plan. The proposal conforms with policies set out in Sec. C2.4.2 Integration of Different Housing Types, by offering a range of housing units on the site. The proposal will integrate single detached dwellings and semi-detached and/or townhouse dwellings as well as a block for apartment units, and provide housing choice throughout the development area (Sec. C2.4.2 a). The proposed townhouse dwellings are not proposed to back onto existing single-detached dwellings, nor will they front on the entrance road to the development area (Sec. C2.4.2 b, c). The development proposal will respect the existing physical character of the residential neighbourhood (Sec. C2.4.2 d).

Section C2.5 speaks to Design Consideration in New Development Areas. Sidewalks are proposed on one side of the proposed local roads through the subdivision, while ensuring the design of the sidewalks are barrier-free for all people (Sec. C2.5 a, b). The proposed streets are laid out in a

logical grid like pattern that connects all areas of the development and allows for the efficient travel of vehicles (Sec. C2.5 e). C2.5 f) speaks to site grading and alteration, which will be addressed at the detailed design stage of the subdivision process. The proposed locations for driveways ensure pedestrian safety by positioning them as far from intersections as possible enhancing line of sight for drivers who may encounter pedestrians (Sec. C2.5 g).

Section E speaks to General Development Policies that are to be considered with every application to develop land in the Town through the subdivision process. **Section E3** addresses Land Use Compatibility with **Section E3.1** speaking to Noise and Vibration. The proposal has undergone a noise impact study in accordance with Ministry of Environment (now Ministry of the Environment, Conservation and Parks) and provided mitigation measures to reduce noise levels to meet NPC-300 criteria (Sec. E3.1 a). **Section E3.2** speaks to Sensitive land uses; the proposed development can be considered a sensitive land use under the definition provided in this Plan. As the employment lands to the east of the subject site are used currently, no negative impacts to the proposed development are anticipated, nor are their anticipated restrictions or impacts to the continued operation of the employment area. The proposed development fits in with the character of the area and will see an adequate buffer area between the proposed development and the light industrial building. The lands at 124 4th Avenue were re-zoned from employment lands to low/medium density residential area to allow for Arnprior to develop residential dwellings in a smart, sustainable, and contiguous manner.

Section E7 speaks to Urban design and lists several key objectives aimed at achieving and sustaining a well-designed and harmonious built form within the Town. **Section E7.3** lists policies which shall apply to the review of, and decisions on, applications made under the Provincial *Planning Act*. Policies under Sec. E7.3.1.2 address streets and streetscaping, streets will be designed in accordance with the Town of Arnprior standards. A detailed landscaping plan will be available at the site plan stage. Sec. E7.3.1.3 addresses policies on Lighting; a detailed lighting plan will be available at the site plan stage. Sec. E7.3.1.4 addresses policies on Services and Utilities. As noted, preliminary servicing for the subdivision has already considered, and the details will be provided after Draft Plan Approval. **Section E7.3.2.1** provides policies on Residential Site and Building Design. The proposed development meets all policies in this section, there are no reverse frontage dwellings proposed, the development will provide for the safe and convenient access of pedestrians and vehicles, paired driveways are proposed where possible to increase the number of on-street parking spaces, exterior design and massing will respect design of adjacent properties and the larger community, and garage projections beyond the front face of the dwellings will be minimized to the extent possible to reduce visual impact.

Overall, the proposed subdivision can be considered consistent with the policies in the Town of Arnprior's Official Plan.

THE CORPORATION OF THE TOWN OF ARNPRIOR ZONING BY-LAW NO. 6875-18

The subject property at 124 4th Avenue is zoned Future Residential in the Town of Arnprior Zoning By-Law No. 6875-18 (See Figure 3). The proposed development will see a mixture of single detached, semi-detached, townhouse, and apartment dwellings and will be subject to policies in the R3 and R4 zones under the Zoning By-Law.

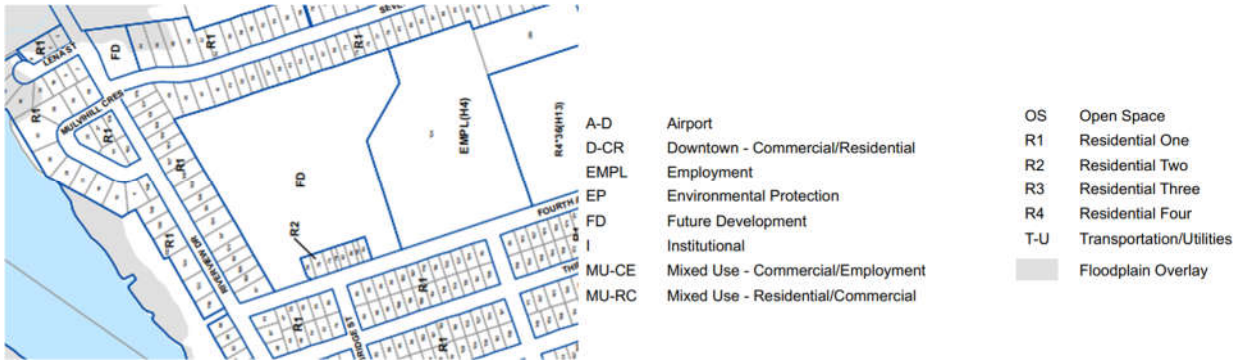


Figure 3: Town of Arnprior Zoning By-law

Sec 4.6 of the zoning by-law speaks to Frontage on a Street or Highway. All but 5 dwelling units will front onto the new street that is being constructed pursuant to the Subdivision Agreement (Sec. 4.6 b). The remaining 5 units will front onto the existing 4th Avenue (Sec. 4.6 a).

Sec. 4.14 speaks to Sight Triangles. The proposed development meets or exceeds all policies regarding sight triangles, and no obstructions will be permitted in the identified sight triangles on site.

Section 5.2 speaks to General Parking Provisions. The proposed development will be consistent with this section and will provide the minimum number of parking spaces required in accordance with the provisions for each type of dwelling unit (Sec. 5.2.1 a). The proposed parking spaces will conform to the minimum size requirements for spaces provided on a driveway (Sec. 5.2.5 a). Parking for the apartment dwelling units will be confirmed through a detailed site plan at the time of development.

Sec. 6.0 speaks to Residential Zones. As mentioned previously the parcel is currently zoned Future Development, however, with the new dwelling units proposed, the zoning would be updated to reflect the density and mix of units proposed. The area is designated Low/Medium Density Residential area in the Town of Arnprior Official Plan and will therefore need to be rezoned to Residential Three (R3) and Residential Four (R4) zones as outlined in Sec. 6.2. The Residential Three zone generally applies to single-detached, semi-detached and duplex dwellings, and the Residential Four zone permits apartment dwellings and multiple dwellings (up

to three storeys) and street townhouse dwellings. The proposed lots and blocks have been designed to comply with the R3 and R4 zone provisions.

A Zoning By-law Amendment application form will be filed with the Town of Arnprior, as a condition of Draft Plan Approval.

GEOTECHNICAL AND SUBSURFACE INVESTIGATION

A subsurface investigation was conducted by Houle Chevrier Engineering dated September 1, 2011. The purpose of the investigation was to determine the general soil and groundwater conditions at the site by means of a number of test pits. Based on surficial geology maps of the area, the site is underlain likely by clay and silt. Bedrock geology suggests that the overburden is underlain by Precambrian aged marble at depths ranging from 5 to 10 metres. The field work for the investigation was carried out on July 7, 2011 at which time 12 test pits were advanced on the site.

The geotechnical investigations revealed that the silty sand and sand deposits above the groundwater level and the silty clay deposits above or below the groundwater are considered suitable for the support of structures on spread footing foundations. Imported granular material to the specifications mentioned in the report should be used where the proposed founding level is above the level of the native soil or where subexcavation of fill material, disturbed material or organic soils is required below proposed founding level. All exterior footing and those in any unheated parts of the structures should be provided with at least 1.5 metres of earth cover, or where earth cover is not possible, a combination of earth over and polystyrene insulation should be considered for frost protection.

To prepare for the proposed roadways all surficial topsoil and any soft, wet or deleterious materials should be removed from the locations of the proposed roadways. For the roadways proposed, the following minimum pavement structure should be used: 80 millimetres of hot mix asphaltic concrete (40 millimetres of HL3 over 40 millimetres of HL8), 150 millimetres of OPSS Granular A base cover, 375 millimetres of OPSS Granular Type B, Type II subbase. The report suggests that the pavement granular materials should be compacted in maximum 300 millimetre thick lifts to at least 98 percent of standard Proctor maximum dry density. It is recommended that the services of Houle Chevrier Engineering Ltd. be engaged during construction to confirm that subsurface conditions of the proposed development do not differ from those in this report and that construction activities do not negatively affect the intent of the design.

TRAFFIC IMPACT STUDY

A traffic impact study was conducted by CastleGlenn Consultants Inc. dated August 4, 2021. CastleGlenn Consultants Inc. reviewed background traffic conditions within the study area, using data collected in the month of July, 2021, modeled the traffic generated by the proposed

development during a typical weekday morning and afternoon at peak travel demand, conducted an intersection capacity analysis on both the background and forecast morning and afternoon peak hours of demand that corresponds to the full build-out horizon year (2024) and 5 years after the anticipated build out horizon (2029), and conducted an assessment of the impact of the development traffic on existing residential neighbourhoods.

The findings from this report show that the development is expected to generate about 55 two-way trips during the morning peak hour and 69 two-way trips during the afternoon peak hour of demand. All intersections in the study were found to operate with acceptable levels of service in existing and future conditions. The report also conducted a right turn lane assessment for the future Forth Avenue/site access intersection and found that no westbound right turn tapers or lanes are required.

ENVIRONMENTAL IMPACT STATEMENT

An Environmental Impact Statement (EIS) was conducted by GEMTEC Consulting Engineers and Scientists Limited (GEMTEC) dated September 7, 2021. GEMTEC completed a desktop review to gather information on the site and to assess the potential presence of Species at Risk (SAR) to occur on the subject property or within the study boundary. A single field investigation was undertaken on July 8, 2021, to describe in general the natural setting of the subject property and to identify any potential SAR or habitat that may exist at the subject property. The following SAR and their habitat were identified as having the potential to occur on-site: eastern small-foot myotis, little brown myotis, tri-coloured bat, and chimney swift.

Potential impacts to the natural heritage system were primarily attributed to the loss of forest habitat, with direct impacts to the woodlands associated with vegetation clearing and grading of land. However, the cumulative loss and impact to overall function of the woodlands was determined to be minimal. The report recommends a stoppage of work should any SAR be discovered, additionally to adhere to applicable legislation, best management practices, and vegetation clearing windows for birds and bats, Section 7 in the EIS should be consulted. Overall, the report finds that the proposed project complies with the natural heritage policies of the PPS and the County of Renfrew Official Plan. No negative impacts to identified natural heritage features or their ecological functions are anticipated due to the proposed development as long as all mitigation measures in Section 7 are enacted and best management practices followed. These measures can be implemented through the subdivision agreement.

STATIONARY NOISE FEASIBILITY ASSESSMENT

A Stationary Noise Feasibility Assessment was conducted by GRADIENT WIND dated June 30, 2021. The study was aimed at calculating the expected noise levels on proposed sensitive land uses from the existing Hydro One facility northeast of the site and a car storage facility abutting the property to the east and providing appropriate setback distances and mitigation measures to ensure compliance with NPC-300 guidelines. The results showed that the highest noise levels

occur at the northeast corner of the property which is nearest the HVAC equipment on the roof of the car storage facility. With appropriate setbacks or the installation of a 2.2 metre-tall acoustic barrier along the northeast perimeter, noise levels are expected to fall below NPC-300 criteria. In addition, no stationary noise impacts from the development itself are anticipated.

PHASE I ENVIRONMENTAL SITE ASSESSMENT

A Phase I Environmental Site Assessment (ESA) was conducted by Rubicon Environmental (2008) Inc. (Rubicon) dated September 15, 2020. The report found that the subject site has never been developed with any structures or buildings. Through an ERIS report, Rubicon identified zero records and no Potentially Contaminating Activities (PCAs) onsite that would represent an Area of Potential Environmental Concern (APEC). A Phase I ESA site visit was conducted on September 2, 2020. Rubicon found through an evaluation of available records and a site inspection on the subject property that no Potentially Contaminating Activities (PCAs) were identified onsite that would represent an Area of Potential Environmental Concern (APEC). Offsite PCA's were considered to be low risk. The final recommendation from Rubicon was that no further environmental investigation is warranted for the subject property.

SITE SERVICING BRIEF

A Site Servicing Brief was prepared by Advance Engineering dated November 10, 2021. Advance Engineering prepared a report to describe and evaluate the existing infrastructure in the immediate area surrounding the development site and anticipate servicing needs for the development. Advance Engineering identified the following municipal networks and structures along 4th Avenue: watermain, sanitary sewer, storm sewer, hydro lines, gas main, and Bell network. Advance Engineering also identified the following networks and structures along 7th Avenue: storm sewer, sanitary sewer, and watermain.

The report proposes to provide water supply to the development through a new 150 mm diameter PVC DR 35 watermain that will be connected with Tee connections to the existing watermains at 4th Avenue and 7th Avenue. The report finds that the existing sanitary sewer capacity is able to accommodate the proposed development. The report proposes a 200 mm diameter PVC DR 35 sanitary sewer with a minimum slope of 0.32% to outlet into the existing sanitary sewer at 4th Avenue. Stormwater management will occur through catch basins and underground pipes directing stormwater to the open spaces located at the southwest part of the site where it will be controlled and discharged gradually into the existing 750 mm storm sewer at 4th Avenue. Quality control of the stormwater consists of an enhanced level of treatment (80% of TSS removal) by on-site measures to protect receiving sewers and watercourses. Temporary erosion and sediment control measures will be implemented and maintained prior to commencing earthworks operations on site and will be built in accordance with provincial standards (OPSS 805). Detailed design will follow after Draft Plan Approval.

SUMMARY

The Owner is proposing to build a new subdivision on lands located on 4th Avenue in the Town of Arnprior. The subdivision will include a mix of housing types and densities, totalling 115 new homes. The proposed subdivision meets the intent of the policies in the Town and County Official Plans, and is consistent with the policies in the 2020 Provincial Policy Statement. The development will be serviced will full municipal services off of 4th Avenue. A Zoning By-law Amendment will be required as a condition of Draft Plan Approval, to place the property in appropriate residential zones.

Should you require any additional information, please do not hesitate to contact the undersigned.

All respectfully submitted by:



Tracy Zander, M.Pl, MCIP, RPP