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Residential

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Institutional

Environmental
Restoration



McNeely Landing

Planning Rationale in Support of Development Permit Amendment Application

Prepared for: Uniform Urban Developments Ltd.

PLANNING RATIONALE

**In support of a
Development Permit Amendment Application**

**McNeely Landing
(formerly RSSR and Laing Lands)
Carleton Place, ON**

Prepared For:



Prepared By:

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January 2024
Novatech File: 119221
Ref: R-2023-173

January 5, 2024

Town of Carleton Place
Development Services
175 Bridge Street
Carleton Place, ON K7C 2V8

Attention: Niki Dwyer, MCIP, RPP, Director of Development Services

Reference: **McNeely Landing Subdivision (formerly RSSR/Laing Lands), Carleton Place, ON (County File No: 09-T-21003)**
Resubmission of a Development Permit Amendment Application (DPA-01-2021)
Our File No.: 119221

Novatech has prepared this Planning Rationale on behalf of Uniform Urban Developments Ltd. in support of a revised Development Permit By-law Amendment application for lands located in Part Lot 14 and 15, Concession 10, former Geographic Township of Beckwith, now in the Town of Carleton Place. An initial Development Permit Amendment application was filed with the Town in June 2021 concurrently with the submission for the proposed McNeely Landing Subdivision (County File No. 09-T-21003).

This Planning Rationale outlines the requested Development Permit Amendment, provides a rationale for the proposed amendments and demonstrates the proposed development conforms to the 2020 Provincial Policy Statement and relevant municipal policy documents including the County of Lanark and Town of Carleton Place Official Plan.

Please do not hesitate to contact the undersigned should you require additional information or clarification with respect to what has been provided in the enclosed Planning Rationale.

Regards,

NOVATECH



Jordan Jackson, RPP, MCIP
Project Planner

cc: Uniform Urban Developments Ltd.

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1.0 INTRODUCTION

1.1 Purpose

Novatech has been retained by Uniform Urban Developments Ltd. to prepare this Planning Rationale in support of Development Permit Amendment application for lands located south of Captain A. Roy Boulevard and east of Highway 15 in the Town of Carleton Place, known as the McNeely Landing subdivision.

1.2 Site Location, Description and Community Context

The subject lands are legally described as Part of Lot 14 and 15, Concession 10, former Township of Beckwith, now the Town of Carleton Place. The subject lands are approximately 25.9 ha in size which are located south of Captain A. Roy Brown Boulevard and east of Highway 15, **Figure 1**. The lands are held under the ownership of both Uniform Urban Developments Ltd. and Macsten Holdings Inc.

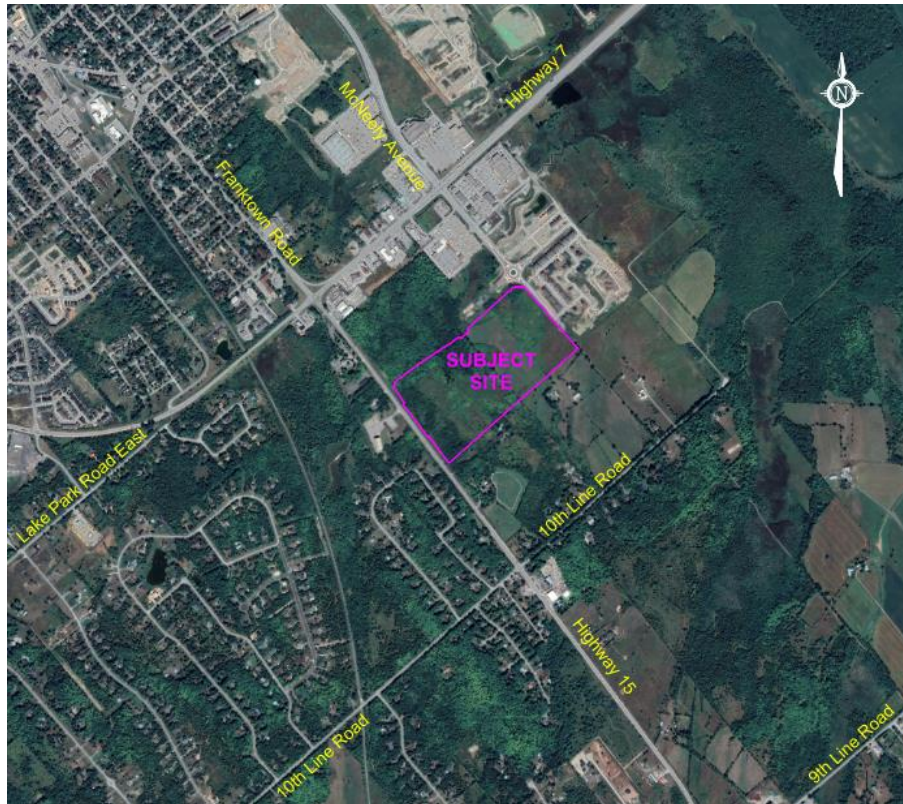


Figure 1: Key Map of Subject Lands

The subject lands are currently undeveloped and primarily forest-covered with an approximately 4 ha area consisting of former agricultural fields. Approximately 450m north of the lands is Highway 7, which is a commercial corridor consisting of a number of retail and automobile-oriented uses such as a home improvement box store retail, automobile-related uses such as service stations, repair and dealerships, fast food facilities, motels and small local retail establishments. Directly north of the subject lands across from Captain A. Roy Brown Boulevard are lands which are primarily undeveloped forest-covered lands which are designated for future employment and commercial uses. The Cardel Homes Miller's Crossing residential subdivision is located east of the subject lands on the opposite side of McNeely Avenue. This subdivision is currently being developed in a series of phases comprising of a mix of single, semi-detached and townhouse dwellings of one to two storeys in height.

The southern limit of the lands is the municipal boundary between the Town of Carleton Place and the Township of Beckwith. The lands within Beckwith Township are primarily used for rural residential purposes and are also primarily forest-covered with areas comprised of agricultural fields. The lands west of the proposed subdivision with frontage on Highway 15 consist of various uses including a Ministry of Transportation depot, self-storage facility and other commercial uses.

Within the County of Lanark Official Plan, the lands are designated as Settlement Area on Schedule A. The subject lands are designated on Schedule A of the Town of Carleton Place Official Plan as Residential District (**Figure 2**) and are designated as Residential – Greenfield Overlay within the Town's Official Plan, as adopted by Council on June 20, 2023. Within the Town of Carleton Place Development Permit By-law, the subject lands are designated as Residential District.

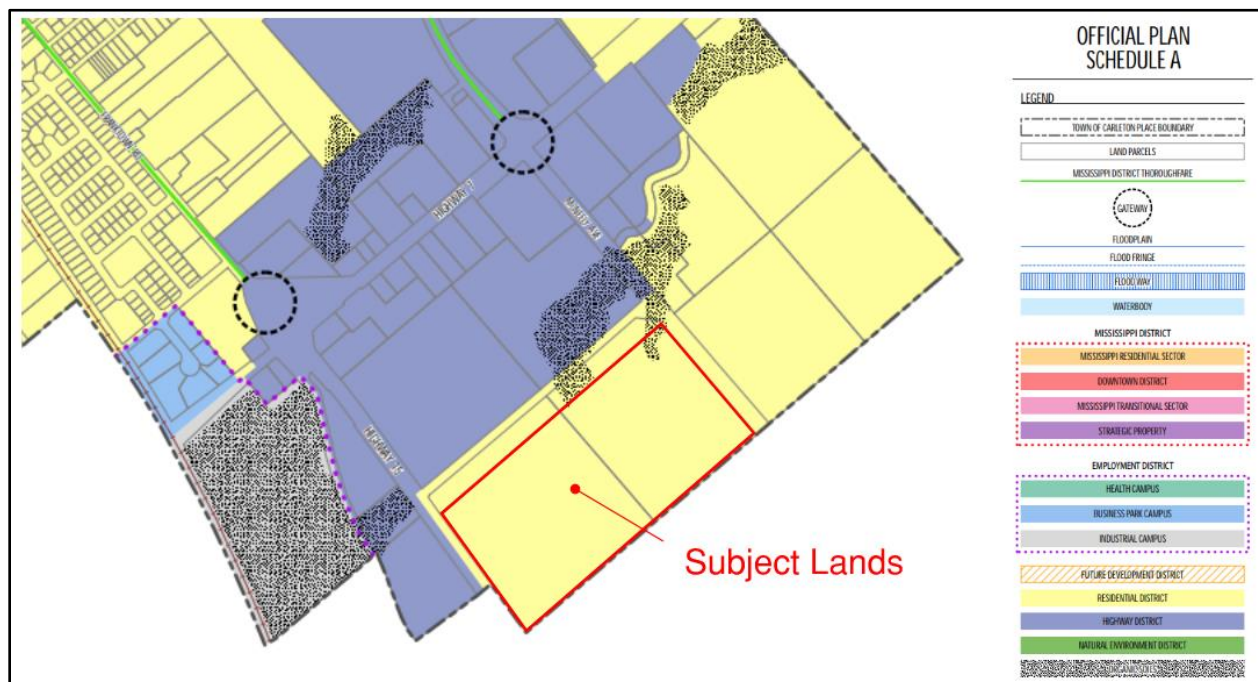


Figure 2: Excerpt of Schedule A - Town of Carleton Place Official Plan (2013)

2.0 APPLICATION PROPOSAL

Uniform Urban Developments Ltd. is proposing to develop a residential subdivision, known as McNeely Landing, on full municipal services which will comprise of a total of 431 residential units including two hundred four (204) single detached dwellings, one hundred seventy-one (171) townhouse dwellings and fifty-six (56) multi-residential units, **Figure 3** (also see **Appendix A**). The proposed subdivision application was initially submitted to Lanark County in June 2021 (County File No. 09-T-21003) and received draft approval on December 6, 2023. Construction of the proposed subdivision is anticipated to occur following approval of detailed designs and entering into agreements with the Town.

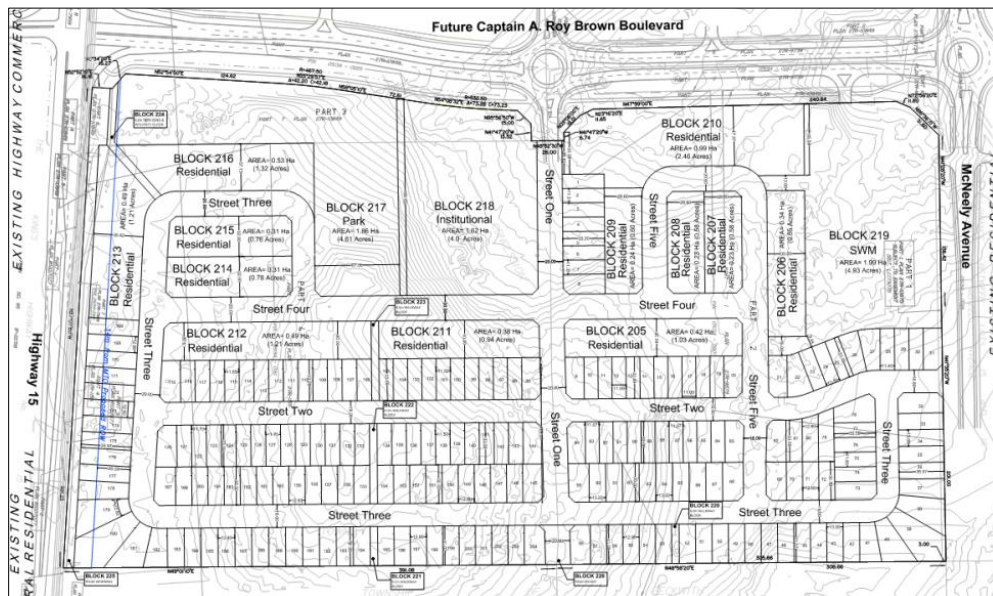


Figure 3: Draft Plan of Subdivision (McNeely Landing)

The subdivision is proposed to be developed with five local streets with the main accesses to the subdivision to be provided by McNeely Avenue and Captain A Roy Brown Boulevard once constructed. Throughout the subdivision connectivity blocks and sidewalks are proposed to provide active transportation connections. In addition to the mix of dwelling types, lands are proposed to be developed for necessary stormwater infrastructure, parks and a future school.

The dwellings within the subdivision are proposed of a mix of craftsman and prairie style architecture combined with modern contemporary design to provide variation in the streetscape. Home designs also incorporate ground level front porches to encourage interaction with the street and large window treatments to create a sense of openness for natural lighting and visibility to the street. Each home design has been designed by Barry Hobin of Hobin Architecture from Ottawa. Samples of the proposed dwelling models are provided in **Figure 4-6**. Each dwelling type is proposed to have a building height of one-two storeys and have been designed with consideration of the urban design criteria for greenfield development within the Town's Development Permit By-law.

Each dwelling is proposed to have an attached garage to accommodate tandem parking within both the garage and driveway. Each of the single detached dwelling models are proposed to have

a two-car garage to provide required and excess parking and indoor storage. Blocks for townhouse dwellings have been designed to accommodate either 3, 4, 5- or 6-unit townhouse rows, **Figure 5**. Further, where dwellings are proposed on corner lots, front doors are proposed facing the exterior side yard on some models to increase the streetscape presence.

A Multi-Unit Block (Block 210) has been sited adjacent to Captain A Roy Brown Boulevard and will be developed with a building design and site layout that would provide a prominent streetscape adjacent to the arterial road while access is proposed from an internal local street. It is anticipated that this Block will be developed with four three-storey apartment dwellings for a total of 56 dwelling units, providing a mix of underground and at-grade parking, **Figure 6**.

The purpose of the Development Permit By-law amendment application is to obtain site specific development standards to accommodate the proposed dwelling designs within the subdivision layout and lotting.



Figure 4: Rendering of Proposed Single Detached Dwelling



Figure 5: Rendering of Proposed Townhomes



Figure 6: Rendering of Proposed Multi-Unit Block

2.1 Development Permit By-law Amendment Application

The lands subject to the Development Permit By-law amendment application are currently designated as Residential District by the Town of Carleton Place Development Permit By-law. The Residential District permits a variety of residential uses including single, semi-detached, townhomes and apartment buildings. The draft plan of subdivision application proposes a mix of single, townhouse and apartment dwellings which are permitted uses of the By-law. The purpose of the development permit amendment application is to establish development standards specific to the McNeely Landing subdivision. Amendments to the By-law are also proposed to fulfil conditions of draft approval issued by the Town of Carleton Place.

Specifically, the Development Permit By-law amendment proposes to designate lands within the McNeely Landing Subdivision, as follows, and as shown on **Figure 7 (Appendix B)**:

- Block 217 and Part of Block 219 from “Residential District” to “Parks and Open Space”;
- Block 218 from “Residential District” to “Institutional”; and
- The remainder of the subdivision lands from “Residential District” to “Residential District – Special Exception 1”.



Figure 7: Excerpt of Development Permit Amendment Figure

The subdivision layout has been carefully designed to accommodate specific dwelling unit designs proposed by the home builder, Uniform Urban Developments Ltd. While the proposed dwelling types have been designed to generally comply with all applicable provisions of the By-law, including building setbacks, garage widths, off-street parking requirements and exterior design, some of the dwelling design elements specific to the proposed community require minor exceptions to the standards of the Residential District. The amendment proposes custom development standards to accommodate the proposed subdivision. Accordingly, the amendment

includes a request to reduce minimum rear yard requirements, to provide for a more flexible “build within area” associated with the front entries for each dwelling type and to amend development standards to permit the proposed dwelling designs. An amendment to the By-law is also required to address conditions of draft approval issued by the Town of Carleton Place (Conditions 19-21). A more detailed description of the requested exception is provided in **Section 2.2**.

For consideration, the proposed amendment would add a new subsection to Section 6.0 (Residential District) as follows (**Appendix C**):

“Section 6.X Residential District - Special Exception 1

Notwithstanding the Development Standards of Section 3.32, Section 6.3.1 to Section 6.3.4, Section 6.3.7, Section 6.3.8, Section 14 and Section 15, on the lands described as Part Lot 14 & 15, Concession 10, geographic Township of Beckwith (McNeely Landing Subdivision) the following Development Standards shall apply:

a) Single Detached and Semi-detached Dwelling

- Rear Yard Depth (minimum) – 7 m
- Front Yard Build within Area – 4.5 m (minimum)
8.5 m (maximum)
- The interior width of an attached garage may exceed 50% of the overall lot frontage, provided a driveway leading to an attached garage does not extend further than the exterior wall of the garage.
- Dwellings may be exempt from providing at least fifty percent (50%) of the total lot frontage with soft/green landscape elements. With the exception of driveways and pathways, the lot frontage shall be required to provide soft and green landscape elements such as grass, trees and shrubbery.

b) Townhome Dwelling

- Front Yard Build within Area – 4.5 m (minimum)
8.5 m (maximum)
- The interior width of an attached garage may exceed 70% of the overall lot frontage, provided a driveway leading to an attached garage does not extend further than the exterior wall of the garage.
- The main garage foundation shall be setback a minimum of 6.0 metres from the front lot line and shall be exempt from being even with or setback from the main front wall of the dwelling.
- Townhouse dwellings are exempt from complying with the Front Yard Building within Area standards where impacted by curved streets.

d) Permitted Projections & Definitions

- Unenclosed porches under 3.0 m in height may project up to a maximum of 0.5 m into a required interior or exterior side yard.
- Piers, brick returns and other ornamental features may project a maximum of 0.5 m into a required interior or exterior side yard.
- Main Front Wall shall mean part of an exterior front-facing façade of a building including walls at or above the first storey, porches and main entrances that are located closest to the front lot line but excluding an attached garage.”

In addition to amending development standards, an amendment is also proposed to Section 13 (Built Form Inventory) to include a new Building Form Inventory specific to the new McNeely Landing subdivision. A copy of the proposed Building Form Inventory is provided in **Appendix D**.

A site-specific Development Permit application will be required for the development of the proposed multi-unit, school and parkland blocks prior to development. The development of the blocks will be required to meet the development standards of each applicable district, as such, specific amendments for these designations are not being requested at this time.

2.2 Development Permit By-law Amendment Details

A summary and rationale for the proposed development standards for the subdivision is provided below. **Attachment E** includes conceptual site plans of the proposed single dwellings and townhouse dwellings to illustrate how the proposed dwelling designs meet the development standards proposed with this Development Permit Amendment Application.

Rear Yard Depth (Minimum)

The amendment proposes to apply a minimum rear yard depth of 7m for single-detached and semi-detached dwellings whereas the By-law requires a minimum of 7.5m. The subdivision has been designed to provide similar lot depths for each dwelling type throughout the subdivision to maintain an efficient design. The minimum rear yard depth for townhomes is 6.5 m, a development standard of 7m is proposed for single-detached and semi-detached dwellings which ensures a similar rear yard amenity area is applied throughout the subdivision. The reduced rear yard requirement does not impact the ability for lots to provide the minimum usable landscaped open space standard within the rear yard for single detached dwellings. As demonstrated on the Concept Plans provided in **Appendix E**, the proposed single detached dwellings meet the minimum usable landscaped open space requirement of 50 m².

While semi-detached dwellings are not currently proposed on the draft plan, semi-detached dwelling standards are also proposed to be amended to permit flexibility should market demands change. It is understood that an amendment to the draft plan of subdivision may be required if semi-detached dwellings are to be introduced within the subdivision.

Front Yard Build Within Area (Minimum and Maximum) and Garage Setbacks

The amendment proposes to increase the maximum build within area of 7.5m to 8.5m for each of the proposed dwelling types. This amendment would allow home designs that differ slightly in their front porch and main entry architectural constructs, accents, features and low roofs. This would support a planning value to de-emphasize the garage facet of the total home design; but additionally, it would deliver variation to each entry. It would allow for distinguished features such as masonry columns, posts, cedar screens etc. and a suitable porch area that transitions from front door to front yard to street. This increase in setback will ensure a wide-ranging streetscape with subtle but discernable differences in home elevations that would deliver a row of homes with character and eliminate a repetitive pattern with less architectural interest or detail. Some of the proposed designs have the front wall stepped back on the second floor. This is often due to the proposed 1.5 storey roof form, with second floor area occupying dormers along the front of the

house. The purpose of this design is to reduce the perceived height and scale of the houses. The variety of roof and dormer configurations proposed are also intended to ensure diversity of house forms on the streetscape. As also demonstrated on the preliminary design concepts (**Figures 4-6**), the main wall of the dwelling will also be set closer to the street.

The amendment also requests an exemption be permitted for townhouse dwellings proposed along curved street segments where the Front Yard Build Within Area cannot be met. **Figure 8** below demonstrates where individual townhouse units exceed the Front Yard Build Within Areas where they front along curved sections of Street Three (Block 213 & 216). As demonstrated on the figure, the intent of this development standard is still met as the block of townhouses would generally conform to this standard and be sited within the required build within areas.



Figure 8: Conceptual Townhouse Layout for Blocks 213 & 216

Attached Garage Width

An exemption is being requested to allow for the interior width of a garage to exceed the maximum requirements for single dwellings, semi-detached dwellings and townhouse dwellings. Increased garage widths are proposed to provide future residents with the ability to park a vehicle within the garage and accommodate additional indoor storage. While an increase in garage width results in a wider driveway, the proposed provision would not allow driveway widths to extend further than the exterior walls of a garage. This will allow for landscaping to be provided within the front yard.

Front Yard Landscaping

Single detached dwellings proposed throughout the subdivision are intended to be designed to provide a double wide garage. Due to the width of the garage and driveways leading to an attached garage, there are lots that are unable to provide at least 50% of the frontage as soft landscaping due the proposed lot's frontage. An exemption is being requested for this requirement while still requiring that the remaining lot frontage be provided with soft landscaping such as grass, trees and shrubbery.

Permitted Projections

A maximum projection of 0.5m into the interior and exterior side yard for piers, brick returns, ornamental features and unenclosed porches less than 3.0 m in height is being requested to allow for varying architectural designs as it relates to the proposed dwelling facades and front entrances. A 0.5m projection will allow for architectural elements to be accommodated while also ensuring sufficient access can be provided for the interior and rear yards. As demonstrated in the enclosed Concept Plans provided in **Appendix E**, access to the rear and interior yards can still be provided by either the side with the permitted projection or the other side yard where an increased setback is provided. It is noted that the Town's Development Permit By-law permits window wells and chimneys to project up to 1 m within a side yard (Section 3.32) and the proposed projection of 0.5 m would be less than this requirement.

In addition to adequate access being provided to the rear yard, the proposed encroachments are understood to meet Building Code standards, as provided by Hobin Architecture (**Appendix F**).

3.0 PLANNING POLICY ANALYSIS

The Development Permit By-law amendment application has been reviewed against the 2020 Provincial Policy Statement for consistency with provincial interests and have also been reviewed against the Lanark County Sustainable Communities Official Plan and the Town of Carleton Place Official Plan for conformity to policies of these Plans.

3.1 Provincial Policy Statement 2020

The Provincial Policy Statement, 2020 (PPS) came into effect on May 1, 2020. In accordance with the *Planning Act*, all planning matters and decisions are required to be consistent with the Provincial Policy Statements that are in effect on the date of the decision, and as such the proposed application has been reviewed against policies of the 2020 PPS.

The 2020 PPS provides policy direction on matters of provincial interest, including policies that provide for appropriate development that builds strong, sustainable communities, protects and manages provincial resources and protects the public health and safety of residents and the environment. The PPS encourages community development that is based on efficient land use, as well as communities that are economically strong, environmentally sound, and that foster social and economic well-being.

Section 1 of the PPS provides policy with regards to building strong and healthy communities. The PPS states that healthy, livable and safe communities are sustained by promoting efficient development and land use patterns, accommodating an appropriate affordable and market-based range and mix of residential types, avoiding development and land use pattern which may cause environmental or public health and safety concerns, promoting integrated and cost-effective development patterns to minimize land consumption and servicing. It is a policy to focus growth and development to settlement areas to efficiently use land and resources wisely. Land use patterns within settlement areas are to be based on densities and a mix of land uses that are appropriate for, and efficiently use public infrastructure that is available and avoids the need for their unjustified and/or uneconomical expansion, are transit and freight supportive and minimize negative impacts to air quality and climate change and promote energy efficiency. For new

development, it is a policy that this take place in designated growth areas adjacent to existing built up areas and that new development should have compact form, mix of uses and densities that allow for efficient use of lands and public infrastructure.

As described, the subject lands are located within the Town of Carleton Place urban boundary which is a designated area for urban growth. The proposed subdivision has been designed to accommodate a mix of residential building types to account for future growth pressures within the Town and by proposing a 1.62 ha Block for a future school site. The subdivision proposes compact urban form and will be developed on the basis of available full municipal services which are planned for this area. The development permit amendment application is necessary to establish development standards for the proposed subdivision's dwelling designs.

Section 1.2.1 of the PPS encourages a coordinated, integrated and a comprehensive approach when dealing with planning matters across different municipalities and agencies including managing and promoting growth and development that is integrated with infrastructure planning including transportation systems and public services facilities. The proposed subdivision demonstrates coordination amongst different agencies by proposing the parkland and institutional block adjacent to each other. Proposing these two uses adjacent to one another also contributes to providing opportunities for public services facilities to be co-located in community hubs as encouraged by Section 1.6.5 of the PPS. Through the subdivision review process the Conseil des écoles publiques de l'Est de l'Ontario expressed interest in reserving Block 218 for a future elementary school site. The school block (Block 218) and parkland block (Block 217) are proposed be designated as "Institutional" and "Parks and Open Space" through this Development Permit By-law amendment to recognize the intended future land uses for these blocks.

Section 1.4 of the PPS provides policy direction with regards to housing. It is a policy that planning authorities shall provide 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 a regional market area. This can be achieved by establishing and implementing minimum targets for affordable housing and by permitting and facilitating all housing options to meet the required social, health, economic and well-being requirements of current and future residents. The PPS further states that the long-term economic prosperity should be supported by encouraging residential uses to respond to dynamic market-based needs and to provide the necessary housing supply and a range of housing options for a diversified workforce.

The subdivision proposes a mix of single-detached and townhouse dwellings as well a 0.99 ha high density multi-unit block which will provide a mix of housing options for the regional market area and within the Town of Carleton Place. The single detached dwellings and townhomes are proposed to provide individual freehold ownership and will be offered for sale at market rates. The proposed high density residential block presents an opportunity to provide either rental or ownership housing opportunities as the proposed dwellings could either be rented at market rates or owned through a condominium corporation. The proposed development permit amendment application proposes appropriate development standards which would allow the proposed dwelling designs as developed by the home builder.

Within settlement areas municipal water and sewage services are the preferred form of servicing to support the protection of the environment and to minimum risks to human health and safety (Section 1.6.6.2). The proposed subdivision will be developed on full municipal services to achieve the proposed density and compact building form. A stormwater management block is

proposed to accommodate any stormwater run off from the development within the lands to be developed. Further, the proposed parkland block includes approximately 1.06 ha of existing woodlands areas which are intended to be retained through the development process. The proposed stormwater management and parkland block are proposed to be designated “Parks and Open Space” to recognize the intended use for these lands.

Section 1.6.7 provides policy regarding transportation systems and notes that transportation systems should be provided in a safe and energy-efficient manner that facilitates the movement of people and goods. It is also a policy of the PPS that major goods movement facilities and corridors be protected for their long-term use and that planning authorities do not permit development which may preclude or have a negative impact on a transportation corridor. Consultation with the Ministry of Transportation (MTO) confirmed planned future highway infrastructure upgrades and related implications for development adjacent to the corridor. These considerations have been addressed in the design of development near the corridor to ensure Ministry interests are protected. Highway 15, a provincial highway, travels in a north – south direction which bounds the subject lands to the east. The layout of the subdivision has been designed to consider the required road widening and development setbacks of this Provincial Highway, as per correspondence with MTO. Further to ensure land use compatibility with this major transportation corridor, a noise attenuation study has been prepared for the subdivision application and appropriate mitigation measures can be implemented through the subdivision construction process and through warning clauses for future purchasers and occupants.

Section 2 of the PPS provides policy regarding the wise use and management of resources. It is a policy that natural features and areas be protected for the long term. An Environmental Impact Statement was prepared by Bernie Muncaster Planning Inc to support the subdivision application. Further, a Stage 1 Archaeological Assessment was prepared by Paterson Group for the subdivision application which confirmed that no archaeological resources are present and that no further assessment was required.

Finally, Section 3 of the PPS addresses the protection of public health and safety through policies that relate to natural hazards and human-made hazards. These interests of the PPS have been reviewed in the context of the site location, and it has been determined that the proposed development does not conflict with policies in Section 3 of the PPS. The Town's Official Plan (2013) identifies organic soils on a small portion of the subject lands near Captain A. Roy Brown Boulevard and McNeely Avenue. A Geotechnical Study was prepared by Paterson Group for the subdivision application to confirm geotechnical considerations and to guide subdivision design. The subdivision application also included a Phase I Environmental Site Assessment prepared by Paterson Group which confirmed that there are no environmental concerns associated with previous land uses on the property.

Based on the foregoing, the proposed residential development and Development Permit By-law amendments are considered to be consistent with relevant policies of the 2020 Provincial Policy Statement.

3.2 Lanark County Sustainable Communities Official Plan

The Lanark County Sustainable Communities Official Plan was adopted by Council on June 27, 2012. The subject lands are designated as *Settlement Area* on Schedule A of the County's Official Plan. Section 2 of the County Official Plan provides policy direction regarding growth and development within settlement areas that is to be applied to local Official Plans. It is an objective of the County Plan that development within settlement areas include provisions for an adequate supply of residential lands, to provide for a range and mix of low to high density housing types and to provide for neighbourhood facilities and amenities that are appropriate to the residential living environment (Section 2.6.1). It is also an objective to provide for mixed use communities with appropriate commercial, institutional and employment uses. Lot creation within settlement area is generally to occur by Plan of Subdivision (Section 2.6.3). The proposed plan of subdivision will provide a mix of residential dwellings and community amenities including parklands and lands dedicated for a future school that are compatible with the surrounding community. Further the subject lands are within a settlement area where growth and development are to be focused.

With regards to new development, it is a policy that new development be directed towards communities which can reasonably provide or extend full municipal services (Section 4.4.1.2.). The proposed subdivision will be developed on full municipal services within the urban boundary for the Town of Carleton Place.

Based on the foregoing, the proposed residential development and Development Permit By-law amendment application are considered to conform to policies of the County of Lanark Official Plan.

3.3 Town of Carleton Place Official Plan

The Town of Carleton Place Official Plan was adopted by Council on July 23, 2013 and modified on April 23, 2014. Schedule A of the Official Plan (2013) identifies the subject lands as being within the Residential District designation. The Town of Carleton Place adopted Official Plan Amendment No. 2 on June 20, 2023 which designates the proposed subdivision as Residential District – Greenfield Overlay. It is understood that at the time of writing this report Official Plan Amendment No. 2 requires final approval from the County of Lanark.

It is also understood that the McNeely Landing subdivision and Development Permit amendment application are to be reviewed under Official Plan policies of the 2013 Official Plan as these applications were filed with the Town and County in June 2021. A review of the Town's 2013 Official Plan follows as it relates for the proposed Development Permit By-law Amendment application. Where appropriate, reference is also made to the Town's recently adopted Official Plan Amendment No 2, to demonstrate the proposed residential development conforms to the Town's recent policy direction.

3.3.1 Community Design Framework

Section 2 of the Town's Official Plan provides community design framework policies which are to be considered and applied to all proposed developments within the Town. It is a policy that new developments shall enhance the image of the Town by complementing and contributing to the character of the area and local landmarks. It is a policy that the design of new developments be complementary to adjacent development in terms of its overall massing, orientation and setback,

provide links with pedestrian, cycling and road networks, enhance orientation and integrate newly developing areas of the Town of Carleton Place and maintain and enhance valued cultural and heritage resources and natural features and functions (Section 2.3.6). It is also a policy that the Town promote and encourage building facades to be visually interesting through extensive use of street level entrances and windows (Section 2.3.10). The proposed Development Permit By-law amendment application proposes development standards to encourage varying building designs for the proposed McNeely Landing Subdivision, contributing to the overall character of the Town.

3.3.2 Residential District

Section 3.5 provides policy direction and objectives for the Residential District land use designation. It is an objective of this designation to promote sustainable, efficient and diverse residential neighbourhoods and to provide a diverse range of housing types and densities (Section 3.5.1). The Residential District designation permits a variety of residential dwelling types including singles, semi-detached, townhomes and apartment dwellings. The proposed subdivision includes a mix of single detached, townhouse and multi-unit residential uses consistent with the permitted uses of the Residential District designation.

Ancillary uses including parks, schools, places of worship and community facilities are also permitted in the Residential District, provided the use is compatible with the surrounding area. The proposed parkland, stormwater management facility and school block are proposed to be designated accordingly to recognize the intended uses within the Development Permit By-law.

3.3.3 Municipal Amenities and Green Infrastructure

Section 4.2 of the Town's Official Plan provides policy on Parks and Open Space systems. While the proposed applications do not intend to designate lands as Parks and Open Space in the Official Plan, the proposed 1.86 ha parkland block and stormwater management facility block are proposed to be designated "Parks and Open Space" within the Town's Development Permit By-law.

3.3.4 Safety and Security Policies

The Town's Official Plan also provides policy to protect the health and safety of its residents and to reduce the damage or loss of value to property. A Geotechnical Investigation and Phase 1 Environmental Site Assessment were prepared as part of the plan of subdivision application.

3.3.5 Development Control – Development Permit By-laws

Section 6.14 of the Town's Official Plan outlines objectives for creating and implementing a Development Permit By-law. The development permit system is intended to provide flexibility in the review of development proposals. As the subdivision is considering dwelling designs that require variations to certain standards, this amendment applies the entire subdivision rather than filing individual development permit applications on a lot or block basis.

3.3.6 Official Plan Amendment No 2 – Greenfield Policies

As noted, the subject lands are identified within the Town's recently adopted Official Plan Amendment No. 2 as Residential – Greenfield Overlay. The proposed subdivision is found to meet the intent of the Town's policies (Section 3.5.4.2) for future greenfield development as the subdivision has regard for the "South of 7 Conceptual Design Plan", provides a variety of land uses to support residential growth at an appropriate density including parks and school sites, and preserves unique natural features.

Based on the foregoing, the proposed residential development and Development Permit By-law amendment conforms with policies of the Town of Carleton Place Official Plan.

3.4 Town of Carleton Place Development Permit By-law 15-2015

As noted, the Development Permit By-law amendment application proposes to designate lands within the McNeely Landing Subdivision, as follows:

- Block 217 and Part of Block 219 from "Residential District" to "Parks and Open Space";
- Block 218 from "Residential District" to "Institutional"; and
- The remainder of the subdivision lands from "Residential District" to "Residential District – Special Exception 1".

The Residential District (Section 3) designation permits a variety of housing types and applies specific standards for each housing form. The draft plan of subdivision proposes a mix of housing types including single-detached, townhouse, and apartment dwellings which are permitted uses under the Residential District designation. The purpose of the proposed Development Permit Amendment application is to request specific development standards for the entire McNeely Landing Subdivision through the proposed Residential District – Special Exception provisions.

Section 15.3.2 of the Development Permit By-law provides a set of design criteria for residential greenfield development projects which are required to be met to ensure new dwellings demonstrate general principles of good design including but not limited to those dealing with form, mass, scale, height, texture and colour. A summary of the residential greenfield development built form criteria of Section 15.3.2 and a response to how the proposed subdivision and conceptual building designs meet each applicable criteria is provided in **Table 1** below. It is noted some of the Built Form Criteria are directly related to the development of multi-residential developments that will be further reviewed at the detailed design stage for the proposed multi-unit block.

Table 1: Section 15.3.2 Greenfield Development Built Form Criteria

Built Form Criteria	Development Proposal Response
1. At least 50% of all single dwelling units shall have a minimum lot frontage of 15.24 m (50 feet).	The subdivision has been designed to provide a mix of dwelling units and densities. Lot frontages for single detached dwellings range from 11m to 13.4m to ensure an appropriate density is provided for the subdivision consistent with the goals of the Town's Official Plan and provide compact form. Proposed

Built Form Criteria	Development Proposal Response
	frontages also meet the minimum standard of Section 6.3.1 of 10.6m.
2. Long monotonous façade designs including, but not limited to, those characterized by unrelieved repetition of shape or form or by unbroken extension of line shall be avoided. Excessive ornamentation shall be avoided to prevent visual clutter.	As demonstrated on the proposed dwelling renderings, the subdivision will provide a mix of craftsman and prairie style architecture with modern contemporary buildings designs and varying building forms to avoid repetitive buildings designs along the streetscape.
3. Façade, side and rear elevations adjacent to pathways or roadways and roof lines shall be constructed to provide a varied and diverse product in order to create streetscape interest and walkable communities.	Dwelling facades and building elevations are designed to create streetscape interest and diversity in the community.
4. All development shall be serviced by a public water supply and a public sanitary sewage system.	The proposed subdivision of 431 dwelling units will be serviced by the public water and sanitary sewage systems.
5. Commercial communication towers and wind generators are not permitted in any residential designation.	No commercial communication towers or wind generators are proposed within the development.
6. Street trees shall generally be provided every 10.6 metres (35 feet) on average to create a canopy on residential streets.	<p>Detailed streetscape designs will be provided during the final approval stage for the proposed subdivision and will provide street trees in accordance with municipal standards.</p> <p>In addition to detailed streetscape designs, the parkland dedication block proposes to maintain existing woodland features to maintain a significant portion of the current tree canopy within the subdivision.</p>
7. Buildings will be oriented to the street and shall provide architectural interest to contribute to the esthetics and visual appeal of the community. Corner lots will require orientation to both street fronts.	<p>The proposed dwellings will be oriented to the street and provide direct access to the proposed streets within the subdivision. Dwellings proposed on corner lots have been designed to ensure orientation is to both street fronts as required by the by-law.</p> <p>The proposed multi-unit residential blocks are intended to be designed to be oriented to both local and arterial roads.</p>

Built Form Criteria	Development Proposal Response
<p>8. The width of the garage for both single family dwellings and semi-detached dwellings and duplex shall not exceed 45% of the overall lot frontage. The width of the garage for townhome dwellings shall not exceed 70% of the overall lot frontage. The main wall for the garage doors shall be setback a minimum 6.0 metres (19.6 feet) from the front or exterior side lot line.</p>	<p>It is understood that Section 6 of the Town's Development Permit By-law has been amended regarding garage size and location.</p> <p>The proposed dwellings have been designed to ensure compliance with the provisions of the proposed By-law amendment regarding garage width and location (Section 6). The main wall for garage doors will meet the minimum 6.0 m setback from the front lot lines to ensure off-street parking can be provided within the driveway.</p> <p>The amendment proposes a provision to state that that the width of a driveway cannot exceed further than the exterior wall of an attached garage to ensure front yard landscaping can be provided.</p>
<p>9. Internal pathways for cyclists and pedestrians shall be provided with linkages to new and existing park and open space systems.</p>	<p>Pathway blocks are proposed to provide pedestrian linkages and are to be transferred to the Town as a condition of draft approval.</p>
<p>10. All development will require sidewalks on one side of the street.</p>	<p>Preliminary designs of the new streets propose sidewalk connections on one side of the street to provide pedestrian connectivity within the subdivision and to surrounding neighbourhoods.</p>
<p>11. A modified grid pattern of street design and layout will be provided. New developments shall be linked to existing neighbourhoods and provide multiple entrance points.</p>	<p>The streets have been designed to provide a modified grid pattern for improved vehicular and pedestrian connectivity. The streets have also been designed to provide connections between existing residential neighbourhoods including the Miller's Crossing Subdivision to the east and to local arterial roads including McNeely Avenue and Captain A. Roy Brown Boulevard. The subdivision also proposes a future roadway block to lands south of the subdivision in the Township of Beckwith.</p>

Based on the foregoing, the proposed residential development is considered to conform with the standards of the Town of Carleton Place Development Permit By-law, with the exception of the proposed amendments as detailed.

3.5 Highway 7 South Conceptual Design Plan 2013

With considerable growth anticipated to occur within the designated growth area south of Highway 7, a Highway 7 South Conceptual Design Plan was prepared 2013. The conceptual design plan was prepared in collaboration with the Town of Carleton Place and various landowner groups that came together as an Urban Design Working Group. The working group included representation by staff from the Town of Carleton Place and multiple landowners and was led by a consulting group to provide technical guidance on land development considerations. The Conceptual Design Plan exercise (**Figure 9**) was undertaken to ensure that future greenfield development in this growth area of Town would occur in an orderly manner and that appropriate infrastructure including road networks, municipal services, stormwater management, community facilities and the natural environment are appropriately considered for future development.

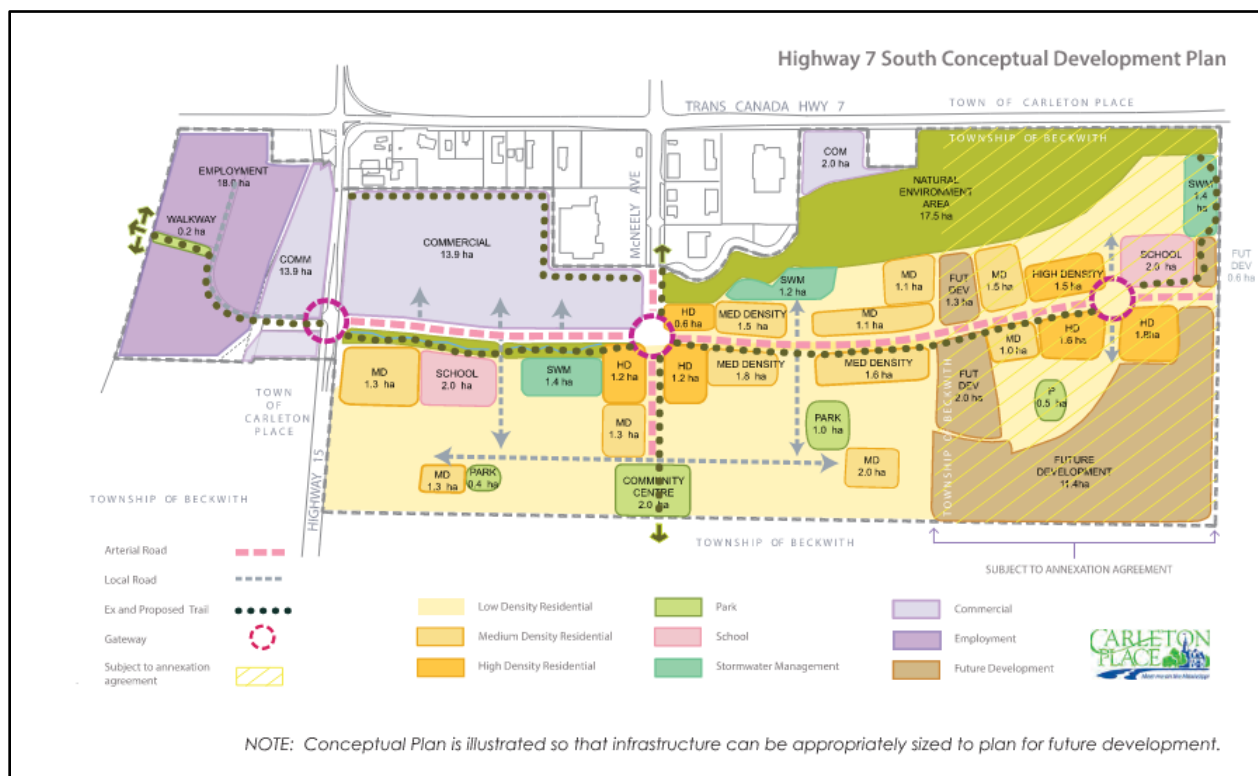


Figure 9: Excerpt of Conceptual Development Plan

Although the Plan was not adopted as a Secondary Plan, the Plan has guided recent residential developments south of Highway 7. As the subject lands are situated within the Conceptual Design Plan area, the proposed McNeely Landing Subdivision by Uniform Urban Development Ltd. has been designed considering key infrastructure locations and land use outcomes of the design plan. The proposed subdivision implements the design plan by providing a variety of residential uses, lands for a future school site, appropriate servicing design, stormwater management sites and parkland requirements.

The Town's recently adopted Official Plan Amendment No. 2 requires that any development located south of Highway 7 is to have regard for the vision, land uses and design standards of

the Highway 7 South Plan. The proposed subdivision responds the following community design principles as noted in **Table 2** below.

Table 2: Community Design Principles

1. Foster a healthy and sustainable community through the development of walkable, well-defined neighbourhoods linked to one another, to community amenities, to natural features and to the community core.	<p>The proposed subdivision includes a mix of pathway linkages and sidewalks on one side of the street provide for a walkable neighbourhood.</p> <p>Pedestrian connections are also planned within the proposed stormwater management block.</p>
2. Develop complete, well-defined neighbourhoods that feature a mix of housing forms, a defined centre expressed by density and/or community amenities, and direct connections to a well-defined network of roads, sidewalks, bicycle lanes, trails, parks, open space, and the natural system.	<p>The proposed subdivision includes a mix of dwelling types as well as options for rental or ownership housing to meet the needs of the community.</p> <p>A community core is established near Street One and Captain A. Roy Brown Blvd where high density residential development, lands for a park and school are sited adjacent to each other.</p>
3. Create a distinct identity for the community defined by its relationship to the natural environment, gateways framed by higher density and community amenities, key vistas, distinctive community-identity signage, and high-quality architectural expression.	<p>The subdivision proposes a mix of dwelling units providing high quality modern designs. The development permit amendment application will establish design standards specific for the proposed subdivision.</p> <p>Higher density development is proposed at one of the main entrances into the proposed community along Captain A. Roy Brown.</p>
4. Preserve significant natural features and integrate the natural system within the built fabric of the community to ensure that access to natural features is maximized for all residents of the community.	<p>The proposed Parkland Block includes approximately 1.06 ha of existing woodland features which are not intended to be developed by the developer. This block will be transferred to the Town as a condition of draft approval for the subdivision.</p>
5. Establish a green system linking natural features, watercourses, stormwater management facilities, parks, parkettes, and open spaces through an interconnected network of sidewalks, trails, and multi-use pathways that are readily accessible to all residents and visitors.	<p>The proposed subdivision includes a mix of pathway linkages and sidewalks on one side of the street provide for a walkable neighbourhood.</p> <p>Residential units are generally located within walking distances (400m) to the proposed parkland block or parks sited in adjacent developments.</p>
6. Celebrate the cultural heritage of Carleton Place by incorporating local history into the	<p>The proposed Parkland Block includes approximately 1.06 ha of existing woodland</p>

design of community amenities, neighbourhood landmarks, gateways, and the green system.	features which are not intended to be developed.
7. Create a well-defined community core that provides a vibrant focal point defined by higher density development, commercial opportunities, and connections to the walkway network/green system.	<p>The proposed plan of subdivision establishes a mix of uses including high density residential development, parkland and a future school site adjacent to Captain A. Roy Brown Blvd.</p> <p>Captain A. Roy Brown Blvd is planned to be designed to include a multi-use pathway to provide an active transportation connection for the local and surrounding community.</p>
8. Develop an energy-efficient, hierarchical road network with interconnected arterial, collector and local streets that facilitate pedestrian and vehicular movement within the community and provide connectivity to/from Highways 7 and 15.	The subdivision proposes a modified grid pattern to provide vehicle connections throughout. Local streets are proposed to connect to Captain A. Roy Brown Blvd and McNeely Avenue which provide connections to Highway 7 and Highway 15.

With regards the proposed residential development, the proposed subdivision responds to the residential density targets established in the Conceptual Design Plan. The subdivision proposes a mix of 48% low density development (single detached dwellings), 39% medium density (townhouse dwellings), and 13% high density (apartment dwellings). While this mix of units marginally exceeds the criteria of established in the Community Design Plan, an overall net density of approximately 31.4 units per ha is provided which meets the overall density target of 30 units per ha. The proposed density and unit mix efficiently uses lands available for residential development.

The proposed high density residential block meets the density range of 36-60 units per net ha and is positioned to provide building facades along Captain A Roy Brown Blvd. The block is also anticipated to be designed to consider underground parking and to provide more than 8 dwelling units per building. Medium density and low density uses meet the design criteria by providing a mix of units per block, avoiding rear facades facing the street and providing a minimum height of 1 storey.

4.0 CONCLUSION

This planning rationale has been prepared in relation to a revised development permit amendment application to establish development standards for the 431-unit residential subdivision in Carleton Place, known as McNeely Landing.

It is our assessment that the proposed development permit amendment standards for the subdivision are consistent with the 2020 Provincial Policy Statement and conform to both the County of Lanark Official Plan and the Town of Carleton Place Official Plan. The proposed mix of single-detached, townhouse dwelling, and multi-residential units is compatible with existing surrounding uses and can be appropriately accommodated by existing and planned municipal infrastructure. Further, the proposed development standards will ensure that the subdivision is

designed and constructed in a consistent manner, providing varying housing designs within the Town of Carleton Place.

It is our opinion the proposed subdivision, Development Permit By-law amendment and proposed development standards are appropriate for the orderly development of the subdivision to accommodate future residential growth within Carleton Place and represents good land use planning.

NOVATECH

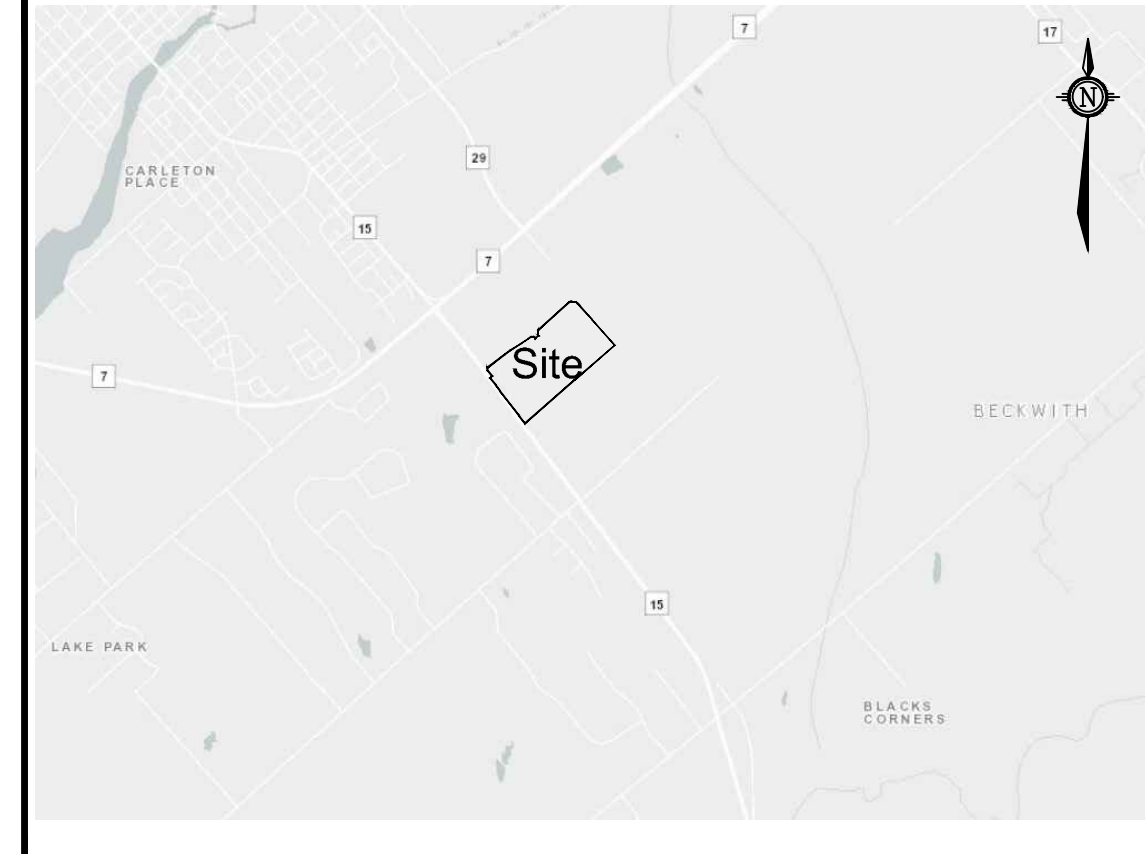
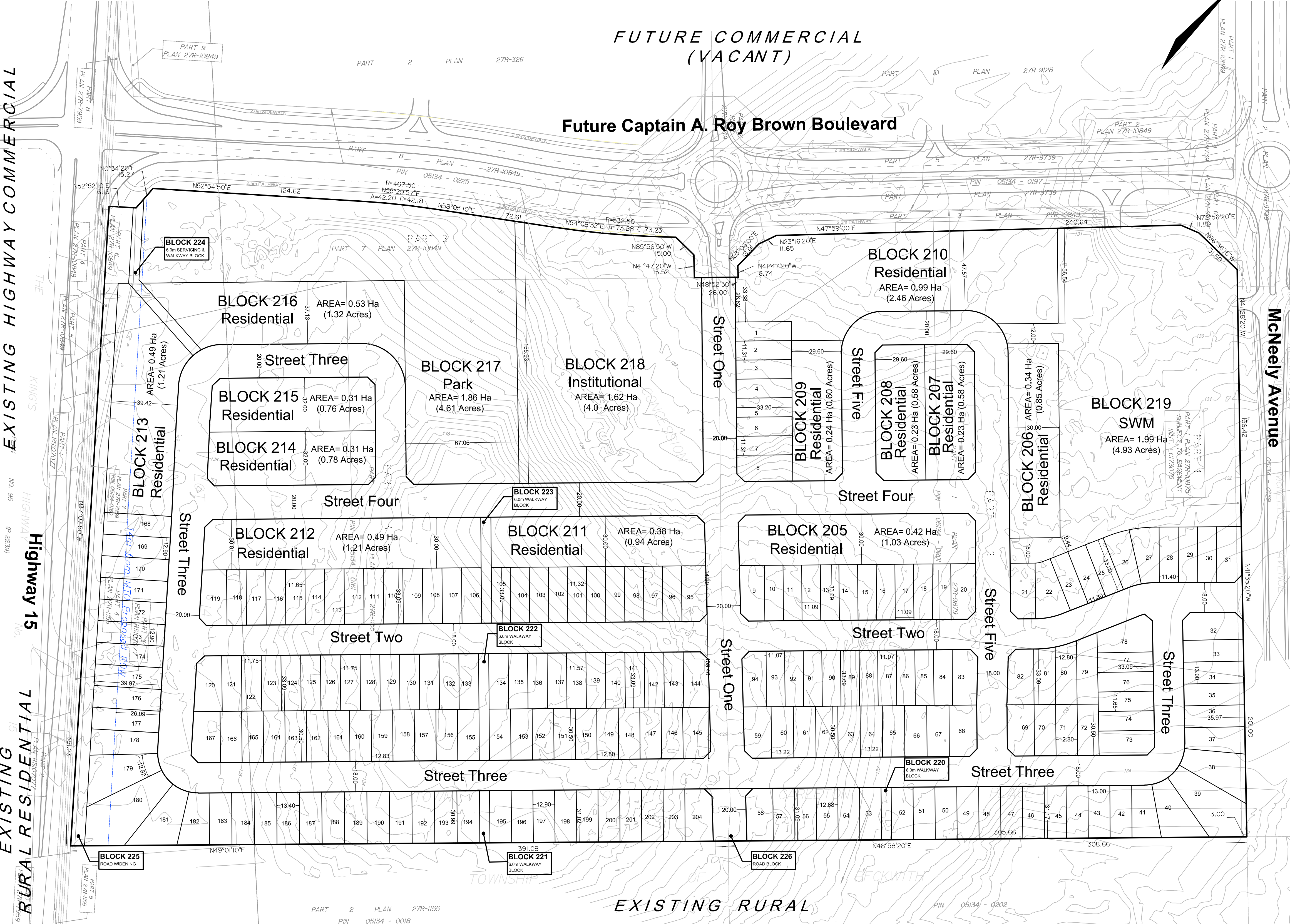
Prepared By:

A handwritten signature in dark ink, appearing to read 'Jordan Jackson', is written above the printed name.

**Jordan Jackson, RPP, MCIP
Project Planner**

Appendix A
Draft Plan of Subdivision

UNIT MIX BREAKDOWN			
LOT/BLOCK #s	LOT SIZE	UNITS	%
32-72, 145-204	42' (12.8m)	101	23.43
1-31, 73-144	36' (11.04m)	103	23.90
205-209, 211-216	19.8' (6.0m) Town	171	39.68
210	High Density Unit	56	12.99
Total		431	100.0



KEY MAP
NOT TO SCALE

METRIC : MEASUREMENTS SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

DRAFT PLAN OF SUBDIVISION OF
PART OF LOTS 14 and 15
CONCESSION 10
Geographic Township of Beckwith
TOWN OF CARLETON PLACE
COUNTY OF LANARK
SCALE
1 : 12500
DATE: JUNE, 2021
REVISED: MAY, 2022

SURVEYOR'S CERTIFICATE
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO ADJOINING LANDS ARE CORRECTLY SHOWN.
DATED May 13, 2022
Annis O'Sullivan Vollebek Ltd.
ONTARIO LAND SURVEYORS
Job No. 20696-20
Ed Herweyer, OLS
ONTARIO LAND SURVEYOR

OWNER'S CERTIFICATE
WE, UNIFORM URBAN DEVELOPMENTS LTD., BEING THE REGISTERED OWNER, HEREBY AUTHORIZE NOVATECH TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE COUNTY OF LANARK FOR REVIEW AND APPROVAL.
DATED May 13, 2022
John MacDougall, President
I have the Authority to bind the Corporation

OWNER'S CERTIFICATE
WE, MACSTEN HOLDINGS INC., BEING THE REGISTERED OWNER, HEREBY AUTHORIZE NOVATECH TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE COUNTY OF LANARK FOR REVIEW AND APPROVAL.
DATED May 13, 2022
John MacDougall
I have the Authority to bind the Corporation

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51 (17) OF THE PLANNING ACT.
A) The boundaries of the land proposed to be subdivided, certified by an Ontario land Surveyor.
As shown on Draft Plan
B) The locations, widths & names of the proposed highways within the proposed subdivision & of existing highways on which the proposed subdivision abuts.
As shown on Draft Plan
C) On a small keyplan, on a scale of not less than 1cm to 100m, all of the land adjacent to the proposed subdivision that is owned by the applicant or in which the applicant has an interest, every subdivision adjacent to the proposed subdivision & the relationship of the boundaries of the land to be subdivided to the boundaries of the township lot of other original grant of which the land forms the whole part.
As shown on Draft Plan
D) The purpose for which the proposed lots are to be used;
Residential, Institutional, Open Space, and SWM shown on Draft Plan
E) The existing uses of all adjoining lands;
Rural, and Open Space shown on Draft Plan
F) The approximate dimensions & layout of the proposed lots;
As shown on Draft Plan
G) Natural & artificial features such as buildings or other structures or installations, railways, highways, watercourses, drainage ditches, wetlands & wooded areas within or adjacent to the land proposed to be subdivided.
As shown on Draft Plan
H) The availability and nature of domestic water supplies;
Development will be supplied with full municipal piped water service
I) Please refer to Soils Report.
J) Existing contours or elevations as may be required to determine the grade of the highways and the drainage of the land proposed to be subdivided.
Contours shown at 0.25 metre intervals on Draft Plan
K) The municipal services available or to be available to the land proposed to be subdivided;
Development will be supplied with full sanitary and storm water sewer services.
L) The nature & extent of any restrictions affecting the land proposed to be subdivided, including restrictive covenants or easements, 1994, c. 23, s. 30, 1998, c. 4, s. 39 (31).
As shown on Draft Plan.

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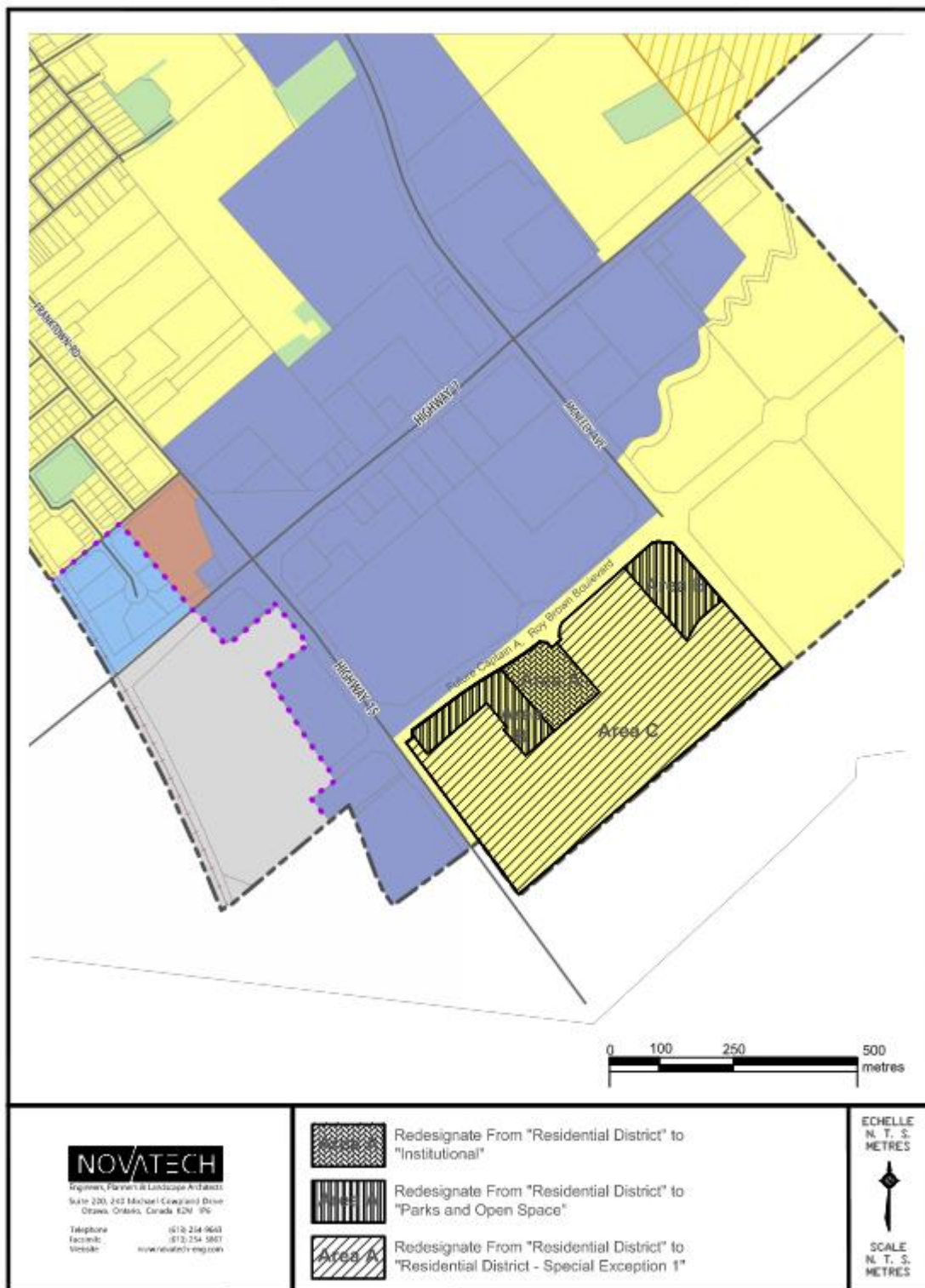
PROJECT No. 119221

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Appendix B
Development Permit Amendment Sketch



Appendix C
Development Permit Amendment Details

Section 6.X Residential District - Special Exception 1

Notwithstanding the Development Standards of Section 3.32, Section 6.3.1 to Section 6.3.4, Section 6.3.7, Section 6.3.8, Section 14 and Section 15, on the lands described as Part Lot 14 & 15, Concession 10, geographic Township of Beckwith (McNeely Landing Subdivision) the following Development Standards shall apply:

a) Single Detached and Semi-detached Dwelling

- Rear Yard Depth (minimum) – 7 m
- Front Yard Build within Area – 4.5 m (minimum)
8.5 m (maximum)
- The interior width of an attached garage may exceed 50% of the overall lot frontage, provided a driveway leading to an attached garage does not extend further than the exterior wall of the garage.
- Dwellings may be exempt from providing at least fifty percent (50%) of the total lot frontage with soft/green landscape elements. With the exception of driveways and pathways, the lot frontage shall be required to provide soft and green landscape elements such as grass, trees and shrubbery.

b) Townhome Dwelling

- Front Yard Build within Area – 4.5 m (minimum)
8.5 m (maximum)
- The interior width of an attached garage may exceed 70% of the overall lot frontage, provided a driveway leading to an attached garage does not extend further than the exterior wall of the garage.
- The main garage foundation shall be setback a minimum of 6.0 metres from the front lot line and shall be exempt from being even with or setback from the main front wall of the dwelling.
- Townhouse dwellings are exempt from complying with the Front Yard Building within Area standards where impacted by curved streets.

d) Permitted Projections & Definitions

- Unenclosed porches under 3.0 m in height may project up to a maximum of 0.5 m into a required interior or exterior side yard.
- Piers, brick returns and other ornamental features may project a maximum of 0.5 m into a required interior or exterior side yard.
- Main Front Wall shall mean part of an exterior front-facing façade of a building including walls at or above the first storey, porches and main entrances that are located closest to the front lot line but excluding an attached garage.

Appendix D

Built Form Inventory



KEY PLAN
N.T.S



Single - Contemporary



Single - Traditional



Townhome

Housing Type	Dwelling Unit	Single	1-2 storey
		Semi	1-2 storey
		Town	2 storey
		Multi Unit Flats	3.5 storey
Exterior Cladding	Front Façade	Materials	Masonry, Siding
	Side Elevation	Materials	Masonry, Siding
	Colour		Neutral tone with colour accents
Main Entrance	Entry Door		With & without sidelight & transom
	Porch	Height above grade	8"-36" (or more dependant on grading)
	Other Features	Porch	Unenclosed, Covered
		Balcony - Multi-unit	Unenclosed, covered & uncovered
		Materials	Concrete/brick/siding
		Column	PVC/Aluminum/Masonry
		Guardrail	If required by grade, black metal
Windows	Above Grade	Type	Casement
	Below Grade	Elevation	On sides & rear of singles, semis, towns
		Type	Slider
		Window Well	Yes
Roof	Slopes	Type	Varies (flat, hip, gable)
	Slopes	Type - Multi-unit	Hip
	Features	Decorative Gables (towns & singles)	Varies (front/side/rear)
Garage	Garage (singles, towns, semis)	Type	Attached
		Location	Front
		Flush with Façade	Yes
		At grade	Yes
		Below grade	No
	Garage (Multi-unit)		Below building & above grade parking
Other Design Features	Lighting		Surface mounted and/or soffit lighting
	Chimney	Cladding	Brick or Siding
Landscaping	Hard Surfaces	Driveway	Asphalt
		Walkway	Unit Pavers
	Soft Landscape	Tree	Deciduous and/or Coniferous
		Other Features	Sod



Semi



Townhome



Semi



Multi-Unit Flat

uniform
URBAN DEVELOPMENTS

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MCNEELY LANDING

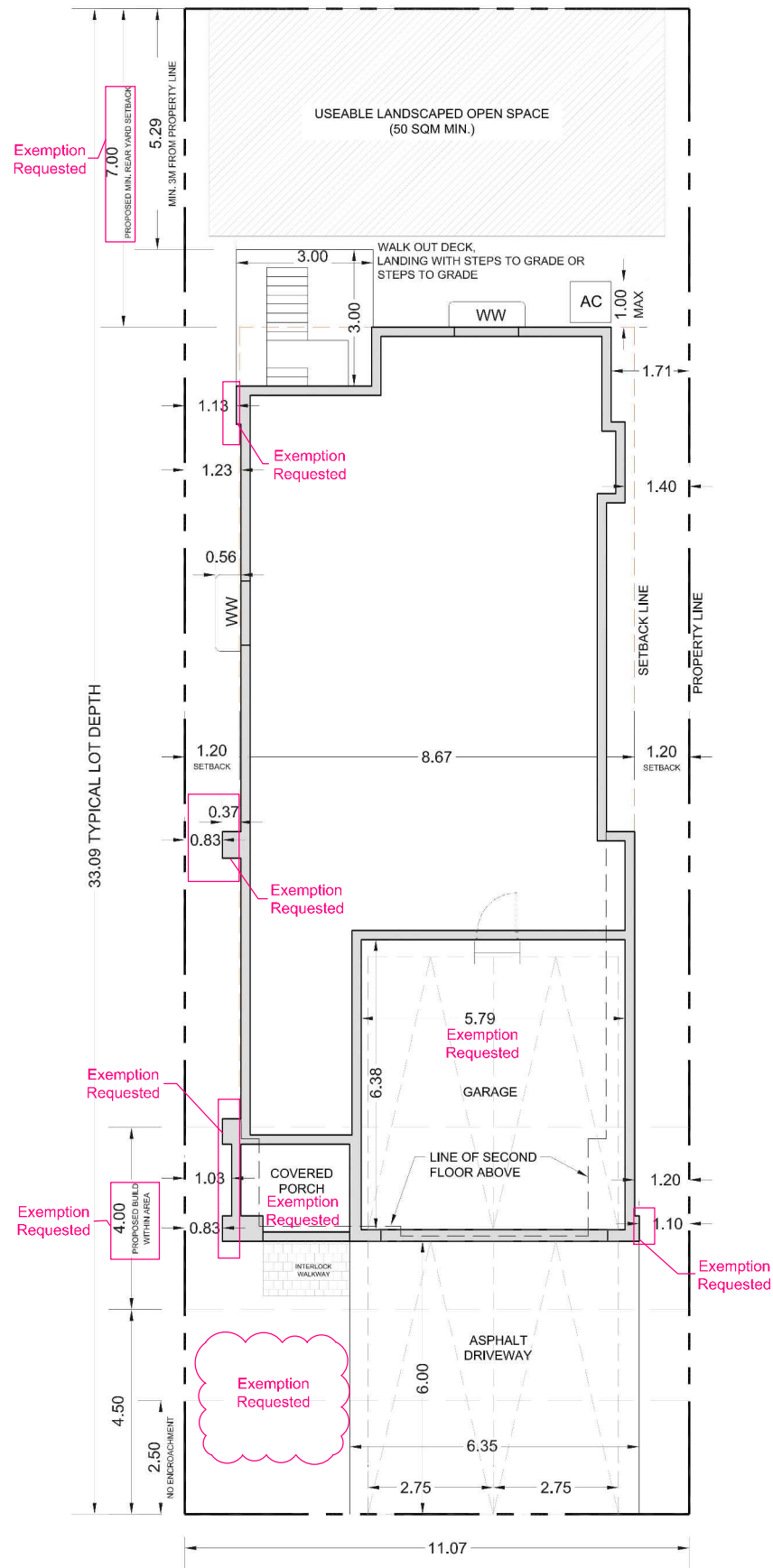
BUILT-FORM INVENTORY
RESIDENTIAL DISTRICT

DATE NOV 2023 JOB 119221 FIGURE MAP 1

Appendix E

Single & Townhouse Dwelling Concept Plans

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NOTE: CONCEPT PLAN PROVIDED BY UNIFORM URBAN DEVELOPMENTS LTD.

Town of Carleton Place Development Permit By-law			
Residential District - Single Detached Dwelling (36' Single Dwelling)			
Development Standards (Section 6.3.1)	Required	Provided	Amendment Request
Lot Area (minimum)	Nil	366 m2	
Lot Coverage (maximum)	60%	46%	
Lot Frontage (minimum)	10.6 m	11.07 m	
Front Yard Build Within Area	4.5 m - minimum 7.5 m- maximum	6 m	4.5 m - minimum 8.5 m- maximum
Exterior Side Yard Build Within Area	4.5 m - minimum 7.5 m- maximum	-	
Interior Side Yard (minimum)	1.2 m	1.2 m	
Rear Yard Depth (minimum)	7.5 m	7 m	7 m
Usable Landscaped Open Space in the rear yard (minimum)	50 m2	50 m2	
Building Height (maximum)	11 m	To Comply	
Minimum Dwelling Unit Area	92.9 m2	To Comply	
No Encroachment Area from front or exterior side lot line	2.5 m	-	
Parking Spaces (2.75m x 6m)	2	2	
Additional Provisions (Section 6.3.2)			
The interior width of the garage for single detached dwellings shall not exceed 50% of the overall lot frontage.		53%	Exemption requested.
The main garage foundation shall be set back a minimum of 6.0 metres from the front		6 m	
The driveway must not extend further than the exterior wall of the garage and shall be constructed as per Section 3.30.		To Comply	
At lease fifty percent (50%) of the total lot frontage must have soft/green landscape elements such as grass, trees and shrubbery		42%	Exemption requested.
Secion 3.32 - Permitted Projections			
Chimney breasts, sills, cornices fireplaces, window wells	1 metre into any required front, rear or side yard and a maximum width of 3 metres. Not permitted in no encroachment zone.	To Comply	
Heat pumps and air conditioners	1 metre into any rear yard only	To Comply	
Decks, unenclosed porches and verandas that have a floor height of 3.0 metres or less measured from the average grade level adjacent to the deck are permitted in the front, interior side yard, exterior side yard and rear yard provided that they are: 1) No closer than the minimum required setback for the main building from the front, interior and exterior side lot line, and 2) No closer than 3.0 metres from the rear lot line.		0.83 m	Exemption requested.
Proposed: Piers, brick returns and other ornamental features may project a maximum of 0.5 m into a required interior or exterior side yard.		0.83 m	Exemption requested.



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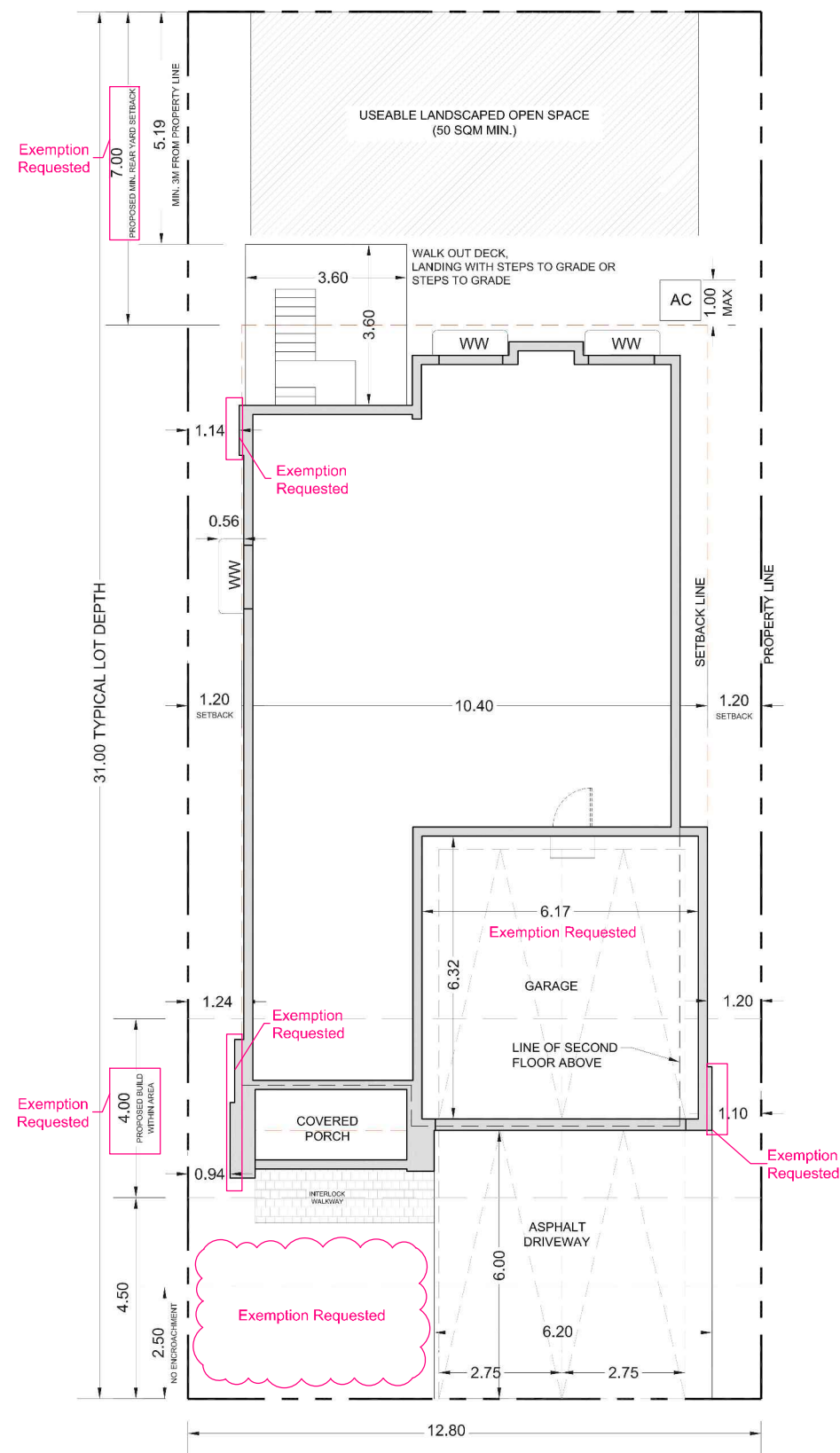
Telephone (613) 254-9643
Facsimile (613) 254-5867
Website www.novatech-eng.com

McNEELY LANDING

TYPICAL 36' LOT
CONCEPT PLAN

SCALE 1 : 150

DATE DEC 2023 JOB 119221 FIGURE SP-36' Single



NOTE: CONCEPT PLAN PROVIDED BY UNIFORM URBAN DEVELOPMENTS LTD.

Town of Carleton Place Development Permit By-law			
Residential District - Single Detached Dwelling (42' Single Dwelling)			
Development Standards (Section 6.3.1)	Required	Provided	Amendment Request
Lot Area (minimum)	Nil	396 m2	
Lot Coverage (maximum)	60%	46%	
Lot Frontage (minimum)	10.6 m	12.8 m	
Front Yard Build Within Area	4.5 m - minimum 7.5 m- maximum	6 m	4.5 m - minimum 8.5 m- maximum
Exterior Side Yard Build Within Area	4.5 m - minimum 7.5 m- maximum	-	
Interior Side Yard (minimum)	1.2 m	1.2 m	
Rear Yard Depth (minimum)	7.5 m	7.35 m	7 m
Usable Landscaped Open Space in the rear yard (minimum)	50 m2	50 m2	
Building Height (maximum)	11 m	To Comply	
Minimum Dwelling Unit Area	92.9 m2	To Comply	
No Encroachment Area from front or exterior side lot line	2.5 m	-	
Parking Spaces (2.75m x 6m)	2	2	
Additional Provisions (Section 6.3.2)			
The interior width of the garage for single detached dwellings shall not exceed 50% of the overall lot frontage.		48%	Exemption requested.
The main garage foundation shall be set back a minimum of 6.0 metres from the front		6 m	
The driveway must not extend further than the exterior wall of the garage and shall be constructed as per Section 3.30.		To Comply	
At lease fifty percent (50%) of the total lot frontage must have soft/green landscape elements such as grass, trees and shrubbery		52%	Exemption requested.
Secion 3.32 - Permitted Projections			
Chimney breasts, sills, cornices fireplaces, window wells	1 metre into any required front, rear or side yard and a maximum width of 3 metres. Not permitted in no encroachment zone.	To Comply	
Heat pumps and air conditioners	1 metre into any rear yard only	To Comply	
Decks, unenclosed porches and verandas that have a floor height of 3.0 metres or less measured from the average grade level adjacent to the deck are permitted in the front, interior side yard, exterior side yard and rear yard provided that they are: 1) No closer than the minimum required setback for the main building from the front, interior and exterior side lot line, and 2) No closer than 3.0 metres from the rear lot line.		1.10 m	Exemption requested.
Proposed: Piers, brick returns and other ornamental features may project a maximum of 0.5 m into a required interior or exterior side yard.		0.94 m	Exemption requested.



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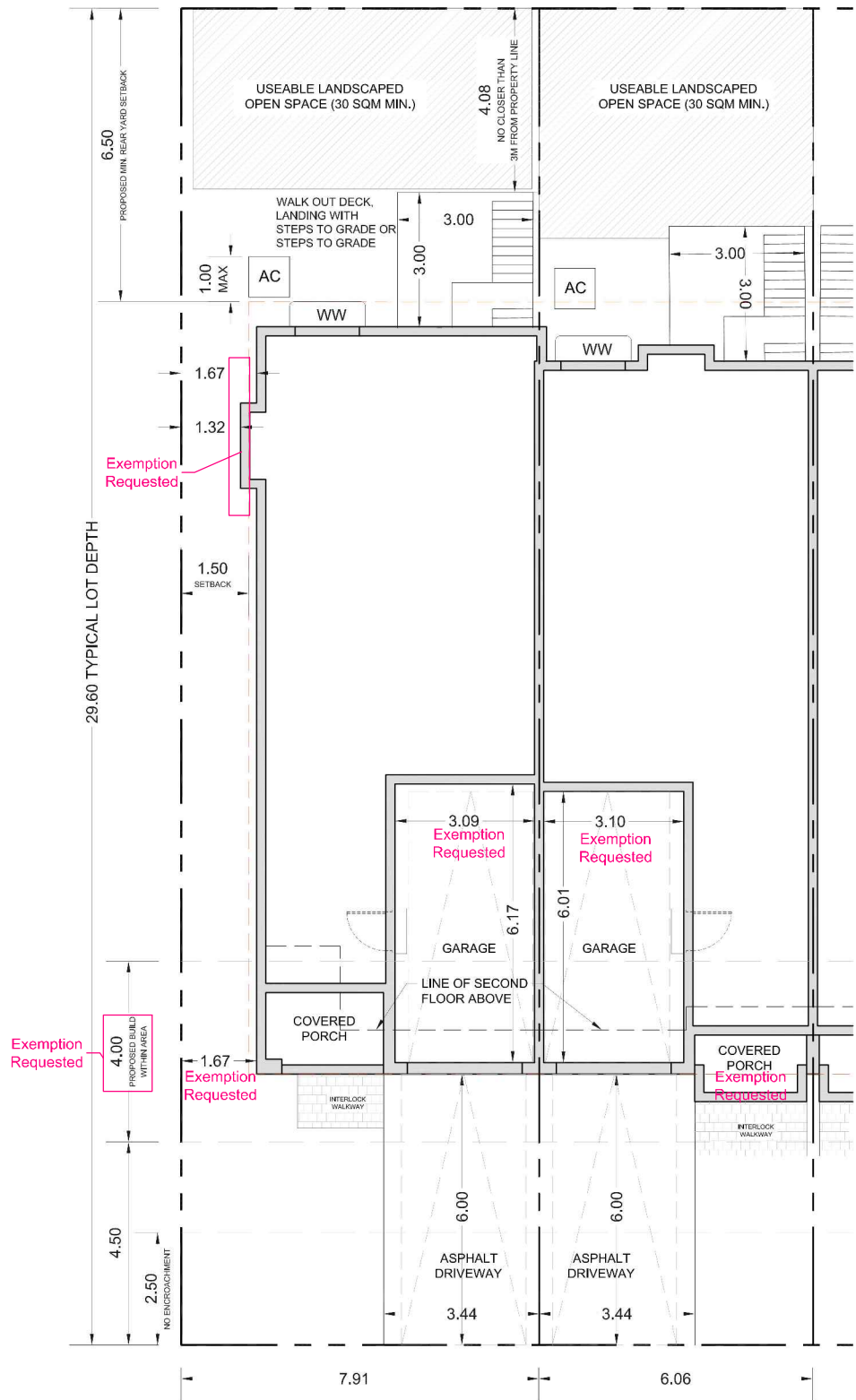
McNEELY LANDING

TYPICAL 42' LOT
CONCEPT PLAN

SCALE 1 : 150

DATE DEC 2023 JOB 119221 FIGURE SP-42' Single

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NOTE: CONCEPT PLAN PROVIDED BY UNIFORM URBAN DEVELOPMENTS LTD.

Town of Carleton Place Development Permit By-law			
Residential District - Townhome Dwelling			
Development Standards (Section 6.3.7)	Required	Provided	Amendment Request
Lot Area (minimum)	Nil	179 m2	
Lot Coverage (maximum)	60%	56%	
Lot Frontage (minimum)	5.5 m per unit	6.06 m	
Front Yard Build Within Area	4.5 m - minimum 7.5 m- maximum	6.98 m	4.5 m - minimum 8.5 m- maximum Exemption Requested Curved Streets
Exterior Side Yard Build Within Area	4.5 m - minimum 7.5 m- maximum	-	
Interior Side Yard (minimum)	1.5 m	1.5 m	
Rear Yard Depth (minimum)	6.5 m	7 m	
Usable Landscaped Open Space in the rear yard (minimum)	30 m2	30 m2	
Building Height (maximum)	11 m	To Comply	
Minimum Dwelling Unit Area	83.1 m2	To Comply	
No Encroachment Area from front or exterior side lot line	2.5 m	-	
Parking Spaces (2.75m x 6m)	2	2	
Additional Provisions (Section 6.3.8)			
The interior width of the garage shall not exceed 70% of the overall lot frontage		51%	Exemption requested.
The main garage foundation shall be set back a minimum of 6.0 metres from the front or exterior side lot line and shall be even with or set back from the front of the dwelling		6 m	Exemption requested.
The driveway must not extend further than the exterior wall of the garage and shall be constructed as per Section 3.30.		To Comply	
At least twenty-five (25%) of the total front yard of all townhouse units must have soft/green landscape elements such as trees and shrubbery.		To Comply	
Section 3.32 - Permitted Projections			
Chimney breasts, sills, cornices fireplaces, window wells	1 metre into any required front, rear or side yard and a maximum width of 3 metres. Not permitted in no encroachment zone.	To Comply	
Heat pumps and air conditioners	1 metre into any rear yard only	To Comply	
Decks, unenclosed porches and verandas that have a floor height of 3.0 metres or less measured from the average grade level adjacent to the deck are permitted in the front, interior side yard, exterior side yard and rear yard provided that they are: 1) No closer than the minimum required setback for the main building from the front, interior and exterior side lot line, and 2) No closer than 3.0 metres from the rear lot line.			Exemption requested.
Proposed: Piers, brick returns and other ornamental features may project a maximum of 0.5 m into a required interior or exterior side yard.			Exemption requested.



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McNEELY LANDING

TYPICAL TOWNHOME LOT
CONCEPT PLAN

SCALE 1 : 150

DATE DEC 2023 JOB 119221 FIGURE SP-Townhome

Appendix F

Building Code References

January 3, 2024



OBC Reference for Development Permit By-law Amendment

McNeely Landing, Carleton Place
Uniform Developments

Attn: Heike Tessier, Uniform
Jordon Jackson, Novatech

Our office has been asked to provide comment & OBC references as they relate to the Planning Rationale Report, prepared by Novatech to support a Development Permit By-law Amendment Application. These references are listed below in red.

Section 6.X Residential District - Special Exception 1

d) Permitted Projections & Definitions

- Unenclosed porches under 3.0 m in height may project up to a maximum of 0.5 m into a required interior or exterior side yard.
- Piers, brick returns and other ornamental features may project a maximum of 0.5 m into a required interior or exterior side yard.
 - The proposed porches, piers and brick returns projections into side yards will be implemented so that a continuous walkable path will be maintained between front and rear yards.
 - For reference, the OBC 3.8.1.3 (1) standard for a barrier-free path of travel is for "an unobstructed width of at least 1100 mm". This corresponds to the proposed minimum side yard clearance for **at least one** side yard on all detached and end-unit townhouse dwellings.
 - As further reference, OBC 9.9.3.2 (1) requires that every "exit facility" (which includes an "exterior passageway" 9.9.2.1 (1)(b)) "shall be not less than 900mm". Any proposed side yard that is less than 1100mm would exceed this minimum standard.
 - For detached and semi-detached dwellings, OBC 9.10.15.5 (2) permits that non-combustible cladding and construction may be used where the limiting distance (the distance from a wall or projection to property line in this case) is not less than 0.6m
 - For buildings containing more than two dwelling units (such as townhome dwellings) OBC 9.10.14.5 (5) requires that "combustible projections on the exterior of a wall that are more than 1000mm above the ground level [...]" are not permitted within 1.2m of a property line, or within 2.4m from a combustible projection on another building on the same property.

The above OBC clauses are provided as reference as they are relevant to the proposed By-law Amendment Application. The proposed projections (noted above) will not cause any OBC requirements to be contravened.

Sincerely,
Todd Duckworth, M.Arch

A handwritten signature in black ink, appearing to read "TDDH", is written over a light blue horizontal line.

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