

January 22, 2023

United Counties of Stormont, Dundas and Glengarry  
26 Pitt Street  
Cornwall, ON  
K6J 3P2

To Whom it May Concern:

**RE: Application for Plan of Subdivision  
County Road 12  
Part of Lots 12 and 13, Concession 10, Geographic Finch  
Township of North Stormont  
Applicant: G&E Reno**

ZanderPlan has been retained by the applicant to assist with a Plan of Subdivision Application for the property located off of County Road 12, falling in Part of Lot 13 Concession 10 in the Village of Chrysler in the Township of North Stormont. The subject property falls along the border of the Settlement Area, which cuts through the property. A majority of the development is proposed inside the settlement area with 30 lots proposed for single detached dwellings to the North West of the settlement boundary. The applicant is seeking approval for a plan of subdivision to create a total of 115 single family residential lots and 39 blocks for higher density units and stormwater/servicing features. The site will require 2 new access points to County Road 12, each aligned with Matheson and Gloss Streets, turning the existing 3 way stops into 4 way intersections. All lots will be fully serviced with municipal sanitary sewer and water, storm sewers and utilities. The subject property falls in part of the Residential District designation in the Official Plan, which permits plans of subdivision, on the Chrysler Official Plan Schedule A3B. A zoning amendment will be required as a condition of draft plan approval to re-zone the property to accommodate the proposed form of development and to rezone part of the lands from Agriculture to Residential.

#### **SITE LOCATION**

The subject property is located off of County Road 12 in the Township of North Stormont, falling in Part of Lots 12 and 13, Concession 10, Geographic Finch, in the Village of Chrysler. The total property is approximately 40 hectares in size with the proposed development taking place within the 10 hectares located on the southern end. The parcel of land is comprised of a total of 366 metres of frontage onto County Road 12 with the proposed development occupying approximately 130 metres of that frontage where two new street access points have been shown on the proposed subdivision (See Figure 1). The property is North of the South Nation River,

partially within the Residential District and Settlement Area of Crysler with part of the lot zoned as Residential (R1) within the settlement area and the remaining zoned as Agricultural. The owner is looking to eventually coordinate development with the owners of the lands south of the previously mentioned access strip where those portions of the lands are zoned as Residential (R1 & R4) and fall within an identified floodplain due to its proximity to the South Nation River.



**Figure 1. Subject Property for Proposed Subdivision Development**

Surrounding lots to the North and East are rural agricultural lands with a mix of commercial and residential to the West within the Settlement Area. Lands to the south are currently vacant and abuts the South Nation River where the owner intends to develop in the future. The proposed development would not be out of character given the surrounding properties within the settlement area.

### **PROPOSED DEVELOPMENT**

The applicant is seeking to create a Plan of Subdivision to see the creation of a range of housing types and densities as follows:

- 115 will be single detached dwellings, 19 will be semi- detached dwellings (39 units) and 18 will be townhomes (69 units) for a total of 272 residential units

The subdivision plan also includes a number of blocks which will be designated as follows:

- Block 153 for greenspace along Stan Street
- Block 154 & 155 for medium density residential (i.e. apartment buildings or condos)
- Block 156 & 159 to create future lots with neighbouring (Blanchard) subdivision
- Block 157 for sanitary pumping station
- Block 158 for access to the stormwater management facility
- Block 160 for the stormwater management facility
- Block 161, 162, 163, 164 and 165 to consist of 0.3m reserves

A 20 metre street corridor is proposed throughout the subdivision to allow for access to each individual lot and block, and will require 2 access points onto County Road 12 as seen in Figure 2.



Figure 2. Design Layout for Proposed Subdivision

### **PROVINCIAL POLICY STATEMENT, 2020**

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

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

The proposed development is consistent with **Section 1.0** Building Strong Healthy Communities, as it represents intensification of development in an established settlement area, thereby efficiently using land and the existing infrastructure network. It will contribute to the local area by providing housing in the form of a subdivision which will allow for the development of 272 residential units in a mix form of single detached, semi-detached, townhouse and apartment units. The new subdivision will promote efficient development and land use patterns to match the surrounding built environment and support the financial well-being of the Township (Sec. 1.1.1a) and contribute to the range and mix of available housing options (Sec. 1.1.1b). Thirteen blocks of land will be left for various purposes such as greenspace and reserves, access, stormwater management, a pumping station, and medium density residential through the plan of subdivision to minimize and ensure the development does not result in environmental or public health and safety concerns (Sec. 1.1.1c) and conserves biodiversity (Sec. 1.1.1h). The property falls within the Village of Crysler with a small portion proposed outside of the Settlement Area. Consultation with County staff has indicated that this portion of the property is a good candidate for expansion of the Settlement Area as it is serviceable by municipal services (Sec. 1.1.1d). The proposed road access points onto Country Road 12 to the new subdivision are aligned with existing road networks, allowing for a smooth transition into the proposed subdivision with the new road properly engineered and serviced, ensuring the proper infrastructure and connecting networks are provided (Sec 1.1.1g). The location of the new subdivision is close to the amenities available within the Village which will help limit reliance on extended vehicle travel and prepare for the impacts of a changing climate. The new subdivision will help build a healthy, liveable and safe community.

**Section 1.1.3** speaks to Settlement Areas and the focus on growth and development relying on vitality and regeneration of the communities for long-term economic growth. The current land use and proposed development will efficiently use land and resources (Sec. 1.1.3.2a) and will ensure proper infrastructure and servicing is available for the site (Sec.1.1.3.2b). The site will provide a variety of living accommodations for the community as well as medium density residential opportunities creating an intensified residential community, aiding in minimizing the effects of climate change and urban sprawl (Sec. 1.1.3.2d). The site falls within an area that can promote active transportation as amenities are close by and accessible by future sidewalks (Sec. 1.1.3.2.e). Additionally, the site falls closely along County roads, 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 development does not meet the definition of a major facility as defined by the Provincial Policy Statement and there is not any adverse effects expected from contaminant discharges, noise, odour, or other public health risks from creation of the proposed subdivision (Sec. 1.2.6). Further, the subject property is not located in proximity to any major facilities that would result in a conflict with the proposed development.

**Section 1.4** speaks to housing and providing an appropriate range and mix of housing options and densities. The proposed development will offer a variety of housing options to meet the social, health, economic and well-being requirements of future residents (Sec. 1.4.3b). The design will also ensure the appropriate levels of infrastructure and servicing will be available to the site (Sec.1.4.3c). As noted, the subject site falls within most of the Settlement Area, that is supported by active transportation through the access of future sidewalks and close proximity to amenities (Sec. 1.4.3d).

**Section 1.5** speaks to public spaces, recreation, parks, trails and open space. Although an intensified residential subdivision is proposed, designated blocks throughout the subdivision will provide reserves, linkages and open space areas throughout the various residential lots.

**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 the preferred form of servicing. Currently, there are no connections existing on site but connections to the existing system are possible. Due to the capacity and shallow nature of the existing sewage services, a new pump station is proposed to help redirect sewage from the existing pump station to alleviate capacity for future development and to accommodate the proposed subdivision. Additionally, a stormwater management facility will be implemented through the use of a wet pond to accommodate the stormwater and runoff in peak events. Watermains will run throughout the proposed subdivision and connect to the existing services found along County Road 12. The required supporting studies which have evaluated the proposed municipal servicing will be 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 road will require two access points to County Road 12. A Traffic Impact Study has been performed and has noted that there are no impacts anticipated to the network from future increased capacity which will not be seen until 2027 to 2032, thereby ensuring and continuing to facilitate the movement of people and goods in a safe and energy efficient manner.

**Section 1.7.1** of the PPS speaks to long-term economic prosperity. As per section 1.7.1 (c), the proposed development will optimize the long-term availability and use of land, resources,

infrastructure and public service facilities through the intensification of a vacant parcel of land to a subdivision consisting of 272 new residential units. Additionally, the proposed development will minimize the negative impacts from a changing climate and respond to market-based needs by providing new dwellings in an area which is in need of such a supply, and by utilizing all of the available servicing and infrastructure.

**Section 2.1** of the PPS speaks to Natural Heritage requiring natural features and areas to be protected for the long term (Sec. 2.1.1) and the diversity and connectivity of natural features shall be maintained, restored, or where possible improved (Sec. 2.1.2). An Environmental Impact Study has been performed outlining mitigation measures to allow for preservation of the natural features found on the subject property. The recommendations can be implemented through the subdivision agreement for the site.

**Section 2.2** of the PPS speaks to water. As per section 2.2.1 (i), the site design will ensure “stormwater management practices will minimize volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces”. As part of the mitigation measures, all vegetation surrounding the South Nation River shall be maintained or replaced as needed in future development to prevent runoff and contaminant loads. Additionally, a stormwater management facility is proposed to manage the excess runoff as a result of the subdivision which will ultimately minimize volumes and contaminant loads.

**Section 2.3** speaks to agriculture. The subject property is within a Settlement Area with a small portion of the proposed lots falling on and adjacent to agriculture lands. The proximity of the lands to surrounding agriculture lands should not create any adverse impacts, and the proposal represents a logical extension to the settlement area uses.

**Section 2.4** of the PPS speaks to minerals and petroleum. The subject site does not contain any known significant minerals and petroleum resources that need to be preserved.

**Section 2.5** speaks to mineral aggregate resources; there are no known mineral aggregate resources on or within close proximity to the subject site.

**Section 2.6** of the PPS speaks to cultural heritage and archaeology; 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 aside from slightly sloping towards to South Nation River on the lands to the south. Areas along the river are identified as floodplain in the Official Plan and Zoning By-Law. At this time no development is proposed within this portion of the property. At this time

there are no other known public health and safety hazards identified on the property or contain any man-made hazards pursuant to the policies of Section 3.2.

Overall, the proposed subdivision is consistent with the policies in the 2020 Provincial Policy Statement.

**UNITED COUNTIES OF STORMONT, DUNAS AND GLENCARRY OFFICIAL PLAN, 2018**

The subject property is designated as Urban Settlement Area – Residential District in the United Counties of SDG Official Plan. There is a Floodplain overlay in the southeast corner of the lands adjacent to the river abutting the subject property to the South (a portion the owner hopes to develop in the future but does not currently own). The Chrysler Urban Settlement Area Boundary will likely need to be adjusted to accommodate the lotting fabric on the northern side of the development outside of the Settlement Area on Agricultural lands also owned by the applicant.

**Section 2.1.3** speaks to population, housing and employment forecasts for the County as a whole with projected numbers from 2016- 2036. North Stormont’s population does not grow as much as expected, but the projected housing units increase from 2016-2036. The reason is due to an aging population ultimately comprising of smaller households but still requiring more housing units for fewer residents. The proposed subdivision of this size can help meet the projected needs of the population by providing a total of 272 residential units to the Township of North Stormont.

**Section 3** speaks to community growth and settlement with an emphasis of growth and intensification directed towards Urban Settlement Areas such as the Village of Chrysler. **Section 3.2** speaks to the specific settlement area policies with planned development of 80-85% in the settlement areas and 15-20% in the rural area. The proposed subdivision would adhere to this policy by providing an increase in development within the settlement area.

**Section 3.2.1.7** speaks to adjustments to the boundaries of the designated Urban Settlement Area, as 30 of the proposed lots will be outside of the existing boundary and an adjustment to that line may be required. The proposed area for expansion is considered a good candidate for adjustment of the settlement area as the additional housing will contribute to the growth forecasts while easily connecting to existing infrastructure of the surrounding Urban Settlement Area. Servicing and Stormwater Management Studies have been completed to ensure adequate servicing is available to the proposed lands. In addition, the agricultural lands the proposed lots will reside on are owned by the owner where farming practices have not been taking place, with no specialty crops in rotation for the last few years. Lastly, a Traffic Impact Study has been performed ensuring the existing road networks can accommodate the increase in future traffic

and volume. Therefore, the expansion of the Urban Settlement Boundary is advisable to help improve the available housing options for the forecasted growth of the township.

**Section 3.5** lists the permitted uses within the land use designations. The majority of the subject land for proposed development lies within the Residential District with the following permitted uses:

- Full range of low, medium and high-density housing
- Specialized housing types (e.g. group homes, crisis care, social assisted, secondary units)
- Neighbourhood serving uses (e.g. convenience commercial, open space, institutional)

The proposed subdivision will provide a range of low to medium housing, a permitted use within the Residential District.

**Section 4** speaks to public services and infrastructure policies where access and availability of an appropriate range of public service facilities that meet the needs of the existing and future population are required. The proposed subdivision will provide the necessary infrastructure for the projected future growth of the area without hindering the existing. A Traffic Impact Study, Geotechnical and Servicing and Stormwater Management Report have been conducted to ensure the development will not cause any implications on the existing services. The proposed new infrastructure of the lot will ultimately allow for parts of the existing infrastructure to be redirected to alleviate capacities such as via a new sanitary pumping station. This will allow for a redirection of sanitary waste from Flagstone Meadows, creating additional opportunities for future growth within that area without reaching the threshold of the existing pumping station.

**Section 5.3** speaks to agricultural resource lands as a portion of the property to be developed falls just outside of the urban settlement area and onto agricultural lands. The Official Plan states that resource agricultural lands generally include lands which are Class 1-3 or lands identified as natural heritage features. An Environmental Impact Study has been performed for the subject property and did not identify any major natural features that would cause need to prohibit development. Although the lands do fall within a Class 1 soil meaning they are capable of sustained use for cultivated field crop, a majority of the Settlement Area is also comprised of Class 1 soils, which did not hinder or prevent development within the Settlement Boundary. The proposed development is seeking that the Urban Settlement Boundary be expanded to accommodate the proposed development and is a good candidate as municipal services are already within reach of the proposed.

**Section 5.5** speaks to natural heritage features and areas; as noted an Environmental Impact Study has been completed indicating that there are no significant natural heritage features preventing development from occurring on the lands. **Section 5.5.2** speaks to adjacent lands as



the abutting property to the South does have regulated floodplains on the south side of the property. The owner wishes to coordinate development with this property in the future. The mentioned Environmental Impact Study analyzed the total area and concluded/ recommended that development shall not impede existing natural heritage features as long as the mitigation measures are followed and limited/ no development within the floodplain areas in the future.

Overall, the proposed subdivision complies with and is supported by the policies in the United Counties of Stormont, Dundas and Glengarry Official Plan.

#### **TOWNSHIP OF NORTH STORMONT ZONING BY-LAW No. 08-2014**

The subject property is currently zoned Residential First Density (R1) and Agricultural (AG) with a majority of the development taking place within the R1 zone and a small portion overlapping into the AG zone. The proposed subdivision is seeking to re-zone the subject lands accordingly to accommodate the variety of housing options proposed from Residential First Density to Residential Fourth Density (R1 to R4 zones). It is assumed that the Zoning Amendment will be a condition of Draft Plan Approval.

**Section 3.1** speaks to accessory buildings, structures and uses. The proposed lots within the subdivision will be residential lots with future potential for accessory structures to take place. No accessory structures are proposed at this time, but will adhere to the provisions of this by-law if proposed in the future.

**Section 3.14** speaks to access to a public road. The proposed lots within the subdivision will each have individual access to the new proposed roads: Stan Street, Nicole Street, Helene Street, Jean Street and Larocque Street throughout the subdivision with Helene and Stan Streets connecting to County Road 12 and creating a connective network throughout.

**Section 3.21** speaks to landscaping, screening and fencing requirements. The proposed subdivision is currently conceptual where the individual lots are not yet designed. Landscaping, screening and fencing will be placed throughout where necessary to adhere to the provisions of this by-law.

**Section 3.27** speaks to number of dwellings per lot. The proposed subdivision will create lots and blocks of various sizes to meet the zoning provisions from R1 to R4; the proposed lots will adhere to the specific dwellings per lot dependent upon the specific zoning.

**Section 3.25** speaks to municipal services, where no person shall erect and use any building unless connected to municipal water and sanitary sewer supply. The purpose subdivision will connect to municipal services abiding by the general provision of this by-law.

**Section 6** speaks to the Residential Density Provisions as seen below as R1 to R4 zones are proposed throughout the subdivision.

Zone	Lot Area	Lot Frontage
R1	450m <sup>2</sup>	15m
R2	270m <sup>2</sup>	15m (corner lot) 9m (Interior Lot)
R3	180m <sup>2</sup>	6m (plus required side yard)
R4	230m <sup>2</sup> + 45m <sup>2</sup> (each unit in excess of 4)	30m

The proposed lots within the subdivision adhere to the provisions per zone and will ensure front, rear and side yards setbacks are maintained when designing the individual lots for development.

**Section 11** speaks to Agriculture lands as a portion of the lots proposed to the North fall within existing zoned Agricultural lands. Single detached dwellings are a permitted use within the Agricultural zone but with much larger lot requirements. A zoning Amendment will be sought to rezone those specific lands to R1 to accommodate the smaller lots proposed and to expand the Urban Settlement Boundary to incorporate those proposed lots within it.

Overall, the proposed Plan of Subdivision will be consistent with the policies set out by the Township of North Stormont Zoning By-Law, once a Zoning Amendment is completed.

**ENVIRONMENTAL IMPACT STUDY**

An Environmental Impact study was prepared by Kilgour & Associates Ltd. on behalf of G&E Reno Construction on December 13, 2022 in support of their application for development of lands in the north east portion of Crysler. The purpose of the study was to identify the natural heritage features on and surrounding the site and potential impacts that may occur from the proposed development. Mitigation measures are provided to avoid or eliminate such risks and impacts the to natural heritage features on and surrounding the site. The lot is comprised of agricultural lands, a small deciduous woodlot and hedgerow with a small cultural meadow and abandoned

cut-off drain feature. The proposed development was identified to have the potential to interact with eleven SAR listed an endangered or threatened species. A desktop background review and field studies were performed to complete the study. The overall conclusion from the study is that the proposed development is not expected to have significant impacts to existing natural features or ecological functions as long as the recommended mitigation measures are implemented. The key focus of the mitigation measures is to implement standard erosion and sediment control measures specifically around the lands boarding the South Nation River, to limit vegetation and tree removal to only what is necessary for development and to replace native vegetation and trees once development is completed. Regarding the species at risk, there were not species-specific mitigation measures but suggestions for working around sensitive times for these species and ensuring proper checks are in place to ensure no species are found or harmed during the period of development. The detailed measures and full report will be submitted along with this application.

### **GEOTECHNICAL INVESTIGATION**

A Geotechnical Investigation was performed by Kollard Associates on June 16, 2022 to identify the subsurface conditions through boreholes and test pits and to provide recommendations and guidelines on the engineering aspects of the project. The site was expected to be underlain by silty clay and glacial till, with underlying limestone and shaley partings of the Ottawa formation with 0-6 metres of overburden thickness above the bedrock. Fieldwork was carried out on March 24 and 25th and May 12, 2022, where 17 test pits and 4 boreholes were put down at the site for geotechnical purposes. From the test pits and boreholes approximately 0.15-0.5 metre thickness of topsoil was encountered where silty clay was found beneath. Below the silty clay, deposits of grey silty sand glacial till were encountered around 2.1-7 metres below the existing ground surface. Some groundwater seepage was encountered and ranged from 2.2-5 metres below ground level. Due to the findings, specific mitigation measures and recommendations were formed regarding foundations and bearing capacity for the proposed residential buildings and sanitary pumping station, fill requirements, excavation considerations, frost protection for footings, backfill and drainage, basement slab support, seismic design, site servicing and roadway pavements all of which can be found in the full report. Ultimately, it was recommended that the final drawings and design shall be reviewed by the geotechnical engineer to ensure that the guidelines provided are interpreted as intended and that protection and mitigation measures are implemented to prevent disturbance of the native silty clay and glacial till deposits during construction.

### **TRAFFIC IMPACT STUDY**

A Traffic Impact Study was performed by GHD on March 28, 2022 to examine the traffic operations at the key intersections of Matheson Street/County Road 12 and Gloss Street/County

Road 12 for their existing conditions, future conditions with no proposed development and future conditions after the proposed development takes place. Existing conditions was analyzed using the traffic engineering software, Synchro Version 10. From the data collected and projected growth of the development the site is projected to generate 202 new trips during the AM peak hour and 279 new trips during the PM peak hour. From the study it was determined that the existing area roadways can adequately accommodate the projected site traffic. Future growth may require the addition of a left turn lane come 2032 at the intersection of Matheson and County Road 12, but will be monitored to assess the rate of southbound traffic. The study data and results can be found within the Figures and Appendices section of the report which will be submitted along with the application.

### **PRELIMINARY SERVICING AND STORMWATER MANAGEMENT REPORT**

A Preliminary Servicing and Stormwater Management Report was completed on November 14, 2022 by EVB Engineering to outline the services required for the proposed development. Full municipal servicing will be provided as part of the proposed development as well as asphalt roadways with curbs to direct runoff into catch basins, along with underground utility corridors to accommodate street lighting, Hydro One, communications and natural gas. A new sanitary pumping station will be required for the development as the existing station found along Country Road 12 and Bridge Street is too shallow to accommodate the proposed. The addition of a new pumping station would allow for existing waste from Flagstone Meadows to be redirected into the new pumping station, thereby allowing more capacity for future development to the South side of the South Nation River. Regarding water supply, watermains were modelled using WaterCAD CONNECT to reflect the proposed road and lot configuration. The water model was developed using a reservoir and a pump given a curve replicating the minimum flow available at a Class AA hydrant. Future upgrades to the water distribution system will need to be considered at ultimate development increasing design population of 2,679 persons compared to the 639 persons 2013 Wastewater Servicing Master Plan.

A conventional storm sewer system and end-of-pipe stormwater management facility are proposed. Due to the large size of development, stormwater runoff will be significant where the proposed conventional storm sewer system will be expected to require less maintenance and require a smaller number of catchbasins while accommodating peak runoff. A wet pond is proposed for the stormwater management facility with a permanent pool depth of 1.4 metres to ensure turnover of water. The results and analysis of all conditions of the site regarding services can be found in the full report submitted with this application.

**SUMMARY**

The applicant is proposing to develop the property located on the far North end of the Urban Settlement Boundary in the Village of Crysler located off of County Road 12. The proposed subdivision includes 272 new residential units and associated amenity and servicing blocks. A 20 metre street corridor is proposed throughout the subdivision to allow access to each individual lot looping around, requiring 2 access points onto County Road 12. An amendment to the Counties' Official Plan may be required to expand the existing Urban Settlement Boundary, in addition to an amendment to the Township's Zoning By-Law to re-zone the property to accommodate the different housing types throughout the subdivisions ranging from R1 to R4 zones.

The proposal is consistent with the Provincial Policy Statement (PPS) 2020, and meets the intent of the policies found in the Stormont, Dundas and Glengarry Official Plan and the North Stormont Zoning By-Law. The lots have been designed to comply with the minimum provisions for R1-R4 zoned lots. A Preliminary Serving and Stormwater Management Report, Traffic Impact Study, Environmental Impact Study and Geotechnical Investigation have been performed to ensure for a smooth transition through development and post development. The supporting studies and reports are attached and conclude that the site can be developed within the proposed lots and meet the intent of the policies.

Should you require any additional information in order to process this application, please don't hesitate to contact the undersigned.

All respectfully submitted by:



Tracy Zander, M.Pl, MCIP, RPP