

# Planning Justification Report

Official Plan Amendment, Zoning By-Law  
Amendment and Plan of Subdivision

640 White Lake Road



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Submitted on behalf of: Tartan Homes Corporation  
February 9, 2021

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# 1 Introduction

Tartan Land Consultants Inc. is the planning consultant for Tartan Homes Corporation who is under contract to purchase the lands known municipally as 640 White Lake Road (“subject site”) in the Town of Arnprior and County of Renfrew.

The subject site is designated Mixed Use Commercial / Employment area in the Town of Arnprior Official Plan and Mixed Use Commercial / Employment – Holding 3 in the Town of Arnprior Zoning By-Law No. 6875-18. Tartan Homes Corporation is proposing to develop the subject site as a residential subdivision. Applications for an Official Plan Amendment, Zoning By-Law Amendment and Plan of Subdivision are required to facilitate the proposed development.

The purpose of this Planning Justification Report is to evaluate the proposed development in the context of relevant policy and regulatory frameworks and to provide justification for the proposed development being in accordance with good planning principles.

## 1.1 Pre-Consultation

A pre consultation meeting was held June 24<sup>th</sup>, 2020 with County of Renfrew and Town of Arnprior staff. A planning response from the County of Renfrew dated July 28<sup>th</sup>, 2020 and Town of Arnprior dated August 6<sup>th</sup>, 2020 was received and is provided as Appendix A. The planning responses identify the required plans and studies to be submitted in support of the applications. The following plans and studies are submitted in support of the applications:

- Draft Plan of Subdivision;
- Comprehensive Review, prepared by Novatech, dated December 16, 2020;
- Fiscal Impact Study, prepared by Altus Group, dated February 2, 2021;
- Phase 1 Environmental Site Assessment, prepared by Paterson Group, dated August 21, 2020;
- Environmental Impact Study, prepared by Muncaster Environmental Planning, dated January 12, 2021;
- Planning Justification Study, prepared by Tartan Land Consultants Inc., dated February 5, 2021;
- Noise Impact Assessment Study, prepared by Integral DX Engineering Ltd., dated February 1, 2021;
- Serviceability and Stormwater Management Report, prepared by Novatech, dated February 3, 2021;
- Traffic Impact Study, prepared by Novatech, dated January, 2021; and a
- Preliminary Geotechnical Investigation, prepared by Paterson Group, August 26, 2020.

A summary of the above noted studies are provided in Section 5 of this Planning Justification Report.

## 2 Subject Site and Surrounding Land Uses

### 2.1 Subject Site

The subject site is legally described as Part of Lots 3 and 4, Concession A, Geographic Township of McNab, Town of Arnprior, County of Renfrew. As shown on Figure 1, the subject site has street frontage on Bev Shaw Parkway, White Lake Road and Van Dusen Drive. For the purpose of this Report, White Lake Road is considered to be in a north-south alignment. The subject site has a total land area of 14.675 hectares.



Figure 1: Aerial Location Map

The subject site was initially used for agriculture purposes until approximately 1990 when a golf driving range and residential unit was constructed. The golf driving range was operational until 2010 but has remained vacant since the operations ceased. Existing structures and features of the subject site include a residential home in the south west corner, a pro shop, surface parking area and an approximate 0.25 hectare pond landscape feature in the north west corner and agricultural fields approximately 4 hectares in size in the central and west sections of the site. The pro shop and residential dwelling are serviced with private potable wells and septic systems.

The natural features of the subject site include a large mowed grass area. There are trees along the south edge of the site, in the front yard of the residential dwelling, in the open area east of White Lake Road and around the pond landscape feature. There is a deciduous hedgerow along the agricultural fields north of Van Dusen Drive and in the western portion of the site. The subject site does not contain any natural heritage features, significant woodlands or significant wildlife habitat.

Overall, the terrain is relatively flat with a slope toward the north east corner of subject site. Stormwater runoff from the subject site drains to the north east corner into a drainage ditch that runs along Bev Shaw Parkway. The drainage ditch carries flow across highway 417 where it discharges into the Madawaska River with the ultimate tributary being the Ottawa River.

## 2.2 Surrounding Land Uses

The surrounding area can be described as having a mix of land uses, as illustrated on Figure 1. The following are key existing and planned land uses in the vicinity of the subject site:

**North:** The Antrim Truck Stop is located directly north of the subject site. North west of the subject site is a W.O. Stinson & Sons gas station retail outlet. Approximately 500 meters north from the subject site is the White Lake Road clover leaf providing access to Highway 417.



*Antrim Truck Stop, view looking north*



*W.O Stinson and Sons, view looking north west*

**South:** Lands to the south are agriculture lands that are designated future mixed use Commercial / Employment Area in the Town of Arnprior Official Plan.

**East:** The Arnprior Airport is located to the east of the subject site.



*Agriculture lands, view looking south*



*Arnprior Airport, view looking east*

**West:** White Lake Road is a county road that bounds the subject site to the west. Immediately to the west are un-serviced rural lots in the Township of McNab / Braeside followed by a residential subdivision with municipal services in the Town of Arnprior.



*Rural lots to the west*



*Residential subdivision to the west*

### 3 Proposed Development

Tartan Homes Corporation is proposing the development of a residential subdivision containing single detached units, semi-detached units, townhouse units and a park. The Draft Plan of Subdivision is provided as Figure 2 and the Schedule of Land Use is provided in Table 1. A full version of the Draft Plan of Subdivision is provided as Appendix B.



Figure 2: Draft Plan of Subdivision

**Table 1: Schedule of Land Use**

<b>Land Use</b>	<b>Lot/Block numbers</b>	<b>Area (ha)</b>	<b>% of total land</b>	<b>Number of units</b>
Single detached units	1-138	6.716	46%	138
Semi-detached units	171-179, 157, 158	0.564	4%	22
Townhouse units	139-156, 159-170	2.724	19%	112
Parkland	180	0.734	5%	
Streets		3.937	27%	
<b>Total</b>	<b>180</b>	<b>14.675</b>		<b>272</b>

### **Residential Uses**

There are a total of 272 residential units which include 138 single detached units (51% of total units), 22 semi-detached units (8% of total units) and 112 townhouse units (41% of total units). The total area of residential lots and blocks is 10.00 hectares. Site density based on the aforementioned unit count is 27.19 units per net hectare. The proposed residential units will be traditional ground and street-oriented homes. Typical block depths for semi-detached and townhouses blocks are 31.00 meters while for single detached lots is 31.50 meters. Minimum lot frontages are 12.0 meters for single detached units, 7.875 meters for semi-detached units and 6.1 meters for individual townhouse units. The streetscape will have a varied built form and façade options, various different tree species in the front yards, and varying setbacks and porch protrusions along the street.

### **Transportation**

The subject site has street frontage on Bev Shaw Parkway (354.31 meters), White Lake Road (345.99 meters) and Van Dusen Drive (424.64 meters). The proposed internal road network is comprised of local roads that have a 20 meter right-of-way. Internally, the streets are designed to funnel traffic to street 1 which intersect with Bev Shaw Parkway and Van Dusen Drive. Both Bev Shaw Parkway and Van Dusen Drive are a two-lane collector road with a 50km/h posted speed limit and which intersect with White Lake Road. White Lake Road runs northeast / southwest and serves as the arterial road connection for this area. White Lake Road has a two-lane cross section and posted speed limit of 50km/h along the section road abutting the subject site. Approximately 500 meters north from the subject site is the White Lake Road clover leaf providing access to Highway 417.

There are no pedestrian and cycling facilities on the roadways abutting the subject site. A sidewalk is proposed be provided on the east side of street 1.

There is no public transit service provided by the Town of Arnprior. Private commuter services between the Town of Arnprior and Ottawa/ Gatineau services are offered by Classic Alliance Motorcoach as route #500, however this service is temporarily suspended due to the COVID-19 pandemic.

### **Site Servicing**

Conventional site servicing and storm water management are proposed for the subject site and is discussed in further detail in Section 5.3 of this report.

The proposed water servicing plan indicates the site will be serviced internally by 200mm and 300mm watermains and will connect to the existing 300mm watermain in Bev Shaw Parkway. The cost of the

oversizing difference for the 300mm watermains external to the site will be eligible for Development Charge credits in the Town of Arnprior DC By-law.

The proposed sanitary servicing plan provides two options. Both options propose the construction of on-site gravity sanitary sewers. Option 1 proposes to convey flows to a new municipal sanitary pump station located in the south east corner of subject site which would connect to the existing gravity sanitary sewer located in Bev Shaw Parkway, via a new sanitary forcemain. Option 2 proposes the construction of a municipal sanitary sewage collection system to service the greater development area of Van Dusen Drive which would include the construction gravity sewers, sanitary forcemains and a new pump station located on lands outside the subject site. The municipal sanitary sewage collection system would need to be constructed and front ended by the developer and be included in the Town of Arnprior's DC By-Law update.

The proposed stormwater management plan provides two options. Both options propose the construction of on-site gravity storm sewers. Option 1 proposes to convey the storm water runoff to a new stormwater management facility in the northeast corner of the subject site which will outlet to the existing drainage ditch along Bev Shaw Parkway. Option 2 proposes the construction of a municipal storm sewer collection system to service the greater development area of Van Dusen Drive which include the construction of gravity storm sewers and a new storm water management facility located on lands outside the subject site where it would outlet to Lake Madawaska.

It is expected the subject site will be serviced in 2 to 3 phases.

### **Park**

The proposed park is block 180 on the Draft Plan of Subdivision and is 0.734 hectares in size. The park is sized to reflect a parkland dedication of five percent of the total land within a residential plan of subdivision, as required by the Town of Arnprior. The park is proposed to be located in a relatively central location along street 1 for direct and easy access for all residents in the subdivision. The park has approximately 107 meters of frontage on street 1 and 89 meters of frontage on street 3.

## 4 Required Applications

In order to facilitate the development of the site as residential, the following planning applications are required:

### 4.1 Official Plan Amendment

The Town of Arnprior Official Plan designates the subject site as *Mixed Use Commercial / Employment*. An Official Plan Amendment is required to accommodate the proposed development. The requested Official Plan Amendment would redesignate the subject site from *Mixed Use Commercial / Employment* to *Low / Medium Density Residential* in the Town of Arnprior Official Plan.

Justification for the proposed Official Plan amendment is provided in Section 6 of this Report.

### 4.2 Zoning By-law Amendment

The subject site is currently zoned *Mixed Use Commercial / Employment – Holding 3* in the Town of Arnprior Zoning By-Law No. 6875-18. A Zoning By-law Amendment is required prior to the subject site being developed residential.

Subject to an approved Official Plan Amendment and in accordance with a final Draft Plan of Subdivision, the requested Zoning By-law Amendment would rezone the subject site from *Mixed Use Commercial / Employment – Holding 3* to:

- *Residential three (R3)* for the areas containing single-detached and semi-detached dwelling units;
- *Residential four (R4)* for the areas containing street townhouse dwelling units; and
- *Open Space Zone* for the park block.

The requested Zoning By-law Amendment is discussed in detail in Section 6.3 of this Report.

### 4.3 Plan of Subdivision

Submission and approval of a Plan of Subdivision application is required by the County of Renfrew. The Town of Arnprior also requires an approved Plan of Subdivision, as outlined in Section *E1 Subdivision of Land* in the Town of Arnprior Official Plan, due to the proposed development providing new public roads, new municipal services and to ensure the subject site is developed in an orderly and efficient and manner. The approval of a Plan of Subdivision will ensure appropriate agreements with the Town of Arnprior are entered into and registered on title.

A Plan of Subdivision application is being submitted concurrently with an Official Plan Amendment and Zoning By-law Amendment application. It is understood that the approval of a Plan of Subdivision is dependent on an approved Official Plan Amendment.

## 5 Supporting Studies

The following section provides a summary of the technical studies submitted in support of the proposed development.

### 5.1 Phase 1 Environmental Site Assessment

A Phase One Environmental Site Assessment (ESA) was completed by Paterson Group, dated August 21, 2020. The study does not identify any environmental concerns based on the current and past use of the subject site. In the surrounding lands, two retail fuel outlets, a service garage and airport were identified as Potentially Contaminating Activities (PCAs) but does not result in being identified as Areas of Potential Environmental Concern (APECs) based on their location. The study concludes that based on the findings of the report, a Phase Two ESA would not be required.

Recommendations were provided for the buildings located on the subject site. Prior to the disturbance of the buildings, an asbestos survey of the building should be conducted in accordance with Ontario Regulation 278/05 under the Occupational Health and Safety Act and the paint should be tested for lead content in accordance with Ontario Regulation 278/05, under the Occupational Health and Safety Act.

Comment: A Record of Site Condition is required due to the requested change to a more sensitive land use. The Record of Site Condition is being completed and is ongoing.

### 5.2 Environmental Impact Study

An Environmental Impact Study was prepared by Muncaster Environmental Planning, dated January 12, 2021, in support of the proposed development.

The subject site is described as being disturbed from a natural heritage perspective. Existing conditions include a driving range with an associated surface parking lot, landscape pond feature and office, agricultural fields and a single family residence with a large mowed amenity area. There are potential swales located along the north and east edges of the property and an east-west channel between the agricultural fields and driving range. The swales were assessed for supporting aquatic habitat and were found to have no direct aquatic habitat potential. There is a roadside ditch along the east side of White Lake Road which was found in late August to have standing water, no well-defined flow and did not appear to be connected with any notable aquatic features. Cultural meadow features include a mowed grass area, scattered trees along the east edge of the site, in the front yard of the residence, in the open area east of White Lake Road and around the landscape pond feature. There is a deciduous hedgerow along the south edge of the agricultural fields and in the south west portion of the site.

No natural heritage features were observed on or adjacent to the site. No Species at Risk were observed on or adjacent to the site. Except for butternut habitat generally found in the area, there are no observed specific habitat characteristics related to Species at Risk on or adjacent to the site. There were no significant woodlands or significant wildlife habitat observed on or adjacent to the subject site. Other features not observed on the site include natural direct fish and aquatic habitat, significant wetlands, significant valleylands or Area of Natural and Scientific interest. There are no important linkages to natural areas further from the site due to the surrounding land uses.

Tree retention in the west-central section of the site is not anticipated due to the proposed density of the site, grading requirements and location away from the site periphery. Tree retention of the bur oaks in good condition in the south deciduous hedgerow should be considered if grading, drainage and other servicing constraints permit. Planting of local native trees and shrubs is recommended to replace some of the function of existing trees and to provide the best opportunity for success.

The study concludes that development of the site would not have a significant cumulative effect on the regional landscape due to existing site conditions and lack of linkages to natural areas external to the site. The proposed development will avoid negative impacts on significant natural heritage features and functions and the environment in general. The mitigation and avoidance measures provided in the report should be properly implemented to ensure there are no negative net impact associated with site alterations required for the proposed development.

### 5.3 Serviceability and Stormwater Management Report

A Serviceability and Stormwater Management report was completed by Novatech, February 3, 2021. The subject site is identified as Area 37 in the Town of Arnprior Water and Wastewater Master Plan which serves as a comprehensive review of existing and future needs of municipal infrastructure for the Town of Arnprior. The purpose of the report is to address the serviceability of Area 37 (640 White Lake Road) and Area 1 (00 Van Dusen Drive) as residential developments, both separately and combined. Area 1 is a second property parcel which is proposed to be developed residential by the same proponent.

**Water Servicing Options:** The proposed water servicing plan for Area 37 is to install 200mm and 300mm watermains internally and connect to the existing 300mm watermain in Bev Shaw Parkway. A watermain loop would be provided by constructing a 300mm diameter watermain from Bev Shaw Parkway through the site to Van Dusen Drive and loop back up to the existing watermain on White Lake Road. Additional water supply may be required for firefighting purposes which will be determined as part of the detailed design work for the proposed development.

**Sanitary Servicing Options:** Area 1 & 37 separated sanitary servicing proposes the construction of on-site gravity sanitary sewers to convey flows to a new municipal sanitary pump station likely to be located in the south east corner of Area 37. The proposed pump station would connect to the existing gravity sanitary sewer located in Bev Shaw Parkway, via a new sanitary forcemain.

Area 1 & 37 combined sanitary servicing is the preferred option which proposes the construction of a municipal sanitary sewage collection system to service the greater development area of Van Dusen Drive. The proposed municipal sanitary sewage system would include the construction of approximately 2.0 km of gravity sewer, 2.5 km of sanitary forcemain and a pump station located on the Area 1 lands. The pump station would pump flows to the existing gravity sanitary sewer in Bev Shaw Parkway. The municipal sanitary sewage collection system would need to be constructed and front ended by the developer of Area 1 and 37 and be included in the Town of Arnprior's DC By-Law update as there is a larger tributary area that benefits from the pump station.

Downstream sewer capacity constraints will limit the flows or number of residential units to approximately 110 until the downstream sewer upgrades are completed.

**Storm Servicing Options:** Area 1 & 37 separated storm servicing proposes the construction of on-site gravity storm sewers to convey storm water runoff to a new stormwater management facility (SWMF) in

the northeast corner of Area 37 which will outlet to the existing drainage ditch on Bev Shaw Parkway. This option is not ideal as there would be a significant grade raise on the site due to the elevation of the outlet ditch.

Area 1 & 37 combined storm servicing is the preferred option which proposes the construction of a municipal storm sewer collection system to service the greater development area of Van Dusen Drive. The proposed municipal storm sewage system would include the construction of a SWMF on the Area 1 lands and a 1350mm diameter gravity storm sewer along Van Dusen Drive from Area 37 to Area 1 and then to SWMF. The SWMF would control and treat stormwater from Area 37 and Area 1 prior to out-letting to Lake Madawaska.

The stormwater management facility requires approval by the Ministry of Natural Resources and Forestry (MNRF) and will meet the design criteria required by the Ministry of the Environment 'Stormwater Management Planning and Design Manual'.

The report provides a summary of capital costs to service Areas 1 and 37 separately or combined. Combined servicing of Areas 1 and 37 is found to provide a savings of hard costs in the amount of \$810,510.00. The report concludes that adequate servicing can be provided to the subject site with the combined servicing of Areas 1 and 37 being the preferred option.

## **5.4 Geotech Report**

A preliminary Geotechnical Investigation dated August 26, 2020 was completed by Paterson Group in support of the proposed development. The objective of the investigation was to determine subsurface soil and groundwater conditions and provide preliminary geotechnical recommendations for the geotechnical design aspects of the proposed development.

The subsurface conditions observed on the subject site generally consist of topsoil and/or fill underlain by silty clay with sand and/or gravel. Geological mapping information indicate there is bedrock consisting of marble in the western portion of the site and dolomite of the Oxford formation in the eastern portion of the site with overburden thickness varying from approximately 10 to 30 meters across the site. It is expected that long-term groundwater levels will be found between a 5 to 6 meters depth but it is noted that this may fluctuate throughout the year and could be encountered during construction.

Geotechnical considerations and precautions are provided in detail in the report. Notably for design purposes, a permissible grade raise restriction of 3 meters is provided. Also important to note are landscaping considerations. The upper portion of the silty clay deposit found on the subject site is considered to be low to medium sensitivity clay. Tree planting recommendations where silty clay is encountered include setback limits for large trees being equal to the full mature height of the tree while setback limits for small and medium size trees is 4.5 meters. Certain fast-growing tree species should not be planted near foundations including poplars, willows and fast-growing maples.

The report concludes that from a geotechnical perspective, the site conditions are adequate for the proposed residential development. Recommendations and next steps at the detailed design stage include the completion of a detailed geotechnical investigation along with a review of the detailed grading plan and observation and additional sampling and testing during various stages of construction.

## 5.5 Noise Impact Assessment Study

A Noise Impact Assessment Study was prepared by Integral DX Engineering Ltd. February 1, 2021, to determine the impact of roadway traffic and Airport noise sources on the subject site and a second property located at 00 Van Dusen Drive.

Roadway noise from Highway 417, Campbell Drive, Van Dusen Drive, White Lake Road, Vanjumar Road, and Bev Shaw Parkway were assessed due to the proximity of these roads to the subject site. Using Points of Assessment in 'worst-case' locations throughout the site, the study found indoor and outdoor noise control measures would be required for certain units. The noise attenuation measures may include a noise barrier fence and ventilation requirements such as the provision for central air conditioning (A/C). Any unit requiring noise control measures will require Notices-on-Title with Warning Clause(s) per NPC-300 (see Appendix C). The final noise barrier design and Warning Clause requirements will need to be finalized at the detailed design stage.

The subject site is located adjacent to the Arnprior Airport. Aircraft noise levels were assessed based on Noise Exposure Forecast (NEF) and/or Noise Exposure Prediction (NEP) contours. The only NEF/NEP contours available for the Arnprior Airport were developed in 1987 and represented the projected worst-case scenario at the time. Referencing the 2009 Arnprior Airport Master Plan, it is demonstrated that the role of the Arnprior Airport has changed with actual airport traffic being less than half of the projected airport traffic. The decrease in airport traffic is attributed to the proximity of the MacDonald Cartier Airport and closure of the adjacent Boeing Aircraft facility. As a result of the updated airport role, there is no expectation that the noise levels in the 1987 South Renfrew Municipal Airport Master will be realized. However, due to the lack of any updated noise contours, including a NEF-25 contour, all blocks beyond the NEF-28 contour are assumed to be exposed to NEF-28 sound levels for the purposes of this study. With regards to the proposed development blocks shown beyond the NEF-30 contour, the study concludes actual air traffic noise exposure levels would in fact be below the NEF-30 contour if re-calculated and given that residential development above NEF/NEP 30 contours in some contexts is permitted, the affected blocks on the subject site should not be precluded from residential development. Additional mitigation measures for the blocks above the NEF-30 contour would be appropriate to satisfy any potential occupant concerns.

The noise control requirements for aircraft noise are based on the NEF/NEP contours. There are no applicable outdoor noise control measures for aircraft noise. Indoor noise control measures may include building component requirements, warning clauses and ventilation requirements such as the provision for or installation of A/C units. An assessment of building envelope components will be required at the final design stage once additional building information is available.

A summary of noise attenuation measures for both roadway and airport noise is illustrated as Figure A.4 in the Noise Assessment Impact Study and is shown as Figure 3 in this Report.

The study concludes that the subject site can be developed as residential with the implementation of required indoor and outdoor noise control measures and Notices-on-Title.

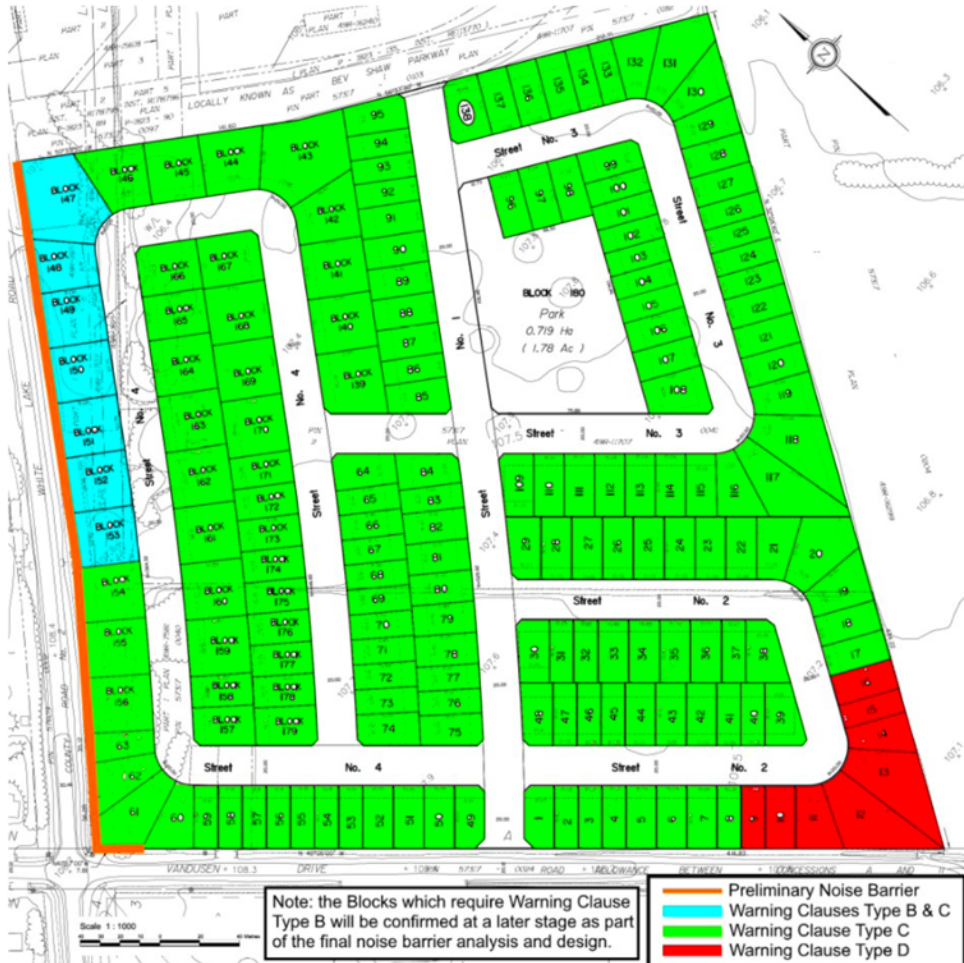


Figure 3: Summary of Noise Attenuation Measures

## 5.6 Transportation Impact Study

A Transportation Impact Study (TIS) report was prepared by Novatech, dated January 2021, in support of the proposed development at 640 White Lake Road and a proposed development located at 00 Van Dusen Drive owned by the same proponent. For the purpose of this TIS, the two proposed developments are considered together and expected to be completed in three phases as follows:

- Phase 1: 110 units at 00 Van Dusen Drive, complete by 2024
- Phase 2: 300 units (272 units at 640 White Lake Road and 28 units at 00 Van Dusen Drive), complete by 2029; and
- Phase 3: remaining 142 units at 00 Van Dusen Drive, complete by 2035.

The TIS was prepared for Phase 1 only with subsequent phasing requiring a TIS addenda.

The TIS collected traffic counts (MTO) to determine existing pedestrian, cyclist and vehicular traffic volumes. The TIS compared the 2018 and 2020 traffic counts at the White Lake Road/ Vanjumar intersection to identify patterns and potential impact of COVID-19 on area traffic volumes and found little discrepancy. As such, the 2020 counts are considered a valid representation of typical traffic volumes in the area. Using 1% background growth rate and incorporating traffic generated by phase 1 for the 2024

traffic analysis and traffic generated by phase 1 and 2 for the 2029 traffic analysis, the main conclusions and recommendations are as follows:

#### Development Design and Parking

- Parking provided in the driveways and garages will comply with the Town of Arnprior's Zoning By-Law;
- For 640 White Lake Road, A STOP controlled intersection is planned for the street 1/ Bev Shaw Parkway intersection and street 1/ Van Dusen Drive intersection with free flow traffic on Bev Shaw Parkway and Van Dusen Drive;
- For 00 Van Dusen Drive, A STOP controlled intersection is planned for the two street connections to Van Dusen Drive for the with free flow traffic on Van Dusen Drive;
- Local road rights-of-way are expected to be 20m and are sufficient to accommodate the site traffic;
- For 640 White Lake Road, there is sufficient left turning sight distance from street 1 turning left onto Bev Shaw Parkway; and
- All three proposed street connections onto Van Dusen Drive have sufficient site distance.

#### Traffic Analysis Phase 1, 2024 buildout year

- Traffic from Phase 1 is not expected to have a major impact on the overall operations of the study intersections which include the signalized intersection of White Lake Road and the Highway 417 ramps, White Lake Road and Vanjumar/ Bev Shaw Parkway, and White Lake Road and Van Dusen/ Campbell;
- Westbound left turn lanes for White Lake Road at Bev Shaw Parkway or Van Dusen Drive are not expected to be warranted; and
- No road modifications will be required to accommodate Phase 1.

#### Traffic Analysis Phase 2, 2029 buildout year

- The signalized intersection at White Lake Road and Highway 417 ramps are expected to continue to operate well;
- The intersection at White Lake Road and Van Dusen/ Campbell are expected to have minimal queuing and delay;
- Westbound left turn lanes will be warranted on White Lake Road at Bev Shaw Parkway and at Van Dusen Drive; and
- Road modifications to accommodate Phase 2 are recommended and include:
  - Installing a westbound left turn lane on White Lake Road for traffic turning onto Van Dusen Drive;
  - Installing a westbound left turn lane on White Lake Road for traffic turning onto Bev Shaw Parkway; and
  - Installing traffic signals at the White Lake Road at Vanjumar Drive/ Bev Shaw Parkway intersection.

Additional analysis of the road modifications will be required in the Phase 2 TIS Addendum.

The study concludes that the proposed development can be accommodated by the adjacent transportation network with the implementation of the warranted road modifications.

## 5.7 Comprehensive Review

Comment: It is our position that a Comprehensive Review is not required for a Mixed Use Commercial / Employment land use designation. Notwithstanding that, we decided to proceed with a Comprehensive Review to better inform the requested Official Plan Amendment. The Comprehensive Review was extended to address commercial lands in the same manner as employment lands since commercial uses are currently permitted on the subject site.

A Comprehensive Review for 640 White Lake Road was prepared by Novatech, December 16, 2020 in support of an Official Plan Amendment to re-designate the subject site from Mixed Use Commercial / Employment Area to Low / Medium Density Residential Area.

The Comprehensive Review follows the requirements set out in the defined terms of the Provincial Policy Statement 2020 (PPS) for Comprehensive Review. Key conclusions of the Comprehensive Review are provided in this summary.

### Employment Area Designation

The Comprehensive Review demonstrates that the subject property does not meet the criteria for 'employment lands' in the PPS nor the criteria set out in Section 1.3.2 of the PPS for when a Comprehensive Review is required for the following reasons:

1. The permitted uses in the Mixed Use Commercial / Employment Area designation in the Town of Arnprior Official Plan are not consistent with the definition of 'employment area' in the PPS, whereas the permitted uses in the 'employment area' in the Town of Arnprior Official plan are.
2. The protection of employment area as outlined in policy 1.3.2.6 of the PPS and policy C6.2 e) of the Town of Arnprior Official Plan is not found in the Mixed Use Commercial/ Employment Area in Section C5 of the Town of Arnprior Official Plan.
3. The Subject Property is not located within provincially or regionally significant 'employment areas' as identified by the Province, County of Renfrew and Town of Arnprior.

### Residential land supply and need for conversion

The Town of Arnprior Official Plan notes that there is sufficient residential land available to accommodate growth until 2036 but acknowledges that population growth projections are able to change based off of new data. Newer population projections were prepared by Watson and Associates for the 2017 Development Charges Review Study. Comparing the Town of Arnprior Official Plan population projections against the population projections from 2017, it is demonstrated that the Town of Arnprior Official Plan is under-estimating their population projections and as a result, total demand for residential units in the Town of Arnprior.

The Comprehensive Review provides evidence in shifting demand for residential units in the Town of Arnprior. The rising demand for housing the Town of Arnprior can be attributed in part to rising housing costs in large urban areas such as the City of Ottawa, reduced housing costs in the Town of Arnprior, proximity of Arnprior to the City of Ottawa and the increasing trend of working from home.

As a result of the updated population projections and shifting demand for housing in the Town of Arnprior, it was determined that the Town of Arnprior does not have enough residential lands to accommodate the projected demand thereby requiring more land to be converted to residential.

### **Employment land supply and need for conversion**

Using data from the 2019 Watson and Associates Developments Charges Report, it was demonstrated that employment growth will be significantly less than what was projected in the 2017 Town of Arnprior Official Plan. It was further demonstrated that the Town of Arnprior has a surplus of employment lands to meet the needs of the Town. A review of vacant/ underdeveloped employment lands in the Town of Arnprior determined there was more than eight times the amount of employment lands to meet the projected needs of the Town and that these lands have sufficient access to Highway 417.

### **Commercial land supply**

The Comprehensive Review identified 56.7 hectares of vacant land designated as Mixed Use Commercial/ Employment Area in the Town of Arnprior Official Plan. The majority of these lands are located west of the Madawaska River. Re-designating the Subject Property would not negatively impact the supply of available commercial lands nor interrupt large scale commercial development on the west side of highway 417. The existing supply of commercial lands far exceeds demand, as demonstrated in the development history of the Subject Property. The Comprehensive Review determined that the Town of Arnprior has a surplus of mixed use commercial lands.

### **Suitability of the land for conversion**

The Comprehensive Review demonstrates that the Subject Property is suitable for being re-designated from Mixed Use Commercial / Employment Area to Low / Medium Density Residential for the following reasons:

1. The Subject Property can be adequately serviced with water, sewer and stormwater management services for residential development.
2. The area of the Subject Property is suitable for efficient residential development that can support a mix of unit types and all required infrastructure.
3. The Subject Property is ideally located near existing transportation infrastructure and is desirably located on the south side of White Lake Road with reasonable access to the Highway 417 interchange. Re-designation of the subject property to Low / Medium Density Residential land would not detract from the amount of employment area lands near the highway417 interchange.
4. The Subject Property will not negatively impact the abutting residential and commercial land uses.
5. It is demonstrated that the Town of Arnprior Official Plan recognizes little impact of residential uses near the Arnprior Airport as objectives for the Airport Area land use designate provide opportunities for development and redevelopment on excess lands not required for airport operations, including residential uses.

### **Conclusion**

The Comprehensive Review demonstrates that there are excess employment lands designated in the Town of Arnprior Official Plan, there is not sufficient residential supply to accommodate the increased projected population growth, and there is a need to designate additional residential lands. The report concludes the

conversion of the subject project from Mixed Use Commercial / Employment to Low / Medium Density Residential is consistent with the Provincial Policy Statement, represents good planning, and provides the Town of Arnprior the opportunity to meet the increasing demand for residential land.

## **5.8 Fiscal Impact Study**

A Fiscal Impact Study for 640 White Lake Road and 00 Van Dusen Drive was prepared by Altus Group, February 2, 2021. The report examined the potential fiscal impacts for both proposed developments on the Town of Arnprior finances. The study looked at one-time revenues being Development Charges (DC) and capital infrastructure requirements along with on-going revenues and costs for the Town of Arnprior.

The study completes a detailed analysis of revenues and costs of both developments and determined there is a positive annual fiscal benefit of \$435,200.00 per year based on the total proposed number of 552 new residential units.

## 6 Policy and Regulatory Framework

The following section sets out the planning policy framework to assess the proposed development in the context of relevant policies and regulations.

### 6.1 Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 (PPS), issued under Section 3 of the *Planning Act*, came into effect on May 1, 2020. The PPS provides policy direction on matters of provincial interest related to land use planning and development in the Province of Ontario. Under the *Planning Act*, decisions that affect planning matters “shall be consistent with” policy statements issued under the Act. The proposed development was reviewed against the PPS in its entirety with relevant policies discussed in detail below.

Under section 1.0 - *Building Strong Healthy Communities* of the PPS, policies are provided for managing change and direction to achieve efficient land use and development patterns to support community, environment and economic sustainability.

1.1.1 *Healthy, liveable and safe communities are sustained by:*

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) *promoting development and land use patterns that conserve biodiversity; and*
- i) *preparing for the regional and local impacts of a changing climate.*

Response: The proposed development provides a range of housing types, is compact in form and facilitates the intensification of land within the Town of Arnprior. The land use pattern and proposed density supports efficient and sustainable development that makes the best use of an underutilized vacant land parcel. The development of the subject site as residential can be supported by existing and planned amenities in the area, including a new neighbourhood park to meet the recreational needs of residents.

## **Settlement Area**

*1.1.3.1 Settlement areas shall be the focus of growth and development.*

*1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed; and*
- g) are freight-supportive.*

*1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

Response: The subject site is located in the Town of Arnprior which is identified as an Urban Community on Schedule A of the County of Renfrew Official Plan. Urban Communities are designated settlement areas where growth is directed to. The proposed development contains a mix of densities that is located adjacent to existing residential to the west, making it a logical and efficient extension of residential development. If the subject site is permitted to developed as residential, it will provide an important link to the future residential development located at 00 Van Dusen Drive in the Town of Arnprior. Residential development at 00 Van Dusen Drive would otherwise be isolated as it has no direct access to downtown Arnprior under the Trans-Canada Highway and it is surrounded by airport lands. Active transportation will be supported within the subject site with the installation of sidewalks in key locations. The proposed development will contribute to growth within the Town of Arnprior as it is compact form and will ensure infrastructure is expanded at an efficient rate and which support the efficient use of land.

## **Land Use Compatibility / Airports**

*1.2.6.1 Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.*

*1.2.6.2 Where avoidance is not possible in accordance with policy 1.2.6.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:*

- a) there is an identified need for the proposed use;*
- b) alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;*
- c) adverse effects to the proposed sensitive land use are minimized and mitigated; and potential impacts to industrial, manufacturing or other uses are minimized and mitigated.*

1.6.9.1 *Planning for land uses in the vicinity of airports, rail facilities and marine facilities shall be undertaken so that:*

- a) *their long-term operation and economic role is protected; and*
- b) *airports, rail facilities and marine facilities and sensitive land uses are appropriately designed, buffered and/or separated from each other, in accordance with policy 1.2.6.*

1.6.9.2 *Airports shall be protected from incompatible land uses and development by:*

- a) *prohibiting new residential development and other sensitive land uses in areas near airports above 30 NEF/NEP;*
- b) *considering redevelopment of existing residential uses and other sensitive land uses or infilling of residential and other sensitive land uses in areas above 30 NEF/NEP only if it has been demonstrated that there will be no negative impacts on the long-term function of the airport; and*
- c) *discouraging land uses which may cause a potential aviation safety hazard.*

Response: The proposed development is located adjacent to the Arnprior Airport which is a major facility. The Comprehensive Review demonstrates that residential development on the subject site would not negatively impact the airport land uses. The Noise Impact Assessment Study determined the site can be developed as residential with the implementation of noise control measures. Additionally, a report provided by an aviation consultant for the Arnprior Airport confirms the Arnprior Airport is not certified nor protected by federal zoning and as such, policies 1.6.9.1 and 1.6.9.2 of the PPS do not apply - the report is provided in Appendix D.

## **Employment Area**

1.3.2.5 *Notwithstanding policy 1.3.2.4, and until the official plan review or update in policy 1.3.2.4 is undertaken and completed, lands within existing employment areas may be converted to a designation that permits non-employment uses provided the area has not been identified as provincially significant through a provincial plan exercise or as regionally significant by a regional economic development corporation working together with affected upper and single-tier municipalities and subject to the following:*

- a) *there is an identified need for the conversion and the land is not required for employment purposes over the long term;*
- b) *the proposed uses would not adversely affect the overall viability of the employment area; and*
- c) *existing or planned infrastructure and public service facilities are available to accommodate the proposed uses.*

1.3.2.6 *Planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations.*

Response: The Comprehensive Review finds the subject site is not an employment area as defined in the PPS and as such, the policies in the PPS related to employment areas do not apply. Additionally, the Comprehensive Review finds the re-designation of the subject site from Mixed Use Commercial / Employment Area to Low / Medium Density Residential Land would not detract from the amount of 'employment area' land in the Town of Arnprior in proximity to an interchange, that the vacant 'employment areas' in the Town of Arnprior have sufficient access to highway 417, and that residential development will have no impact on the adjacent commercial, residential and airport land uses.

## Housing

1.4.1 To 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, planning authorities shall:

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

Response: The Comprehensive Review determined there is not sufficient residential land supply to accommodate the increased projected population growth, and there is a need to designate additional lands as residential.

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans...;
- b) permitting and facilitating:
  1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
  2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

Response: The proposed development contains a range and mix of housing types and densities in order to meet current and projected housing needs of residents. The housing mix proposed has a range of housing price points which can accommodate a range of incomes.

## **Sewage, Water and Stormwater**

*1.6.6.2 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. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.*

*1.6.6.7 Planning for stormwater management shall:*

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;*
- b) minimize, or, where possible, prevent increases in contaminant loads;*
- c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*
- d) mitigate risks to human health, safety, property and the environment;*
- e) maximize the extent and function of vegetative and pervious surfaces; and*
- f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.*

Response: the proposed development can be serviced in accordance with policies in Section 1.6.6 of the PPS, as demonstrated in the serviceability and Stormwater Management Report summarized in Section 5.3 of this Report.

Under Section 2.0 *Wise Use and Management of Resources*, policies encourage the protection of natural heritage, water, agricultural, minerals and petroleum, mineral aggregate resources and cultural heritage and archaeological resources for their economic, environment and social benefits.

Response: The subject site is consistent with the policies under Section 2.0 *Wise Use and Management of Resources* of the PPS as it does not contain any natural heritage features or significant water features. The subject site is not a prime agricultural area and is not subject to policies relating to Agriculture. The subject site is not located in an area with known Mineral and Petroleum resources nor mineral aggregate resources. The subject site is not located in an area of archaeological potential and as a result an archaeological assessment was not required.

Under Section 3.0 *Protecting Public Health and Safety*, policies encourage reduction of the potential for public cost or risk from natural or human-made hazards.

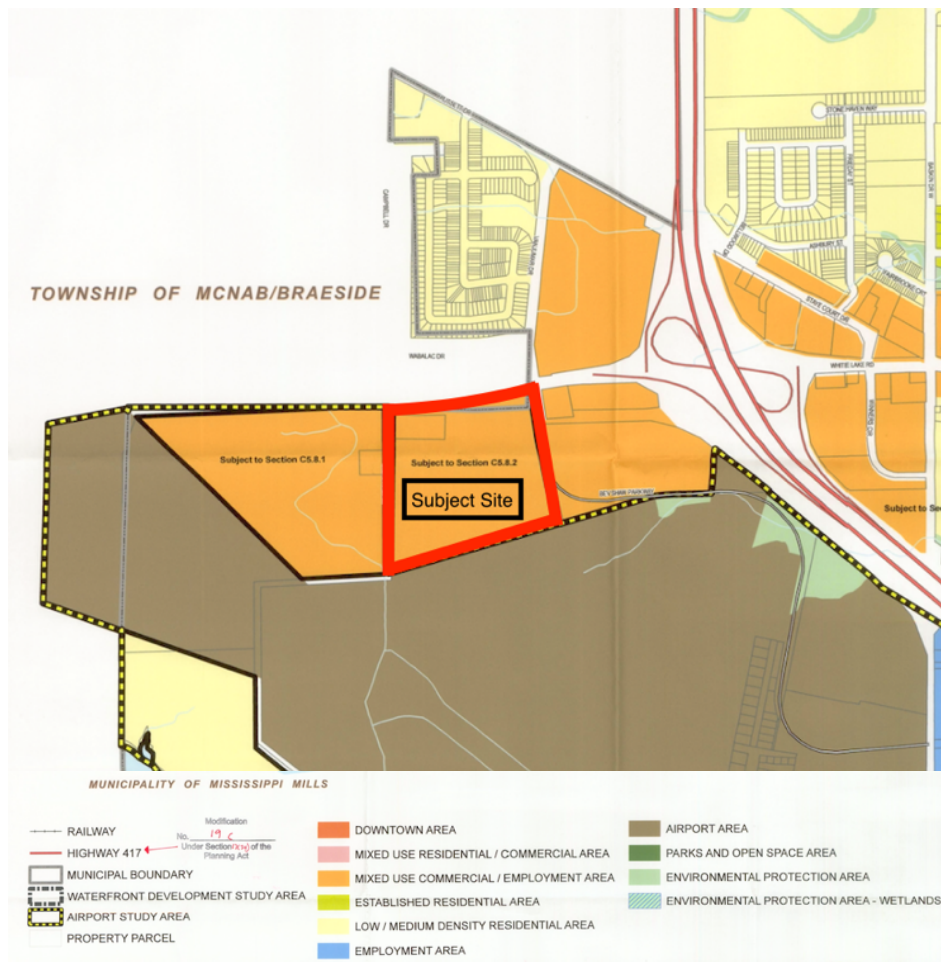
Response: The subject site is consistent with the policies under section 3.0 *Protecting Public Health and Safety* of the PPS as it is not located near natural or human-made hazards.

Summary: The subject site is located within a designated Settlement Area in the Town of Arnprior. The proposed development supports the efficient use of land and sustainable expansion of services in the area. The variety of housing types and densities proposed will help meet the current and projected housing needs of residents while also taking into account varying income levels and demography. The planning review finds the proposed development is consistent with the policies in the PPS.

## 6.2 Town of Arnprior Official Plan, 2017

The Town of Arnprior Official Plan (“Official Plan”) was modified and approved by the County of Renfrew on December 7, 2017, under subsection 17(34) and (35) of the *Planning Act* and adopted by By-law 6723-17. The Official Plan provides guidelines and policy direction for development within the Town of Arnprior which conform to and implements the County of Renfrew Official Plan. The proposed development was reviewed against the Official Plan in its entirety with relevant policies discussed in detail below.

The subject site is designated *Mixed Use Commercial / Employment Area*, subject to Section C5.8.2 as shown on Schedule “A” of Town of Arnprior Official Plan Land Use map (**Figure 4**).



**Figure 4: Schedule "A" Town of Arnprior Official Plan, Land Use Excerpt**

C5.2 It is the objective of the Mixed-Use Commercial / Employment Area designation to:

- a) Provide for the development of retail uses that primarily have large floor areas in high traffic areas that have been comprehensively planned;
- b) Maintain and enhance the function of these commercial areas in the Town that serve a large market as major multi-use, multi-purpose commercial areas;

- c) *To encourage the consolidation, intensification and expansion of major commercial uses and to encourage the redevelopment of existing major commercial uses to foster a more pedestrian oriented environment;*
- d) *Provide for orderly, phased redevelopment of existing single use commercial areas into multi use commercial areas that accommodate complementary retail, service, and office employment uses;*
- e) *Provide locations for light industrial uses that do not require large buildings or sites;*
- f) *Provide locations for start up uses and other uses that require a variety of site and building configurations;*
- g) *Provide opportunities for redevelopment and the evolution of traditional industrial uses into higher quality service commercial and office uses in mixed use buildings;*
- h) *Provide opportunities for businesses offering complementary services to locate in close proximity to each other; and,*
- i) *Protect these commercial areas from incompatible residential uses*

Response: The proposed development would require an Official Plan Amendment to re-designate the subject site from Mixed Use Commercial / Employment Area to Low / Medium Density Residential Area. The Comprehensive Review demonstrates that the Town of Arnprior has a surplus of mixed use commercial lands, that the existing supply of commercial lands far exceeds demand and that the re-designation of the subject site would not negatively impact the supply of available commercial lands nor interrupt large scale commercial development on the west side of highway 417.

As per Section C5.8.2 640 White Lake Road of the Official Plan, a Holding symbol in the implementing Zoning By-Law is to remain on the subject site until the following conditions are met and approved to Council's satisfaction:

- a) *A Site Plan for the entire property has been submitted with all required studies, including those noted below, and approved by the Town;*
- b) *The applicable Site Plan Agreement is entered into and registered on title;*
- c) *The servicing studies and plans for sanitary sewer, storm sewer and water service have been submitted and approved;*
- d) *The traffic impact/analysis study indicating phased/overall impact of development on the road system has been submitted and approved;*
- e) *The storm drainage report has been submitted and approved; and,*
- f) *The site grading and drainage plan has been submitted and approved*

Response: The requirements provided in Section C5.8.2 are acknowledged as being required prior to the removal of the Holding symbol in the Town of Arnprior Zoning By-law.

#### *B10 Employment Area Conversion*

*Proposals to convert lands within the Employment Area designation to another land use designation will be reviewed through a comprehensive review as defined by this Plan. In considering a request to remove lands from an Employment designation, it shall be demonstrated through the comprehensive review that:*

- a) *There is a need for the conversion; and,*
- b) *The lands are not required over the long-term for the employment purposes for which they are designated.*

Response: The subject site does not meet the criteria for a Comprehensive Review as it is not a designated "Employment Area". Notwithstanding that, a Comprehensive Review was completed to better inform the requested Official Plan Amendment and a summary is provided in Section 5.7 of this Report. The Comprehensive Review provides a detailed analysis of Official Plan policies relevant to the conversion of employment and commercial lands to residential lands. The Official Plan policies addressed in the Comprehensive Review will not be discussed in this Report but instead referred to in the planning responses provided.

**Section B Growth Management** of the Official Plan has been addressed largely in the Comprehensive Review submitted with the applications. Additional policy consideration was given in this Report for the following:

#### *B6 New development adjacent to built up area*

*In cases where new development is proposed outside of the built up area, it should be demonstrated that:*

- a) The new development area will generally serve as a logical extension to the existing - built up area, is compact and minimizes the consumption of land;*
- b) A range of housing choices will be provided, subject to servicing constraints; and,*
- c) All of the other infrastructure and public service facilities required to service the new development area is available, with such infrastructure and public service facilities being used as efficiently as possible.*

#### *B8 Infrastructure and public service facilities*

- a) Infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities shall be provided in a coordinated, efficient and cost-effective manner that considers impacts from climate change while accommodating projected needs.*
- b) Planning for infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities shall be coordinated and integrated with land use planning so that they are:
  - i) Financially viable over their life cycle, which may be demonstrated through asset management planning; and,*
  - ii) Available to meet current and projected needs.**

#### *B9.4 Affordable housing*

- a) The Town supports the provision of housing which is affordable to low and moderate-income households. In this regard the minimum target for the provision of housing which is affordable in the Town is 15%.*
- b) The Town shall consider this target when projects that comprise 25 or more dwelling units are proposed. The Town may consider the provision of such units off, as well as on site.*

#### *B12 Economic/Fiscal Impact Analysis*

##### *B12.1 Town Requirements*

*The Town may require that an economic/fiscal impact analysis be completed in support of Comprehensive Development Plans or any other significant proposal, as determined by Council. This analysis shall be coordinated between the Town and relevant boards and agencies and shall include but not be limited to:*

- a) An assessment of service costs including transportation, water, wastewater, police, community and health services;
- b) The impact on operating and capital budgets, and the financing implications related to the impact on tax levy, user rates and development charges; and,
- c) The ability to financially and technically provide for the required servicing infrastructure in order to allow the development to proceed on a timely basis.

Response: The subject site is located adjacent to existing built up areas including residential development to the west, commercial uses to the north and the Arnprior Airport to the east. Development of the subject site is a logical progression of development in the area which can be serviced by connecting to existing infrastructure and through the provision of new servicing infrastructure for the greater development area that would be front ended by the proponent. The provision of new infrastructure for the greater development area will ensure a coordinated, cost efficient and sustainable provision of services to accommodate projected housing needs in the Town of Arnprior. The proposed development provides a range of housing choices and will be developed at densities that minimizes the consumptions of land and which allow for efficient servicing of the site. Additionally, the types of housing proposed will help meet the needs of residents with different income levels, lifestyle and household types through varying price points that meet the affordable housing definition as provided in the Official Plan. The Fiscal Impact Study completed in support of the proposed development determined there is a positive annual fiscal benefit for the Town of Arnprior should residential development be permitted as proposed.

### **Low/Medium Density Residential Area**

The requested residential land use designation for the proposed development is *Low / Medium Density Residential Area*. Section C2 of the Official Plan provide direction and policies for lands designated as *Low / Medium Density Residential Area* which plan for a variety of housing forms that may be located in vacant residential areas along the edges of built up areas of the town.

*C2.2 It is the objective of the Low / Medium Density Residential Area designation to:*

- a) Provide for new housing opportunities to meet the Town's projected housing needs;
- b) Provide for a range of housing types and forms to ensure accessible, affordable, adequate, and appropriate housing for all socio-economic groups;
- c) Achieve more compact forms of residential development in a manner that is compatible with the character and pattern of adjacent surrounding development;
- d) Ensure that new residential areas permit a variety of complementary and compatible land uses, including community facilities, open space areas; and,
- e) Establish a comprehensive set of design guidelines and policies for new residential development that fosters the establishment of an urban environment that is safe, functional, sustainable, and attractive.

The proposed development has been assessed against the applicable *Low / Medium Density Residential Area* policies in Section C.2 of the Official Plan.

### *C2.3 Permitted Uses*

*The following uses are permitted on lands designated Low/Medium Density Residential Area:*

- a) *Single detached dwellings;*
- b) *Semi-detached dwellings;*
- c) *Townhouse dwellings;...*

#### C2.4.1 Permitted Housing Mix

- a) *The predominant form of housing in new development areas shall be in the form of single detached dwellings and in this regard, no less than 50% of the new dwelling units in any contiguous development area that has more than 20 units be comprised of single detached dwellings...*

Response: The proposed residential unit types are single detached, semi-detached and townhouse dwellings which are a permitted use in the Low/ Medium Density Residential Area designation of the Official Plan. The predominant form of the proposed housing mix is 51% of total units being single detached dwellings.

#### C2.4.2 Integration of Different Housing Types

- a) *Where semi-detached and/or townhouse dwellings are proposed in already developed areas and new development areas, they shall be integrated with single detached dwellings to provide for variability in the built form and street scape and to provide housing choice throughout the development area.*
- b) *Where townhouse dwellings are proposed, they shall generally not back onto or be located across the street from existing and/or proposed single detached dwellings, unless they have a built form that is compatible with the existing and/or proposed single detached dwellings.*
- c) *In addition to the above, townhouse dwellings shall generally not front on the entrance roads to development areas, where the predominant form of housing is single detached dwellings.*

Response: Street 4 provides housing that includes townhouses, semi-detached and single detached units which integrates various housing types with a similar built form on the same street. The proposed townhouses are two storeys in height and are compatible in built form with the proposed single detached units on the subject site and with existing residential on the west side of White Lake Road. Single detached units are located on Street 1 which is the entrance road into the development from Bev Shaw Parkway and Van Dusen Drive.

#### C2.5 Design Considerations in New Development Areas

- a) *Sidewalks shall be provided on both sides of Arterial and Collector Roads as shown on Schedule B to this Plan. Sidewalks shall also be provided on one side of local roads where necessary to link components of development areas and/or provide linkages and connections to schools, parks and retail uses.*
- b) *Where provided, all sidewalks will be designed and constructed to be barrier-free for all people regardless of physical and mental ability, consistent with the Ontarians with Disabilities Act.*
- c) *Gateway features, such as public art or distinct light standards and other facilities, will be established at strategic locations to mark entry points into important parts of new development areas.*
- d) *Reverse frontages are prohibited for new low-density residential development, including detached and linked dwellings.*
- e) *New streets should form a grid pattern to create inter-connected and permeable development blocks, to promote the movement of people and vehicles in a variety of patterns and modes.*
- g) *The spacing, width and number of driveways shall be configured to enhance visual appeal and safety for people using sidewalks and streets and to provide for on street parking, while providing appropriate locations for snow storage.*

Response: A sidewalk will be provided on the east side of Street 1 to provide pedestrian facilities and linkages to the park and to promote walking within the community. Design and construction details for the sidewalks will be provided at the detailed design stage and will comply with the appropriate standards provided by the Town of Arnprior. An entrance feature to the community will be considered by the proponent and with consultation with the Town of Arnprior. Reverse frontages are present as driveways are not encouraged on White Lake Road, Bev Shaw Parkway and Van Dusen Drive, as confirmed by the Town of Arnprior planner via an email dated October 7, 2020 (provided as Appendix E). Driveways for single detached, semi-detached and townhouse dwellings will be paired to allow for additional on street parking and snow storage opportunities.

## **Airport Area**

### *C7.1 Location*

*The Airport Area designation applies to the airport and adjacent lands that could be subject to aircraft noise nuisance or to development limitations in accordance with Transport Canada "Aviation: Land Use in the Vicinity of Airports" TP 1247E as amended from time to time.*

### *C7.2 Objectives*

*On lands designated Airport Area, it is the intent of the Town to:*

- c) Provide opportunities for development and redevelopment, including potentially residential uses, on excess lands not required for airport operations;*
- f) Prevent incompatible development from locating on and adjacent to the municipal airport, unless the impacts can be appropriately mitigated; a*

### *C7.3 Airport Study Area*

*On lands identified as being within the Airport Study Area on Schedule A to this Plan...*

Response: The Subject Site is adjacent to the Arnprior Airport but is not located in the Airport Study Area as identified in Schedule A of the Official Plan. The Comprehensive Review demonstrates that residential development on the subject site would not negatively impact the abutting airport land uses as the Town of Arnprior Official Plan has policies for residential development within the Airport Area designation. The Noise Impact Assessment Study determined that with appropriate indoor noise control measures, including building component requirements, warning clauses and ventilation requirements, that the subject site is suitable for residential development.

**Section E General Development Policies** of the Official Plan provides general development policies to be considered by approval authorities. The proposed development has been assessed against the applicable policies of Section E General Development Policies in the Official Plan.

*Section E1 Subdivision of Land* provides policies to be considered with all applications to develop land in the Town through the subdivision, condominium and consent to sever processes.

Response: Submission and approval of a Plan of Subdivision application by the County of Renfrew is required to develop the subject site as residential. The Town of Arnprior requires an approved Plan of Subdivision as the subject site proposes new public roads and municipal services and it will ensure the subject site is developed in an orderly and efficient manner. Appropriate agreements with the Town of Arnprior will be entered into and registered on title, as required.

*Section E2 Transportation* provides policies to address the transportation road network including but not limited to the function of roads, right-of-way widths and road widening and active transportation.

Response: All roads in the subdivision are local roads with a 20m right-of-way width. The roads are designed as crescents and circles to discourage through traffic movement. A sidewalk will be provided on the east side of street 1 to support active transportation and pedestrian links to the park. The Transportation Impact Study is provided with the applications in support of the proposed development and is summarized in Section 5.6 of this Report. The proposed development will comply with the recommendations provided in the Transportation Impact Study.

*E3 Land Use Compatibility* provides policies that address noise and vibration impacts from highways and arterial roads on sensitive land uses. Policies for planning sensitive land uses near major facilities and other lands uses are also provided to ensure appropriate design and mitigation measures are considered to avoid any negative adverse effects. Sensitive land uses must consider compatibility to protect the long-term viability and function of major facilities and other land uses.

Response: The Comprehensive Review demonstrates that the subject site is suitable for residential development as it will not negatively impact the abutting residential, commercial and Airport land uses. The Noise Assessment Study determined the subject site can be developed as residential with the implementation of indoor and outdoor noise control measures to mitigate against noise impacts from adjacent roads and the Arnprior Airport.

*E5 Promoting Sustainable Development* provide policies to ensure development consistent with sustainable development and healthy communities.

Response: The proposed development is compact in form with densities that will support efficient and sustainable development. Green development standards will be implemented where possible.

*E6 Public Parkland* provide policies and direction for parkland development and park standards.

*E6.6 Dedication of parkland*

*a) Five percent of the land within a residential plan of subdivision...*

*E6.9 Parkland Development Policies*

*All public parkland shall:*

- a) Have as much street frontage as possible and be open to view on as many sides as possible to maximize visibility from adjacent streets and promote safety;*
- b) Maximize public safety through park block size, visibility, configuration and location of park fixtures and facilities;*
- c) Have direct and safe pedestrian access from adjacent residential areas or adjacent environmental areas where appropriate;*
- d) Be designed to minimize any potential negative impacts on adjacent residential areas through the use of such measures as planting, fencing and the provision of appropriate access, parking and buffers to active recreational facilities;*
- e) Incorporate natural heritage features wherever possible into the design of the parkland;*
- f) Be integrated into the fabric of the adjacent neighbourhood by promoting open space or walkway linkages to adjacent facilities, neighbourhoods and natural features; and,*

- g) *Be connected, wherever possible, to trail systems, cycling routes, walkways, natural heritage corridors, utility corridors and drainage systems.*

Response: The Subject Site is 14.675 hectares in size which requires a parkland dedication of 0.734 hectares. The proposed park is sized to reflect a parkland dedication of five percent of the total land within a residential plan of subdivision, as required by the Township of Arnprior. The proposed park has street frontage on three sides of the park with approximately 107 meters of frontage on street 1 and 89 meters of frontage on street 3. The street frontage provides open views into the park. There are residential units that front and back onto the park promoting safety through visibility and natural surveillance. The proposed park is located in a relatively central location making it accessible to all residents within the proposed development. Sidewalks will be provided on the east side of Street 1 to provide safe, direct and accessible access to the park.

E7 Urban Design provide policies and guidelines to conserve and express community character through design. Key policies relevant to the proposed development include:

*E7.3.1.2 Streets and Streetscaping*

- b) *"Soft" or "green" landscaping treatments, including the planting of native tree and plant species, will be maximized to the extent possible within rights-of-way.*
- d) *Gateway features, such as public art or distinct light standards and other facilities, will be established at strategic locations to mark entry points into important parts of the community including heritage and main street areas.*

*E7.3.1.3 Lighting*

- b) *Illumination of street rights-of-way will be in a manner that minimizes light pollution and energy consumption, while providing a safe level of illumination onto the roadway and sidewalks.*

*E7.3.1.4 Services and Utilities*

- a) *Utilities are encouraged to be located underground in a common trench, to enhance the visual appeal of the public realm, especially in heritage areas and main streets.*
- c) *Heating, cooling and ventilation housings and outlets, including gas meters and central air conditioners, will be sited and adequately screened where possible to enhance aesthetic appeal.*

*E7.3.2.1 Residential Site and Building Design*

- a) *Lots backing onto public roads (reverse frontages) are prohibited for new low-density residential development, including detached and semi-detached and townhouse dwellings.*
- b) *Sites will provide for the safe and convenient access of pedestrians and vehicles, directly from the street right-of-way including sidewalks where present.*
- c) *The massing and exterior design of new and renovated dwellings should relate to, and enhance, the character of adjacent properties and the larger community.*
- d) *Exterior building materials should incorporate the predominant colour pallets and textures of adjacent properties, and be especially sensitive to heritage buildings and sites.*
- e) *The extent of the projection of garages beyond the front face of dwellings should be minimized.*

Response: Native trees will be planted along the street boulevards which will contribute to an appealing "green" streetscape. A small gateway features will be considered by the proponent in consultation with the Town of Arnprior. Street lighting will be provided in a downward manner to reduce light pollution

while ensuring sidewalks and roads are properly illuminated. Utilities will be located underground and utility structures will be screened where possible with landscape material. Reverse frontages are present along White Lake Road, Van Dusen Drive and Bev Shaw Parkway as driveways are not encouraged on these collector and arterial roads. The proposed dwelling units are street oriented and will be placed in close proximity to the ROW which will frame the street and help define private spaces. A mix of building materials including stone, brick, wood and siding along with trees planted in the boulevard will enhance the character of the community. Garages will not project beyond the front face of the dwelling units

### 6.3 The Corporation of the Town of Arnprior Zoning By-Law No. 6875-18

Under the Corporation of the Town of Arnprior Zoning By-Law No. 6875-18, the subject site is zoned *MU-CE-H3 (Mixed Use Commercial/Employment – Holding 3)* which permit a range of commercial and industrial uses, including retail, service and office employment uses. The holding symbol can be removed once the applicable plans and studies have been approved and applicable agreements have entered into and registered on title for the entire property.

Subject to an approved Official Plan Amendment and in accordance with a final Draft Plan of Subdivision, the requested Zoning By-law Amendment is illustrated in **Figure 5** and would rezone the subject site from *Mixed Use Commercial/Employment – Holding 3* to:

- *Residential three (R3)* for the areas containing single-detached and semi-detached dwelling units;
- *Residential four (R4)* for the areas containing street townhouse dwelling units; and
- *Open Space Zone* for the park block.

Site specific exceptions for semi-detached dwelling units are required in the R3 zone in order to subdivide the land to create two freehold units. The requested modifications to the R3 performance standards are:

- Minimum Lot Frontage
  - Semi-detached dwelling: 7.5 metres (By-law 6875-18 requires 15.0 metres)
- Minimum Dwelling Area
  - Semi-detached dwelling: 32.5 m<sup>2</sup> (By-law 6875-18 requires 65 m<sup>2</sup>)

A site specific exception to the minimum width of a private garage is requested to accommodate the proposed townhouse units. The requested modification to Section 6.4.4 b) *Parking Spaces in Private Garages* is:

- A private garage intended to occupy a single motor vehicle must be a minimum of 3.125 metres in width with the width measured from the inside walls (By-law 6875-18 requires 3.2 metres)

The proposed development will not require any additional exceptions to the relevant zone provisions in part 4.0 General Provision, part 5.0 Parking and Loading Standards, and part 6.0 Residential Zone of the Town of Arnprior Zoning By-Law.



Figure 5: Proposed Zoning Map

## 7 Conclusions

Based on the review and analysis of the policy and regulatory framework and supporting studies, it is my professional planners' opinion that the proposed development is appropriate for the lands, builds upon and enhances the existing assets of the community, is compatible with its surroundings and is based on good planning.

The proposed development will ensure residential growth in the Town of Arnprior will be accommodated in a manner that is consistent with the Provincial Policy Statement 2020, the Town of Arnprior Official Plan and Town of Arnprior Zoning Bylaw.

Completed By:



Melissa Cote, MCIP RPP  
Tartan Land Consultants Inc.

# **Appendix A: County of Renfrew and Town of Arnprior Planning Response**



**Town of Arnprior**

**PLANNING STAFF RESPONSE**

<b>Date:</b> August 6, 2020	<b>Lot:</b> Part of 3 and 4	<b>Conc:</b> A
<b>Name of Applicant (owner or agent):</b> Agent: Melissa Cote/Tartan Land Consultants Inc. 237 Somerset St West Ottawa, ON K2P 0J3	<b>Geographic Township:</b> McNab, now in the Town of Arnprior	
<b>Telephone; Fax:</b> 613-238-2040 x 376	<b>Municipality:</b> Arnprior	
<b>E-mail:</b> mcote@tartland.on.ca	<b>Address / Access:</b> 640 White Lake Road	

<b>Proposal:</b> To develop the 15 hectare site with approximately 270 residential units that will include an equal mix of single detached and townhouse units. Municipal site servicing and storm water management are proposed along with an internal road network comprised of public roads.	
<b>Official Plan Designation:</b>	Mixed Use Commercial/Employment Area. A re-designation to Low/Medium Density Residential Area is required to permit the proposed residential use.
<b>Applicable Official Policies:</b> Sections: 7. Land Supply A3.5c) Economic Development A3.8a)b)e)land supply, intensification and affordable housing, range of housing options B6 a)b) New Development Adjacent to <u>Built</u> Up Area B9a) Housing Policies B9.4b) Affordable Housing B10 Employment Area Conversion C2.4.1a)Permitted Housing Mix C2.5 Design Considerations in New Development Areas C5.2i)Protect commercial uses from incompatible residential development C.5.8.2 640 White Lake Road – Conditions for removal of h-holding symbol E1.4b) Subdivision Review Considerations	
<b>Zoning:</b>	MU-EC-H3 (Mixed Use Commercial/Employment – Holding 3). A rezoning to R1(Residential One) and R2(Residential Two) is required.
Sections: Part 4.0 General Provisions Part 5.0 Parking and Loading Part 6.0 Residential Zones	
<b>Severance History:</b>	
<b>Planning Issues which may affect the proposal:</b>	
<input type="checkbox"/> Archaeology	<input type="checkbox"/> Natural Gas Pipeline
<input type="checkbox"/> Area of Natural and Significant Interest (ANSI)	<input type="checkbox"/> Provincially Significant Wetland (PSW)

<input type="checkbox"/> At-Capacity Lake / Near Capacity Lake	<input type="checkbox"/> Quarry
<input type="checkbox"/> Contaminated Site / Change of Use	<input type="checkbox"/> Recreation Trail
<input checked="" type="checkbox"/> County Roads	<input type="checkbox"/> Sand, Gravel or Bedrock Resource
<input type="checkbox"/> Crown Lands	<input type="checkbox"/> Septic Effluent >4500 L/day
<input type="checkbox"/> Environmental Impact Study	<input type="checkbox"/> Septic Effluent >10,000 L/day
<input type="checkbox"/> Environmental Site Assessment/Record of Site Condition	<input type="checkbox"/> Significant Wildlife habitat
<input type="checkbox"/> Fish Habitat	<input type="checkbox"/> Significant Woodlands
<input type="checkbox"/> Flood Plain	<input type="checkbox"/> Significant Valleylands
<input type="checkbox"/> Gravel or Sand Pit	<input type="checkbox"/> Site Plan
<input type="checkbox"/> Karst Topography	<input type="checkbox"/> Slip Clays
<input type="checkbox"/> Livestock Barn within 750 metres (Type A)	<input checked="" type="checkbox"/> Stormwater Management
<input type="checkbox"/> Livestock Barn within 1500 metres (Type B)	<input type="checkbox"/> Waste Disposal Site (active or inactive)
<input checked="" type="checkbox"/> Lot Grading / Drainage	<input type="checkbox"/> Wildland Fire Hazard
<input checked="" type="checkbox"/> Ministry of Transportation	<input checked="" type="checkbox"/> Other: sewer and water services, subdivision agreement

**Comments/Summary/Recommended Contact:**

**Required Development Applications:** The proposed residential development will require the submission of an Official Plan Amendment application (OPA) to the Town of Arnprior and if adopted by Town Council, approval of the OPA by the County of Renfrew. A Plan of Subdivision application will need to be submitted to the County of Renfrew for approval. Typically, as a condition of draft approval of the subdivision a zoning by-law amendment passed by the Council of the Town of Arnprior will be required. A public meeting(s) is required by the Planning Act for all three applications and normal practice by the County and Town is to have the Town host a public meeting to address all three Planning Act applications.

**Subject Lands:** The 14.6 hectare property is presently vacant and was most recently utilized as a golf driving range. The property is bordered on the north by Bev Shaw Parkway and the Antrim Truck Stop, on the south by Van Dusen Drive and agricultural lands, on the west by White Lake Road (a County Road) and residential development and on the east by the Arnprior Airport. Highway 417 is in close proximity to the property to the north.

**Provincial Policy Statement (PPS):**

As noted above, the lands are presently designated Mixed Use Commercial/Employment area. The PPS normally requires Planning Authorities to complete a Comprehensive Review to re-designate employment areas (lands designated for clusters of business and economic activities). Section 1.3.2.5 however, does permit the re-designation of employment areas if there is a need for the conversion, the overall viability of the employment area would not be impacted and public services and infrastructure are available. Section 1.3.2.6 requires Planning Authorities to protect employment areas near major goods movement facilities and corridors such as Highway 417 that lies to the immediate north of the subject lands. Airports are also considered major facilities.

**Official Plan:** The Town's current Official Plan was adopted by Council in 2017. As noted above, the subject lands are designated Mixed Use Commercial/Employment Area. Council also designated 16.0-hectare property immediately south of the subject lands along White Lake Road as Mixed Use Commercial/Employment Area to take advantage of the proximity to Highway 417 and provide for additional commercial development opportunities. The Land Supply policies of the Official Plan (Part 1 The Preamble, 7. Land Supply) indicate that there is sufficient land already designated Residential to meet the expected population growth of the Town to the year 2036. The same policies also indicate that there are sufficient lands designated for employment purposes to meet the anticipated growth in jobs to the year 2036.

Section B10 Employment Area Conversion requires a Comprehensive Review to re-designate Employment Area lands. The Review is to determine the need for the re-designation and if the lands are required over the longer term for employment purposes. Section B11. 3 does provide that a Comprehensive Review may not be required for minor proposals provided that a number of factors are considered, including the impacts on the planned function of the designation.

The policies of the Mixed Use Commercial/Employment Area designation include an Objective (C5.2 i) to protect commercial uses from incompatible residential development. The proposed re-designation to Residential would result in a property designated Residential being situated between an existing commercial property to the north and lands designated for commercial purposes to the south. The Arnprior Airport lies immediately southeast of the subject lands and if the lands are developed for residential purposes a number of issues may arise for the Airport in the short and long-term.

**Conclusion:** The recently adopted Official Plan contains a number of policies (discussed above) that would need to be addressed through the Official Plan Amendment process, particularly the need for and supply of residential and commercial lands in the Town.

**Future contact at the Town of Arnprior:** Jim Hutton, Planner, Robin Paquette, CAO

**DISCLAIMER:**

**This form attempts to identify current policies that would be considered in the review of a formal application. If a formal application is submitted, other policies may also be identified at that time, including those by a commenting agency or the public. Please note that policies may change over time and could affect the outcome of a formal application, if it is not submitted in a timely manner, after these comments are received.**

c: Robin Paquette, CAO, Town of Arnprior



**Development & Property Department**

**PLANNING RESPONSE**

<b>Date:</b> July 28, 2020	<b>Lot:</b> Part of 3 and 4	<b>Con:</b> A
<b>Name of Applicant (owner or agent):</b> Agent:Melissa Cote / Tartan Land Consultants Inc. 237 Somerset Street West Ottawa, ON K2P 0J3	<b>Geographic Township:</b> Arnprior	
<b>Telephone:</b> 613-238-2040 x376	<b>Municipality:</b> Town of Arnprior	
<b>E-mail:</b> mcote@tartanland.on.ca	<b>Address / Access:</b> 640 White Lake Road	

**Proposal:**

To develop the property with approximately 270 residential units with a mix of single and townhouse units.

**Town of Arnprior Official Plan Designation:**

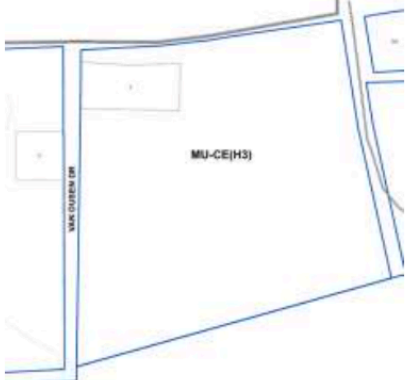
Mixed Use Commercial / Employment Area

**Applicable Official Plan Policies:**

Sections:

- B2 – Population Growth Forecast to 2036
- B4 – Housing Forecast
- B5 – Minimum Intensification Target
- B6 – New Development Adjacent to Built up Area
- B8 – Infrastructure and Public Service Facilities
- B10 – Housing Policies
- B10 – Employment Area Conversion
- B11 – Comprehensive Development Plans
- B12 – Economic/Fiscal Impact Analysis
- C1 – Established Residential Area
- C2 – Low/Medium Density Residential Area
- C5 – Mixed Use Commercial/Employment Area  
C5.8.2
- C7 – Airport Area
- E1 – Subdivision of Land
- E2 – Transportation
- E3 – Land Use Compatibility
- E5 – Promoting Sustainable Development
- E6 – Public Parkland
- E7 – Urban Design



<b>Zoning:</b>	Mixed Use Commercial Employment (MU-CE(H3)) 
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**Planning Issues which may affect the proposal:**

<input type="checkbox"/> Archaeology	<input checked="" type="checkbox"/> Ministry of Transportation
<input type="checkbox"/> Area of Natural and Significant Interest (ANSI)	<input type="checkbox"/> Natural Gas Pipeline
<input type="checkbox"/> At-Capacity Lake	<input type="checkbox"/> Provincially Significant Wetland (PSW)
<input type="checkbox"/> Contaminated Site / Change of Use	<input type="checkbox"/> Quarry
<input checked="" type="checkbox"/> County Roads	<input type="checkbox"/> Recreation Trail
<input type="checkbox"/> Crown Lands	<input type="checkbox"/> Sand, Gravel or Bedrock Resource
<input type="checkbox"/> Endangered/Threatened Species/Habitat	<input type="checkbox"/> Septic Effluent >4500 L/day
<input type="checkbox"/> Environmental Impact Study	<input type="checkbox"/> Septic Effluent >10,000 L/day
<input checked="" type="checkbox"/> Environmental Site Assessment/Record of Site Condition	<input type="checkbox"/> Significant Wildlife habitat
<input type="checkbox"/> Fish Habitat	<input type="checkbox"/> Significant Woodlands
<input type="checkbox"/> Flood Plain	<input type="checkbox"/> Significant Valleylands
<input type="checkbox"/> Gravel or Sand Pit	<input type="checkbox"/> Site Plan
<input type="checkbox"/> Karst Topography	<input type="checkbox"/> Slip Clays
<input type="checkbox"/> Livestock Barn within 750 metres (Type A)	<input type="checkbox"/> Waste Disposal Site (active or inactive)
<input type="checkbox"/> Livestock Barn within 1500 metres (Type B)	<input type="checkbox"/> Wildland Fire Hazard
<input checked="" type="checkbox"/> Lot Grading / Drainage /Storm Water Management	<input type="checkbox"/> Contaminated Site / Change of Use
	<input checked="" type="checkbox"/> Other: Airport

**Comments/Summary/Recommended Contact:**

The general inquiry was submitted for initial consultation regarding the re-designation of the property from "Mixed Use Commercial/Employment Area" to a Residential designation. If the re-designation was successful a future application for a plan of subdivision and zoning by-law amendment would be submitted. The property is considered an "employment area" under the Provincial Policy Statement, the Town of Arnprior Official Plan, and the Zoning By-law.

The property is approximately 14.6 Ha in area and is a former golf driving range. The property has road frontage on Bev Shaw Parkway, White Lake Road and Van Dusen Drive. In close proximity to the property is the White Lake Road clover leaf which provides access to Highway 417. The Arnprior Airport is east of the site. Un-serviced rural lots in McNab/Braeside are located to the west of the property. The Antrim gas station and truck repair centre is located to the north and lands designated for future mix use/commercial/employment are to the south.

Official Plan Amendment

Applications to amend the Town of Arnprior Official Plan are submitted to and adopted by the Town. Adopted Official Plan Amendments are then sent to the County of Renfrew for approval. In support of an application to amend the Official Plan the following studies/reports would be required:

- Planning Justification Study
- Comprehensive Review
- Servicing Options Brief

Noted above are several relevant policies of the Official Plan. The Planning Justification Report is required to demonstrate that the proposed development is consistent with the Provincial Policy Statement, it conforms to the Official Plan, it is compatible with the surrounding land uses, and is good planning.

The Town's Official Plan (Part 1(7)) indicates that the Arnprior will need to accommodate an additional 4,100 (approximately) people by the year 2036. The plan also indicates that sufficient land is already available and designated to accommodate an additional 6,200 people. There is currently not a need in the Town of Arnprior to designate more land for residential uses. The Town, in the latest Official Plan update, designated an additional 15.7 hectares of land adjacent to the subject site as "Mixed use commercial/employment area" to provide additional development opportunities in proximity to Highway 417.

The PPS promotes efficient development and land use patterns which sustain the financial well-being of municipalities over the long term and accommodating a mix of residential, employment and other uses to meet needs. Provincial policies include avoiding development and land use patterns that are not cost effective and ensuring that the necessary infrastructure and public service facilities are or will be available to meet projected needs.

New development should occur adjacent to the existing built-up area and should include phasing to ensure the orderly progression of development and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.

Municipalities are to promote economic development and competitiveness by providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites from employment uses which support a wide range of economic activities and ancillary uses. The property is an "employment area" under the Town's planning documents which permits (among others) light manufacturing, warehousing, and offices. The Provincial Policy Statement goes on to require municipalities to protect and preserve employment areas for current and future uses. At the time of an Official Plan review the municipality is to assess the employment area to ensure that this designation is appropriate to the planned function of the employment area.

The subject property is ideally situated and appropriately designated for "Mixed Use Commercial/Employment area". It is in close proximity and has excellent access to Highway 417 providing an ideal location for any use that requires significant truck traffic. Policy 1.3.2.6 states that planning authorities "shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations." The site is also adjacent to the Arnprior Airport which is considered a "major facility" to be protected from encroaching sensitive land uses. The site is cut off and isolated from other Town of Arnprior residential uses and public service facilities and would not represent a logical extension to the existing built up area. As indicated in the Official Plan, the Town has sufficient land already designated residential to exceed projected needs.

Both the Provincial Policy Statement and the Town Official Plan requires a comprehensive review for proposals to convert employment lands to another land use designation. Section B10 of the Official Plan states in considering a request to remove lands from an Employment designation, it shall be demonstrated through the comprehensive review that:

- a) There is a need for the conversion; and,
- b) The lands are not required over the long-term for the employment purposes for which they are designated.

The development that is being proposed contains a number of issues regarding consistency with the PPS and the Town of Arnprior official plan. The submission of an application to amend the Official Plan may not be supported by County planning staff.

#### Plan of Subdivision Requirements

- The following is a list of reports and studies that would be required to be submitted in support of a subdivision application:

1. A planning justification report that determines whether the plan of subdivision is considered "good planning" in accordance with the policies of the Provincial Policy Statement and the Town of Arnprior Official Plan.

2. A site servicing options report

3. Preliminary Serviceability and Stormwater Management Report

4. An Environmental Impact Study (EIS)

6. Geotechnical study

7. Traffic impact study

8. Noise Study

9. Environmental Site Assessment

- Our office has been requested to advise the Ministry of Transportation (MTO) of any development proposals within 800 metres of its provincial highways. As this property falls within the stipulated distance, we recommend that you consult with Lloyd Pacheco at (613) 545-4865 or [lloyd.pacheco@ontario.ca](mailto:lloyd.pacheco@ontario.ca) at (MTO).
- The subject lands have road frontage on a County Road (White Lake Road). It is recommended that you consult with Nathan Kuiack, Engineering Technician, with the County of Renfrew Public Works and Engineering Department at 613-732-4353 or [nkuiack@countyofrenfrew.on.ca](mailto:nkuiack@countyofrenfrew.on.ca) regarding any requirements that the County may have (e.g. road widening, entrance permit etc.).
- It is recommended that you consult with both the municipality and the County of Renfrew providing a detailed concept plan for your proposal, prior to submitting any subdivision applications.

A plan of subdivision requires an application, draft plan prepared by an Ontario Land Surveyor and application and peer review fees be submitted to the County of Renfrew. The local municipality may also have related fees. The process requires that you provide detailed plans to the municipality including, but not limited to servicing, lot grading and drainage plans, proposed road drawings, etc. and that you enter into an agreement with the municipality to develop the subdivision in accordance with approved plans and municipal requirements.

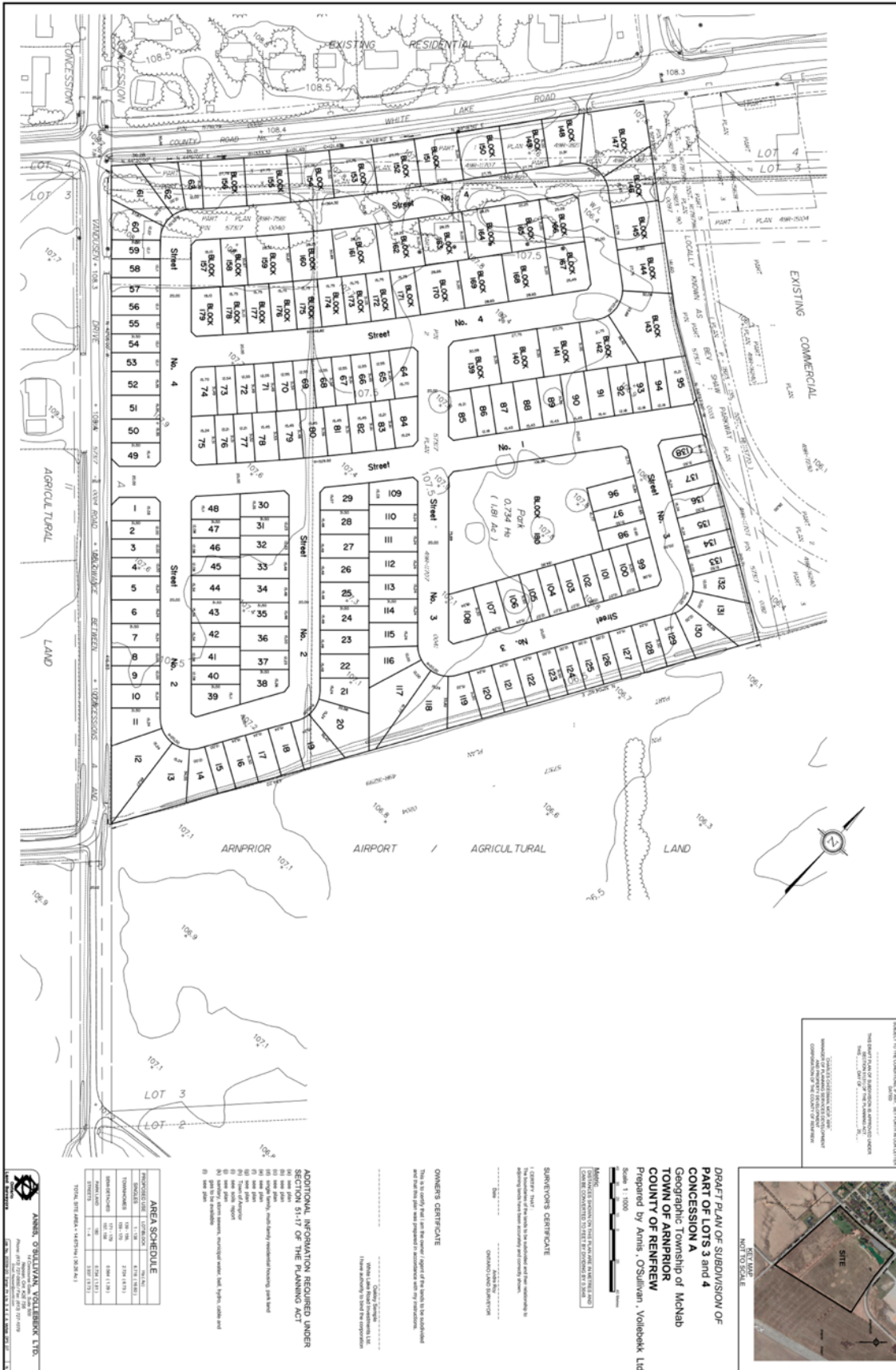
**Future contact at the County of Renfrew:** Bruce Howarth

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## **Appendix B: Draft Plan of Subdivision**



## Appendix C: Warning Clauses per NPC-300

Warning Clauses per NPC-300

TYPE A (see NPC-300 Section C7.1.1)

“Purchasers/tenants are advised that sound levels due to increasing road traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment.”

TYPE B (see NPC-300 Section C7.1.1 and Section C7.4).

“Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic may on occasions interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment.”

TYPE C (see NPC-300 Section C7.1.2.1, Section C7.1.2.2 and Section C7.4)

“This dwelling unit has been designed with the provision for adding central air conditioning at the occupant’s discretion. Installation of central air conditioning by the occupant in low and medium density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment.”

TYPE D (see NPC-300 Section C7.1.2.1, Section C7.1.2.2 and Section C7.4)

“This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment.”

## Appendix D: Aviation Consultant Report

**Charles (Chas) Cormier**  
**Aviation Consultant**  
1043 Heenan Terrace  
Manotick, ON K4M 1J2

October 27, 2020

Pierre Dufresne  
Vice-President, Land Development  
Tartan Land Corporation  
Tartan Land Consultants Inc  
237 Somerset West  
Ottawa, ON K2P 0J3

CC : Dwayne Price, Arnprior Airport Manager

**OBSTACLE LIMITATION SURFACES – ARNPRIOR AIRPORT  
RESIDENTIAL DEVELOPMENTS**

Your company is proposing two residential developments in close proximity to the western side of the Arnprior Airport. While the airport is not certified nor protected by federal zoning, it does respect obstacle clearances equivalent to those specified in Transport Canada Publication TP312, Aerodrome Standards. These protect for safe aircraft operations, but also are required in order to have Instrument Flight Procedures published by NAV CANADA, to permit access to the airport in inclement weather conditions. My consultancy has designed new RNAV approach procedures using GPS navigation, aligned with both ends of runway 10/28. Your properties fall within what is called the Transitional Surface on the sides of the Approach Surface of Runway 10. The Obstacle Limitation Surfaces will be explained, and measurements of distances and height limitations will be provided.

**Obstacle Limitation Surfaces (OLS)** are imaginary surfaces in vicinity of a runway which cannot be penetrated by obstacles for safety sake, as defined by international standards. There are three surfaces to consider:

- **Runway Strip** defined area extending each side of the runway centreline and beyond each end, intended to protect aircraft flying over it during take-off and landing operations. The elevation of the runway strip at any point is equal to the elevation of the centreline, perpendicular to that point.
- **Approach Surface** which rises and splays at prescribed rates and distances, from the runway ends
- **Transitional Surface** which rise at a prescribed rate from the sides of the runway strip and Approach Surface, for a short distance.

Arnprior Airport has provided an Attestation to NAV CANADA that the runway meets the standards for a Non-Precision Instrument runway, permitting full access to Aircraft Approach Speeds of Categories A to D. This is the most stringent standard allowed for a non-certified aerodrome. The OLS for Arnprior are:

- **Strip** is 122m each side of centreline, extending 61m prior to the threshold and extending beyond the departure end.
- **Approach Surface** commences at 61m from each end, at the full width of 244m, splays at 15%, and rises at 2.5% for the first 720m then 2.9% to 5000m distance
- **Translational Surface** rises at 25% for first 23m, then 14.3% until 45m full rise

### Arnprior Airport relative to Area 1 and Block 37 Properties



**The Developments.** The two developmental properties being considered are shown above relative to the airport runway 10/28, and are:

- Area 1 located southwest, with northern point 175m south of runway centreline
- Block 37 located northwest, with southern point 234m north of runway centreline

Concerning **area 1**, the northern point is 175m abeam a point on the runway centreline extended that is 372m from the runway end. The approach surface at that point is 7.8m  $((372-61) \times 2.5\% = 7.8\text{m})$ . The Transitional Surface further increases the rise by 1.6m  $(175 - (122\text{m} + ((372-61)\text{m} \times 15\%)) \times 25\%) = 1.6\text{m})$ . So, the OLS at the northern point is 9.4m or 31'  $(7.8 + 1.6)$ . From that northern point southward, the Transitional Surface rises at 25% slope for 86m distance, then at 14.3% for a further 154m distance. So, at 240m south of the northern point of the property, the OLS ceases.

As for the area abeam the runway, where Richards Lane is east-west parallel to the runway, the road is 340m from the centreline. The Transitional Surface commences at 122m and rises at 25% for 92m distance. The remaining 126m rises at 14.3%, so the OLS at the road is 41m high, rising to 45m at 28m distance south of the road, where it ceases.

As for **block 37**, the southern point of the perimeter is 192m abeam the centreline extended, at a point 236m from the runway end. The Approach Surface at that point is 4.4m  $((236-61) \times 2.5\% = 4.4\text{m})$ . The Transitional Surface further increases the rise by 10.9m  $((192 - (122\text{m} + ((236-61) \times 15\%)) \times 25\% = 10.9\text{m})$ . So, the total rise at the southern point is 15.3m or 50' elevation (4.4+10.9m). From that point northwards, the Transitional rises at 25% for 48m distance, then 14.3% for a further 154m distance.

In conclusion, the properties appear to have ample vertical clearances to construct residential properties even at closest points. The Obstacle Limitation Surfaces cease in short distances away from the runway.

I would be pleased to provide further clarifications as need be.

Yours truly,



Charles (Chas) Cormier

[chascorm@rogers.com](mailto:chascorm@rogers.com)

Cell: 514-979-0961

**Charles Cormier** has over 45 years aviation experience as a pilot in the Canadian Air Force, with Transport Canada, NAV CANADA, and private industry, with over 7000 hours flight time. He retired from the military in 1991 after active duty as a Sea King pilot in the Gulf War, attaining Lieutenant-Colonel rank. As an aeronautical information specialist formerly with NAV CANADA, MDA Aviation, and IDSNA, he has designed or conducted full quality review of over 1800 instrument flight procedures published in Canada, Myanmar, Ecuador and elsewhere. He has performed numerous flight checks and can advise on aerodrome standards and automated weather observation systems (AWOS) requirements. Until 2011, he was Chief Technical Director with IDS North America based in Montreal, supervising the redesign 900+ instrument procedures per year with advanced computer design tools, under contract with NAV CANADA. He was twice elected a City Councillor in Dieppe, N.B. and is currently a Director of the Foundation of the Royal Military College of Saint-Jean and sits on the Board of Governors of the College.

## Appendix E: Town of Arnprior Correspondence

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**From:** Jim Hutton <[jhutton@arnprior.ca](mailto:jhutton@arnprior.ca)>  
**Sent:** October 7, 2020 1:42 PM  
**To:** Pierre Dufresne <[pdufresne@tartanland.on.ca](mailto:pdufresne@tartanland.on.ca)>  
**Cc:** John Steckly <[jsteckly@arnprior.ca](mailto:jsteckly@arnprior.ca)>; Robin Paquette <[rpaquette@arnprior.ca](mailto:rpaquette@arnprior.ca)>  
**Subject:** RE: White Lake Road Property

Hello Peirre,

I will respond to your points and I have copied John Steckly as well and ask John to confirm that the internal road standard of 20.0 metres is acceptable and that he would recommend parkland dedication:

- You are correct in that the Town's Official Plan requires that no less than 50% of new dwelling units be comprised of single detached dwellings.
- On school sites, the School Boards will be circulated the subdivision application by the County of Renfrew and will comment accordingly.
- In terms of the road allowance for White Lake Road I suggest you contact Nathan Kuiak at the County of Renfrew ([nkuiak@countyofrenfrew.on.ca](mailto:nkuiak@countyofrenfrew.on.ca)).
- Neither Bev Shaw Parkway nor Van Dusen Drive are County roads.
- 20.0 right-of-ways for internal roads are standard and preferred (John Steckly to confirm).
- Given the location of the lands I would recommend to Council that parkland dedication is preferred (John Steckly to confirm his recommendation).
- Backing lots onto the roadways is satisfactory.

Sincerely,

Jim Hutton, RPP  
Land Use Planning Consultant  
Town of Arnprior  
(613)-623-4231 Ext 1816  
[jhutton@arnprior.ca](mailto:jhutton@arnprior.ca)

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**From:** Pierre Dufresne [<mailto:pdufresne@tartanland.on.ca>]  
**Sent:** October-07-20 11:39 AM  
**To:** John Steckly <[jsteckly@arnprior.ca](mailto:jsteckly@arnprior.ca)>; Jim Hutton <[jhutton@arnprior.ca](mailto:jhutton@arnprior.ca)>  
**Cc:** Melissa Cote <[mcote@tartanland.on.ca](mailto:mcote@tartanland.on.ca)>  
**Subject:** White Lake Road Property

Good Morning Jim and John,

We are doing some subdivision design for our White Lake Road property to support our Official Plan Amendment application. The Legal survey will draw upon the concept plan that Novatech did for their preliminary serviceability work except the swm pond will be removed and placed non the Verch property and we will be including a park block. Could you please confirm the following:

- We are proposing a 50/50 unit mix between single family homes and townhouse units to start with a possible increase on the sfu side. I seem to recall that Arnprior has a minimum unit type requirement for singles at 50%. Can you please confirm?
- Can we assume that there is no need for a school site unless otherwise advised after circulation of the plan?
- White Lake Road is classified as an arterial road with a 30.5 meter right of way. Does the existing road allowance require a road widening to meet this standard?
- Are either Bev Shaw or Van Dusen Drive classified as county roads and if so are widenings required to meet the 26.0 meter row width standard?
- We are proposing direct access to the site from Bev Shaw and Van Dusen with no direct access or intersections with White Lake Road. Although this will be addressed in the traffic study if maintained we understand that 20.0 meter row widths for the internal subdivision roads are standard.
- We are proposing to dedicate 5% of the land as parkland. Can you please confirm that this is preferred rather than a cash in lieu payment?
- We are proposing to back-lot onto White Lake, Bev Shaw and Van Dusen rather than have direct driveway access to them. Is this satisfactory?

Thanks very much for responding/confirming on these matters and please let us know of any additional comments that you may have.

Thanks,  
Pierre