

September 19, 2023

Joanna Bowes, Director of Development Services
Town of Perth
80 Gore Street East
Perth, ON K7H 1H9

**RE: Proposed Zoning By-Law Amendment
Harris Street
Part Lot 2, Concession 2
Perth, Ontario
Owners: Maple Leaf Custom Homes**

Dear Ms. Bowes,

ZanderPlan has been retained by the property owners to assist with a Zoning By-Law Amendment for the property located on a private lane located off Harris Street in the Town of Perth. The proposed amendment will seek to re-zone the subject lands from Residential First Density (R1-h) to Residential Fourth Density – Exception (R4-x) to permit the construction of four apartment buildings with associated parking and amenity space. Access to the site will be via an existing private road which shares access with abutting lands which are also the subject of a development application; some of the supporting studies and reports have been shared between the two projects, as the servicing and street access will be shared. Three of the four proposed buildings will contain 24 residential units over 3 storeys, with the fourth proposed building containing 32 units over 3 storeys. The total property is irregular in shape bordering the rail corridor and resides within an area with single detached lots, intermixed with medium density lots along Harris Street and Garden Avenue. Access to the lot is provided via a 15.5m private Right of Way off Harris Street to be converted to a municipal road, where sewer and watermain connections will run. The proposed multi-apartment development is seeking a Zoning Amendment with exceptions to be outlined in the Zoning By-Law section of this report.

SITE LOCATION

The subject property is located South of Highway 7 and East of Drummond Street, known as Part of Lot 2 Concession 2 in the Town of Perth (Figure 1). The subject property resides within the Settlement Area of the Lanark County Official Plan, in the Residential Designation of the Town of Perth Official Plan, and First Density Residential with a partial EP-4 zone along the railway in the Town's Zoning By-Law. The property is located at the end of a private Right of Way located off Harris Street, leading to a large forested area abutting the rail corridor. The property maintains a

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frontage of 92.8m along the existing right of way including a 6m easement identified on the West side of the property residing behind lots 26-34 along Harris Street. The property is approximately 23,470 sq.m in size. There are no significant natural heritage features identified on the property and the future buildings will be serviced via municipal services, as described in the attached servicing report. The property resides within an area surrounded primarily by Residential First Density lots, with a mix of higher densities ranging from R3 to R4 zones along Garden Avenue and on the opposite side of the railway corridor. The proposed amendment from R1-h to R4-x will permit the intensification of the under-utilized and vacant lot, and provide mid-rise apartments contributing to a mix of housing types and densities in the area.



Figure 1. Aerial Image of the Subject Property

PROVINCIAL POLICY STATEMENT, 2020

The Provincial Policy Statement (PPS, 2020), created under the authority of Section 3 of the *Planning Act*, identifies matters of Provincial interest which must be considered when planning

applications are filed in Ontario. Approval authorities are required to ensure that decisions on planning matters are consistent with these policies.

The proposed development is consistent with **Section 1.0** Building Strong Healthy Communities, as it presents opportunities to contribute to a range and mix of housing types and densities, utilizing a vacant lot in an existing developed area, using land and connecting to existing infrastructure networks efficiently (1.1.1b). The proposed residential development is not anticipated to cause or create any environmental or public health and safety concerns and would be considered a compatible use to the surrounding residential uses (Sec 1.1.1c). The new apartment buildings will not affect any of the settlement area boundaries or prevent further expansion of these boundaries as it will be placed on an existing landholding within the Town of Perth (Sec. 1.1.1d). The development fronts onto an existing right of way, which will be municipally owned in the future, and connects to an establish road with connectivity to major corridors in and out of the Town, providing intensification within a transit-supportive area (Sec. 1.1.1e). The nature of the lots and the established surroundings ensures the necessary infrastructure is readily available and easily accessible for the projected needs (Sec. 1.1.1e). Ultimately, the request to develop 3, 24-unit apartment buildings and 1, 32 unit apartment building on the subject property will contribute to a healthy, liveable and safe community within the Town of Perth.

Section 1.1.2 speaks to the municipality's requirements to make sufficient land available to accommodate a range and mix of land uses to meet the projected needs for a time horizon of up to 25 years. Where, *"within settlement areas, sufficient land shall be made available through intensification and redevelopment and if necessary, designated growth areas"*. The proposed apartment buildings are consistent with the intensification policies of the PPS.

Section 1.1.3 speaks to Settlement Areas as the focus on growth and development, relying on vitality and regeneration of the communities for long-term economic growth (Sec. 1.1.3.1). The proposed development will efficiently use land and resources (Sec. 1.1.3.2a), while continuing to maintain proper infrastructure and servicing adequate for the site and use (Sec.1.1.3.2b). The proposed 4 apartment buildings with a total of 104 dwelling units will create new opportunities for compact/intensified living compared to the surrounding single detached dwellings, minimizing negative impacts to air quality and promoting energy efficiency (Sec. 1.1.3.2c). The intensification of the lot contributes to minimizing the effects of climate change and urban sprawl (Sec. 1.1.3.2d). Access to the subject property falls within close proximity to Highway 7 and Drummond Street, making it easily accessible for any future transit plans (Sec. 1.1.3.2f).

Section 1.2.6 speaks to Land Use Compatibility, noting that *"Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and*

mitigate any potential adverse effects". The proposed buildings do not meet the definition of a major facility as defined by the Provincial Policy Statement. The location of the four apartment buildings does fall within close proximity of the railway corridor. A Noise Impact Study has been completed with identified mitigation measures to ensure anticipated noise from traffic and the railway corridor will not negatively impact its future residents. There are no other anticipated adverse effects expected from contaminant discharges, odour, or other public health risks from the proposed development or surrounding uses (Sec. 1.2.6). Further, the subject property is not located in proximity to any other major facilities that would result in a conflict with the proposed development.

Section 1.4 speaks to housing, where an appropriate range and mix of housing options and densities are required. The lots are currently vacant and under-utilized, where the proposal will provide 104 new units, accommodating future residential growth. The proposed apartment buildings will also contribute to providing a range of living accommodations and a mix of densities within the residential area of Perth.

Section 1.6.6 of the PPS speaks to sewage, water and stormwater. As the subject site falls within the settlement area, municipal sewage and water services are typically the preferred form of servicing. The existing surrounding neighbourhood is connected to municipal services with connections available on Isabella Street and Harris Street for new infrastructure lines to be implemented throughout the subject area. A servicing study has been performed outlining stormwater, sanitary and water services and is submitted with this application.

Section 1.6.7 of the PPS speaks to transportation systems, noting connectivity among transportation systems should be maintained. The proposed development will front onto the existing right-of-way where it connects to Harris Street. The 15.5m right-of-way will become a municipally owned road, and a Traffic Impact Study has been performed to ensure the existing surrounding transportation networks can accommodate the predicted traffic. No foreseen implications are predicted to arise due to the proposed development and the roads shall continue to facilitate the movement of people and goods in a safe and energy efficient manner.

Section 1.8 of the PPS speaks to Energy Conservation, Air Quality and Climate Change with an emphasis on energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns. The apartment buildings promote intensified living, offering a variety of residential units and emphasizing energy conservation. The location and orientation of the building will maximize energy efficiency while proximity to local amenities will support active transportation.

Section 2.1 of the PPS speaks to Natural Heritage requiring natural features and areas to be protected for the long term. There are no significant natural heritage features identified on or surrounding the existing lot. The Environmental Protection area along the rail corridor will be retained as part of the development.

Section 2.2 of the PPS speaks to water. No significant water resource areas are identified on or surrounding the lot. As noted, the proposed development will connect to municipal water and stormwater networks. **Section 2.3** speaks to agriculture. The subject property is within a Settlement Area with no identified agricultural lands. **Section 2.4** of the PPS speaks to minerals and petroleum. The subject site does not contain any known significant minerals or petroleum resources that need to be preserved. **Section 2.5** speaks to mineral aggregate resources; there are no known mineral aggregate resources on or within close proximity to the subject site. **Section 2.6** of the PPS speaks to cultural heritage and archaeology; there are no known cultural heritage or archaeological resources on or within close proximity to the subject site.

Section 3 of the PPS speaks to protecting public health and safety. The subject site does not contain any natural hazards such as flooding and erosion hazards. No other known public health and safety hazards are identified on the property or man-made hazards pursuant to the policies of Section 3.2.

Overall, the proposed development of 4, 3-storey apartment buildings totalling 104 residential units is consistent with the policies in the 2020 Provincial Policy Statement.

LANARK COUNTY OFFICIAL PLAN

The subject property is designated within the Settlement Area on the Lanark County Official Plan Schedule A –Land Use, with no identified constraints on Schedule B.

Section 2.0 of the Lanark County Official Plan sets forth policies and objectives for Settlement Areas. It is an objective within the Official Plan that Settlement Areas “*are intended to create a planning framework which will encourage and support diversified, mixed use settlement areas which have developed on the basis of full or partial municipal services or which are planned population centres to be developed on the basis of sustainable private services*”. The subject site falls within the Settlement area of Perth with the proposed development having no impact on expanding or affecting the limits of the settlement area as identified on Schedule A. The development proposal would intensify a land use within the established settlement area, as the subject property has the space to accommodate the new buildings and parking with connections running to existing municipal services located on Isabella and Harris Street. The proposed development will allow the area to accommodate future growth and demands while continuing

to adhere to the appropriate land use policies. The proposed buildings are a form of efficient development and will optimize the use of the available resources of the lot while providing a new range and mix of 104 dwelling units to the area.

Section 4.3.4 speaks to the Local Roads and ensuring the main function of the roadway as an efficient transportation artery is maintained. The proposed development resides on a private right-of-way connecting to a local road. These local roads have access to Highway 7, Drummond Street and County Road 43, arterial roads within Perth. The proposed buildings are not anticipated to impede or impact the existing traffic patterns. A Traffic Impact Study has been completed where the full report shall be submitted as an attachment of this application.

Section 4.4 speaks to the general policies in regards to water, waste water and stormwater services. The development will not lead to or result in unplanned expansions to water and waste water infrastructures as the proposal will connect and run to existing municipal services. A site servicing report has been completed where the full report shall be submitted as an attachment of this application.

Overall, the proposed development meets the intent of the policies of the Lanark County Official Plan.

TOWN OF PERTH OFFICIAL PLAN, 2019

The Town of Perth's Official Plan strives to balance the aspirations of Perth within the broader context of Provincial interests as espoused in the Provincial Policy Statement, with the goal to provide appropriate decision-making framework for land use development within the Town. The subject property falls within the Residential Area of the Town with no development constraints as seen on the Official Plan Schedules.

Section 3.1 speaks to population where Perth's proximity to Ottawa and Kingston expects to expand the population and the economic diversity of its residents. This growth requires additional housing for the projected needs of the Town. The apartment buildings will contribute to increasing the availability of housing units within a mature residential area of Perth.

Section 3.2 speaks to housing where intensification will be focused to the downtown, converted institutional buildings, second units in dwellings and large lots in established neighbourhoods. The subject property is currently identified as a large vacant and underutilized lot within an established neighbourhood. The proposed development complies with the housing intensification policies and will contribute to the character of the surrounding neighbourhood.

Section 5.2 speaks to sewage and water, where all new development is to be serviced by municipal water and sewer services. The proposed development will connect to existing infrastructure surrounding the site. Details, data and sketches of the servicing layout can be found in the attached servicing report prepared by Novatech.

Section 5.5.5 speaks to laneways and private roads which generally perform the same function as local roads aside from being privately maintained. The function of the existing right-of-way, will continue as is, with intentions of becoming municipally owned once development ensues. The road and servicing will be shared with an abutting development which is also being reviewed by the Town of Perth. Future use of the road will provide adequate access to the new development on a year round maintained public road.

Section 8.1.3 speaks to the Residential Area with the main objectives of the designation to provide an appropriate range and mix of housing types, through compact, energy efficient and fully serviced development, emphasizing infill and intensification projects. *“Any new development within the residential area shall maintain ground-oriented housing, and ensure built form, massing and profile of new and redeveloped housing is well integrated and compatible in design with the existing housing”*. The proposed buildings adhere to the general objectives of the residential area by providing new, fully serviced units in apartment buildings cohesive in size and height with the surrounding neighbourhood, where landscaped buffers and fencing shall be present between different density types in order to appropriately buffer the housing.

Section 8.1.3.2 speaks to the permitted uses of the Residential Area, noting that housing is directed towards a range and mix of housing types and densities sufficient to meet freehold and rental markets in addition to permitting accessory apartment or second units. The four proposed apartment buildings will contribute to the mix of housing, offering apartments units directed towards the rental market.

Section 8.1.3.3 speaks to housing supply, the Official Plan states that council will *“proactively work with landowners in the community to facilitate residential land development through residential intensification”*. The proposal is considered an intensified development, which shall be supported as it increases density without affecting surrounding properties and boundaries.

Section 8.1.3.5 speaks to the housing mix, where neighbourhoods are intended to feature a variety of housing types, values and occupancies. The proposed apartment buildings are designed to ensure compatibility with the surrounding varying densities while offering a higher density building, ultimately creating a cohesive and varied mix within the neighbourhood. All required parking will be accommodated within the subject property, where 3 of the 4 buildings will share

one large parking lot accommodating 108 vehicles, with the fourth building maintaining its own lot with 49 spaces both within close proximity and easy access to the buildings.

The proposed apartment buildings located off of Harris Street align with the policies set out in the Town of Perth's Official Plan and will aid in providing additional residential units for future growth projections within the Town.

TOWN OF PERTH ZONING BY-LAW NO. 3358 (2022 consolidation)

The subject property is currently zoned Residential First Density (R1-h) with a portion along the railways zoned EP-4 in the Town of Perth Zoning By-Law. At this time, the lot is vacant where the existing R1-h zoning permits single-detached, linked dwellings, group homes and or public use or public service facilities. The EP-4 zone is in place to provide a safety buffer along the railway corridor, where conservation of tree cover and habitats is permitted. The proposed development of the 4, 3-storey apartment buildings require a zoning amendment from R1-h to a new R4-exception zone, to permit the higher density development, while maintaining a safety buffer to the railway.

Section 4.2 speaks to amenity space where 9m² per unit of amenity space shall be provided for apartment buildings exceeding 10 units. Three of the apartment buildings are proposing a total of 24 units each, requiring a total of 648 sq.m. of amenity space. The proposed 32 unit apartment building will require an additional 288 sq.m. of amenity space, requiring the site to provide 936 sq.m. of amenity space combined. The subject property consists of 23,470 sq.m, with the total footprint of the buildings utilizing 2,654 sq.m of that space. The remaining landscaped open space for the property when taking into consideration the area for parking and driveways is 60%, meaning 14,082 sq.m of open space remains available to be used as amenity and landscaped space for the future residents, exceeding the requirement of 936 sq.m.

Section 4.24 speaks to landscaped open space, planting strips and visual buffers. Due to the higher density taking place amongst a majority of single detached lots, landscape buffers and privacy fencing shall be implemented where necessary. A landscape strip of 6m or more is typically required but can be reduced to 1.8m where a buffer strip of 1.8m in height, comprised of a solid wood or opaque fencing is proposed. The layout of the 3, 24 unit buildings surround the larger parking area, eliminating the need for landscaping strips surrounding the parking aside from the front yard, where landscaping is proposed. There is a 6m easement along the north side, where the lot abuts single residential lots 26-34 Harris Street, providing ample distance between the two varying building sizes and lot densities. The parking area for the 32-unit building resides beside future medium-density apartments and in behind single residential lots. A privacy fence is proposed along the North side of the parking area in addition to a landscape strip to ensure

adequate buffering is provided from the parking. An additional setback of 12.7m including landscaping is shown between the rear single lots along Garden Avenue and the proposed apartment building, complying with the landscape/ visual buffer provisions.

Section 4.28 speaks to lot coverage in regards to impervious surfaces where the maximum area of a lot that may be covered by impervious surfaces in a residential zone shall not exceed 60%. Due to the large size of the lot, the impervious surface area will comply and maintain an impervious surface area of less than 60%.

Section 4.30.3 speaks to noise and vibration, where new residential development located within 250m of a railway requires a noise and vibration study. A Noise Assessment Report has been completed and is submitted alongside this application. The minimum setback from a rail corridor is 60m, where the closest edge of one of the proposed buildings is located 33.1m from the railway corridor. The Noise Assessment Report outlines mitigation measures in place to reduce the noise from the railway, that would impact the development. If the outlined measures are implemented, there should be minimal effects to the residents due to noised vibration, where an exception is requested to reduce the minimum railway setback from 60m to 30m.

Section 4.35.4 speaks to driveways where Table 9 indicates a minimum driveway width of 6.1m for two lane traffic for a building with 4 or more units. There are a total of 3 driveways proposed to lead to the 2 parking areas for the apartment buildings. The larger parking area of the lot where 3 of the apartment buildings are located is proposing 2 driveways, each 6.1m in size. This parking area and proposed access will provide 2, 2-way access points to the existing Right of Way and 108 proposed parking spaces and aisle ways. Both entrances are located more than 2.4m from each other, exceeding the minimum space required between driveways. The third driveway also measuring 6.1m connecting to the existing Right of Way will provide two-way traffic to the 49 space-parking area for the 32 unit building, complying with the driveway provisions.

Section 4.35.15 speaks to bicycle parking where any apartment dwelling with 5 or more units shall provide 5 bicycle parking spaces. The site plan has accommodated for 24 bicycle spaces, 6 spaces per building. Each bicycle parking area is located within close proximity to the front entrance of each building and is accessed by a 1.5m or larger walkway.

Section 4.36 outlines the required parking of 1.5 spaces per unit, and visitor parking to be 15% of the required parking. Minimum requirements for parking shall allocate 1 space per dwelling unit. The required parking is calculated as follows:

24 units x 1.5 spaces/unit = 36 parking spaces
36 spaces x 0.15 = 5.4 spaces for visitor parking

1,32-unit apartment

32 units x 1.5/unit = 48 parking spaces

48 spaces x 0.15 = 7.2 (8) spaces for visitor parking

3,24-unit apartments

36 spaces x 3 (3-24 unit buildings) = 108

5.4 x 3 = 16.2 (17) designated visitor parking

The proposed lot layout shown within the site plan allocates a total of 157 parking spaces, where 9 of the spaces are designated as barrier free and 25 are designated for visitor parking. The proposal complies with the required parking provisions of the Zoning By-Law.

Section 4.39 speaks to railway setbacks as the subject property falls within close proximity to a railway. The closest point of the proposed buildings to the railway corridor is located 33.1m away, complying with the 30 metre setback requirement for development.

Section 4.49 speaks to water and sewage disposal services as the proposed development will require municipal connections to the existing surrounding infrastructure. A site servicing report has been completed outlining the capacity and viability of the proposed development.

Section 6 speaks to the Residential First Density Zone (R1), the existing zoning of the subject property. As mentioned above, the permitted uses consist of single detached, linked dwellings, group homes and public use or public service facilities. The 4 proposed 3-storey apartment buildings are not a permitted use within the existing R1 zone, requiring a Zoning By-Law Amendment from R1 to R4, to permit the increased density of the lot.

Section 9 speaks to the Residential Fourth Density Zone (R4) zone and the permitted uses as listed below.

- Multiple Dwelling Unit
- Row or Townhouse Dwelling
- Stacked Townhouse Dwelling
- Apartment Dwelling**
- Converted Dwelling
- Rooming House
- Public Use or Public Service

Section 9.2 speaks to the Zone Requirements:

Provision	Required	Proposed 1	Proposed 2	Proposed 3	Proposed 4
Minimum Lot Area	464.5m ² for first four units, 46m ² for each additional =1016.5m ²	23470m ²	23470m ²	23470m ²	23470m ²
Lot Frontage	7.5m	92.89m	92.89m	92.89m	92.89m
Min. Front Yard	6m	6m	51.3m	6m	52.7m
Min. Rear Yard	7.5m (from R4-23)	85.8m	39.7m	47.33	62.8m
Min. Int. Side Yard	4.5m (>3-storeys)	7.5m/123.1m	7.5m/51.9m	68.65m/61.76m	12.7m/33.1m
Ext. Side Yard	4.5m	N/A	N/A	N/A	N/A
Lot Coverage	Max 35%	11.6 %	11.6 %	11.6 %	11.6 %
Minimum Landscaped Open Space	35%	60%	60%	60%	60%
Maximum Impervious Surface	60%	<60%	<60%	<60%	<60%

As indicated in the above chart, the proposed buildings comply with a majority of the zone provisions, with the exception of Noise and Vibration setback mentioned in Section 4.30.3. The requested zoning amendment is looking to rezone from R1-h and EP-4 to a new R4-x zone to permit the proposed apartment dwellings totally 104 units.

Section 21.4 speaks to the Environmental Protection Exception zones, as a small portion of the lot resides within the EP-4 zone. As mentioned the intention of this zone is, *“to provide a safety buffer abutting a railway corridor and the only permitted uses are Conservation Uses and the protection of existing tree cover and wildlife habitat”*. All proposed building development resides

outside of this zone, aside from where a portion of the proposed parking extends into the area. A zoning amendment to re-zone from EP-4 to a new EP-4 exception zone is proposed on a portion of the property, to accommodate the required parking while maintaining safety buffers, habitats and tree cover outside of the specific development areas.

R4-x Residential Fourth Density Exception - x:

- 1. Lot frontage on a private road will be deemed equivalent to a public street for frontage.*
- 2. Notwithstanding the provisions of Section 4.30.3 regarding Noise and Vibration, a minimum setback for any new residential units from a rail corridor shall be 30m.*

EP-x Environmental Protection Exception:

- 3. No buildings or structures are to be permitted within 30 metres abutting the railway corridor, and all tree cover and habitats shall be maintained to provide a safety buffer, aside from the area where 32 parking spaces are located to the rear of the lot.*

SERVICING REPORT

A servicing report and plans were completed in June of 2023 by Novatech Engineering to evaluate the servicing adequacy of the site for the proposed phases of apartment buildings. The report analyzed the existing and proposed conditions of the roadways, grading, erosion and sediment control, sanitary sewers, water and stormwater management, to speak to the future servicing of the subject property and development phases which will share the servicing with the abutting lots. A 6m sanitary sewer easement will be provided for servicing purposes. Access to the site is located off Harris Street where a 15.5m right of way is provided which will lead to a cul-de-sac and will become a municipally owned road. Sanitary sewers will be run along this stretch of road, within the easement, leading across the southeast end of the site to connect to the existing Isabella Street maintenance hole. All sanitary flow is directed to Garden Avenue. Similarly, the proposed watermains will have two separate connection points from Isabella Street and Harris Street and will be serviced by 200mm diameter watermains. Stormwater will also flow similar in nature, where all runoff and stormwater sewers will be directed to Isabella Street. Stormwater will be collected via curb inlet catch basins and directed to a new headwall and outlet to the existing marshland adjacent to the existing headwall provided for the Perthmore subdivision located to the East. Future phases of development will require a ditch inlet catch basin, capturing major systems above the 2-year storm event and will direct flow to the minor system. To summarize, the proposed infrastructure for the multi-phase development complies with the Town of Perth design standards. The full report containing all data and analysis can be found as an attachment as part of the Zoning Application.

TRAFFIC IMPACT STUDY

A Traffic Impact Study was prepared in August of 2021 by Castleglenn Consultants for the proposed phased development of 143 residential units across 6 mid-rise buildings, including the two buildings that have a concurrent zoning amendment application filed with the Town. The traffic study includes a review of background traffic conditions, anticipated impacts on traffic operations, a site traffic forecast to reflect a typical weekday morning and afternoon at peak times and an intersection capacity analysis. The proposed development of the total area is bounded by Garden Avenue, Harris Street and the Rail corridor. All access to the proposed development is located off of Harris Street, with a stop controlled north bound approach for the south leg of access. Harris Street is an east-west local road with no sidewalks and connects the residential dwellings from Perthmore Street to Garden Avenue. The western limits transition to a pedestrian pathway connecting to Drummond Street, with no vehicle connection. The study considered the various surrounding intersections that could possibly be affected and have identified them within acceptable traffic operational performance measures. The expected traffic volumes generated by the future 143 units predicts 59 two-way trips during the morning peak hour and 72 two-way trips during the afternoon peak hour. The observed intersections shall continue to operate appropriately with the expected increase during the 2024-2029 forecast horizon years. The complete data and results can be seen within the full report which is submitted as an attachment. Ultimately the increase from the proposed development is expected to have a negligible impact on the operations of the intersections and current traffic conditions of the area and surroundings.

NOISE ASSESSMENT REPORT

A Noise Assessment Report was prepared by BT Engineering on September 2019 to determine the impact of both roadway and rail noise to the proposed residential buildings. The analysis took into consideration traffic input from Drummond Street as well as the Canadian Pacific Railway, where a volume of 4,330 vehicles/day and 11 trains between 0700 and 2300 and 5 trains between 2300 and 0700 were observed. Additionally, a 2% growth rate per year was used to forecast traffic volumes. Variables such as topography, existing attenuation, ground surface, distance, angle, height, speed limit, woods depth, and grade were also considered for the calculation of future sound levels. Based on the noise analysis, the outdoor day-time noise levels will be approximately 67dBA, exceeding the threshold of 60dBA. Mitigation measures such as air conditions, warning clauses, sound proof construction materials for exterior walls, and noise barriers are required in order to adhere to the Ministry of the Environment, Conservation and Parks' noise criteria. The full list of mitigation measures, barrier design recommendations and noise data can be viewed in the attached report.

SUMMARY

The owners are seeking a Zoning By-Law Amendment to rezone the larger subject property off of Harris Street from R1-h and EP-4 to a new R4-exception zone and a new EP-exception zone, to develop four, 3-storey, apartment buildings, totalling 104 residential units. The property fronts to an existing private Right-of-Way with future intentions of being municipally owned. Parking for 3 of the buildings will be shared in a large lot consisting of 108 spaces, with the other 32 unit building located to the east of the lot with a separate parking area of 49 spaces. The buildings will connect to municipal services and provide adequate parking, landscaped open space requirements and amenity space for the proposed units. The surrounding residential densities create a cohesive mix of residential dwellings within a central area of Perth, providing intensification without requiring lot expansion. The proposed apartment buildings are consistent with the policies in the 2020 Provincial Policy Statement, and meet the intent of the policies in the Lanark County Official Plan and Town of Perth Official Plan and comply with a majority of the Zoning By-Law requirements.

The following lists the requested exceptions to the new Fourth Residential Zone:

R4-x Residential Fourth Density Exception - X:

- 1. Lot frontage on a private road will be deemed equivalent to a public street for frontage.*
- 2. Notwithstanding the provisions of Section 4.30.3 regarding Noise and Vibration, a minimum setback for any new residential units from a rail corridor shall be 30m.*

EP – Exception:

- 3. No buildings or structures are to be permitted within 30 metres abutting the railway corridor, and all tree cover and habitats shall be maintained to provide a safety buffer aside from the area where 32 parking spaces are located to the rear of the lot.*

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

All respectfully submitted by:



Tracy Zander, M.Pl, MCIP, RPP