

December 7, 2022

Niki Dwyer, Director of Development Services
Town of Carleton Place
175 Bridge St.
Carleton Place, ON
K7C 2V8

**Re: Response to Comments
Findlay Foundry (Town File No. DP3-02-2022)**

Dear Ms. Dwyer,

McIntosh Perry has reviewed the comments prepared by the Town of Carleton Place dated July 15, 2022 and subsequent comments received from the Mississippi Valley Conservation Authority dated July 13, 2022 and we are pleased to be providing you with a resubmission package, including this comment-response letter, that addresses Staff's comments.

Please note that changes have been made to the development proposal following the initial submission, including the removal of the 2-storey commercial building, the introduction of a restaurant within the structure that links the two buildings together, and a simplification of the rear yard treatment adjacent to the Mississippi River. As indicated on the plans provided, it is intended that the northeast corner of the property will be developed in the future, likely with a commercial component; required *Planning Act* approvals will be sought at the appropriate juncture.

The following plans and reports, enclosed herewith, have been updated to reflect the changes discussed above and/or to address comments received:

1. Site Plan, prepared by N45 Architecture Inc.;
2. Elevations, prepared by N45 Architecture Inc.;
3. Landscape Plan, prepared by Levstek Consultants Inc.;
4. Tree Preservation Plan, prepared by Levstek Consultants Inc.;
5. Site Servicing Plan, prepared by McIntosh Perry;
6. Site Grading, Drainage and Sediment & Erosion Control Plan, prepared by McIntosh Perry;
7. Servicing and Stormwater Management Report, prepared by McIntosh Perry;
8. Transportation Impact Assessment, prepared by McIntosh Perry;
9. Planning Rationale, including an Urban Design Brief, prepared by McIntosh Perry;
10. Environmental Impact Study (EIS) Addendum Report, prepared by BCH Environmental Consulting Inc., dated November 23, 2022.

As you are aware, a Phase II Environmental Site Assessment prepared by Paterson Group was recently submitted separately to the Town. As well, and as confirmed in the attached letter from the Ministry of

Citizenship and Multiculturalism, the Archaeological Assessment work completed by Past Recovery Archaeological Services has been accepted and registered by the Ministry and is considered complete.

PLANNING

1. The planning rationale is vague regarding the long-term operation and ownership of the waterfront lands. It is the Town's preference that these lands be conveyed to the Municipality at the time of development. The proposal for the ownership of the waterfront should be discussed with staff prior to the next submission.

MP Response: Inverness has decided to maintain private ownership of the waterfront lands, but is open to further discussion with Town staff.

2. The Development Permit Bylaw specifies that buildings in excess of 3-storeys include a 45* step-back. While not specified as to the specific façade of the building that this applies to, the intent of the provision is to minimize the impact of the massing of a tall building on the adjacent neighbourhoods and public spaces. As a result, it is recommended that a step-back from McLaren Street and Water Street be explored and that the impact of the changes on the shadowing analysis be provided for review.

MP Response: It is our opinion that the required 45-degree step-back and angular plane have been addressed by way of the architectural design proposed. We acknowledge that, as provided in Section 4.5.6 of the Development Permit By-law, buildings are to be stepped back 45 degrees above the third storey. However, as noted in the Planning Rationale, the applicability and indistinct nature of this provision has previously been discussed with Town Staff; it has been determined through these discussions that a tasteful articulation in building materials and architectural design, as described more thoroughly in the Urban Design Brief, can supplant the step-back requirement in this instance. It has also been discussed that the By-law is unclear in communicating which elevation the step-back should apply to (as acknowledged in Staff's comment). As the intent of the step-back provision is to minimize real or perceived impact of a proposed structure on the adjacent streets and properties, the proposed development has been divided into two structures ranging in height from 5 to 7 storeys. The proposed massing of the buildings has been arrived at after careful consideration of adjacent and nearby land uses, the majority of which are low-rise residential dwellings. The orientation of these buildings – including what is now a future low-rise structure at the northeast corner of the site, along with the material and design elements that create a visual break in the façade, are intended to minimize the impact of the massing on the adjacent residential properties, especially Water and McLaren Streets. These design elements and their specific utility are further detailed in the Statement of Architectural Intent provided by N45, and supported by the Shadow Impact Study which demonstrates that no nearby outdoor public or private amenity areas are

impacted by shade for prolonged periods of time throughout the calendar year.

3. In initial pre-consultations, potential commercial uses included a restaurant on the ground floor of the residential building on Water Street. It is the preference of the Town that the ground floor of this building maintain a commercial use to tie into the public space along the waterfront.

MP Response: As discussed within the preamble of this comment-response letter, it is expected that the full build-out of the site may include a more substantial commercial footprint, potentially including a restaurant; however, the proposal has been modified in part as a result of limitations with respect to minimum required parking, and in part owing to market conditions. It should be noted that the development as proposed is compliant with Section 4.5.1 of the Development Permit By-law.

4. Generally, there has been various discussions regarding the potential commercial uses of the site. The rationale should assess the compliance of other potential uses (particularly parking).

MP Response: As noted above, the development proposal has been adjusted, but remains compliant with the requirements of the Development Permit By-law, including identified permitted uses. Applicable and appropriate consultation and approvals will be pursued in the future should there be a desire to change the proposed uses.

5. More information regarding the construction of the mooring structure along the waterfront will be required in order to assess the permitting requirements. The applicant should also review the provisions of Section 3.38 of the Bylaw and demonstrate compliance with the in-water and shoreline proposal

MP Response: As noted in the preamble to this letter, changes to the water's edge no longer form part of the development proposal. Please refer to the updated plans and reports for additional information.

6. The Town will be requesting the dedication of sight-triangles at the intersections of High Street and McLaren and High Street and Water Street as a condition to approval. Sight-triangles are to be 4.5m by 4.5m.

MP Response: See revised Site Plan.

7. Please confirm measured height of each of the three buildings and verify proposed setbacks of each of the buildings from each property line. Comment is also included in "site plan" comments.

MP Response: See revised Site Plan.

TRANSPORTATION IMPACT STATEMENT

1. Uses identified in the analysis are limited to residential, office and retail (pharmacy). This is inconsistent with the uses identified during pre-consultation discussions which have included restaurants and grocery stores. Please confirm the proposed uses and update the rationale to account for any contemplated use.

MP Response: As communicated above, the proposed uses have been adjusted for the purposes of this application, but remain compliant with the Town's Development Permit By-law. Accordingly, a revised Transportation Impact Statement has been provided as part of this resubmission for Staff's review and approval.

2. The Town does not agree with the assignment of 71% of traffic wanting to go to Ottawa/Gatineau/Central CP will be going north to Townline to get to McNeely only to go south to Hwy 7. It is our estimation that the majority of the traffic leaving the site will travel south down Bridge/Moore/Franktown to Hwy 7.

MP Response: Trip distribution was based on the O-D pairs found in the Township of Carleton Place TMP. Based on MP's review, we feel that commuters are more likely to use McNeely due to the higher posted speed limits presented on McNeely Avenue (60 km/h) compared to Bridge Street (50 km/h), fewer pedestrian crossings and fewer delays due to intersections. The McNeely route only includes 7 intersections to past through all being signalized where as the route of Bridge/Moore/Franktown present 18 intersections which includes 6 signalized intersections to reach Highway 7. The approximated travel time is 6 minutes as per the route of McNeely to Highway 7 compared to the 7-minute travel time along the corridor of Bridge/Moore/Franktown. As such, MP believes that the 71% split is reasonable.

3. Comments received during public consultation have indicated that sightlines may be construed at the intersections of McLaren turning east on High; Water turning west on High; and High turning south and north on Bridge. Please provide an analysis of impact the increase of vehicles from the development lands will have on the intersections.

MP Response: The addition of vehicles to a roadway network does not have an impact on intersection or access sightlines. Increases in traffic volumes impact operations at intersections and access – these were documented in the traffic study.

4. Traffic data was collected during the COVID-19 pandemic. Please provide an analysis of how the conditions reflect pre or post pandemic traffic conditions based on industry standards.

MP Response: Traffic data was provided by the Town of Carleton Place; both from mainline counts

and TMP (Transportation Master Plan) data, which was collected before the covid 19 pandemic. A growth rate was then applied to the collected data to represent future scenarios. One intersection count was collected by MP in 2022 and was balanced / adjusted based on the TMP volumes.

5. Section 3.6 indicates the following statement: “Because of the bridge closure, traffic data collection at all study intersections was not anticipated to provide a realistic representation of normal traffic operations within the area.” Staff have verified that the dates of data collection correspond to pre-closure of the Central Bridge. Please confirm the intent of the statement.

MP Response: This statement was meant to communicate that collection of traffic data at all study area intersections were not expected to be indicative of the travel patterns for the area due the closure of Bridge Street. The count that was collected by MP in 2022 was adjusted and balanced based on the counts from the TMP.

6. Concerns regarding on-street overflow parking resulting from the development have been identified in public consultation. Please provide an analysis of available on-street parking and the potential impact peak use demand will have on on-street parking.

MP Response: The development proposal has been adjusted and parking now complies with the minimum requirements of the Town’s Zoning By-law.

7. It is recommended that the McLaren Street access be eliminated to vehicular traffic. Please review the impacts of this closure on levels of service on the roadways.

MP Response: The access off of McLaren Street will not be eliminated to vehicular traffic as the removal of that will cause problems with the egress and ingress of EMS services within the site.

8. The parking review indicates a surplus of 5 parking spaces during peak demand between the commercial and residential uses however the site is constructed in such a way that the majority of residential parking spaces are designed for exclusive use by residents via the parking garage. Please confirm that the surplus spaces are contemplated within the surface parking lot between the commercial uses and residential visitor spaces.

MP Response: The development proposal has been adjusted and parking now complies with the minimum requirements of the Town’s Zoning By-law.

ARCHAEOLOGICAL ASSESSMENT – STAGE 1

1. Stage 2 Assessment and letter of acceptance by the Ministry of Culture Tourism and Sport will be required as a

condition of approval to be submitted prior to execution of the development agreement.

MP Response: An acceptance letter for a Stage 2 Archaeological Assessment has been provided by the Ministry of Citizenship and Multiculturalism (MCM).

ENVIRONMENTAL SITE ASSESSMENT – PHASE 1

1. Stage 2 Assessment and if required a Remediation Plan will be required as a condition of approval to be submitted prior to the execution of the development agreement. A Record of Site Condition will be required to be produced at the time of building permit submission.

MP Response: Please refer to the September 28, 2022 comment response letter prepared by Paterson Group, also submitted to the Town September 28, 2022.

SERVICING AND STORMWATER MANAGEMENT REPORT

1. There is a proposed new storm outlet to the river which will require review and approval by the MECP.

MP Response: Acknowledged.

2. Watermain analysis is incomplete as of this submission.

MP Response: Water section of the report has been updated with details included.

3. Proposed sanitary sewer connection under heading 5.2 indicates connection with MH1A, however servicing plans indicate connection with a tee.

MP Response: The section has been revised.

4. Revise sentence under “5.1 Existing Sanitary Sewer” from 400mm diameter watermain to sanitary sewer.

MP Response: The section has been revised

5. Water modelling to be provided by the Town. McIntosh Perry to confirm fire flows can be met and adequate capacity. Servicing report will need to be revised.

MP Response: Water section of the report has been updated with details included.

6. MVCA approval on no quantity control being required as well as the 80% TSS removal to be provided.

MP Response: Refer to email attached for confirmation of requirements. A Stormceptor EFO4 has been

specified and will provide quality treatment. See appendix G for sizing information.

GRADING AND DRAINAGE PLANS

1. More grading information to be provided for proposed sidewalk that terminates at the end of Water St. Does curb terminate at edge of asphalt? Will the existing pathway tie in with the new sidewalk?

MP Response: Additional details have been added to the plan. The sidewalk will terminate at the edge of the proposed pathway. Curb will be depressed in this area to tie into existing surrounding area.

2. Proposed slopes from parking lot to existing grades along McLaren St. and Water St. to be provided.

MP Response: Additional elevations and slopes have been added to the plan.

SITE SERVICING PLANS

1. A detail should be provided on how the storm sewer will be connected to the Mississippi River. Proper headwall with rip rapped outlet to be considered.

MP Response: The outlet has been revised and additional details have been added to the plans.

2. Confirmation on approval from MVCA/MECP will be required prior to any work taken place within the Mississippi River.

MP Response: Acknowledged.

3. Watermain pipe for the proposed hydrant aren't accurately illustrated as bends will be required on the pipe.

MP Response: A bend has been included in the watermain.

4. 525mm diameter storm sewer from Mh7 to Mississippi outlet to be revised as current grades indicate the top of the storm pipe would be protruding through the ground and have no cover.

MP Response: Drawings have been revised. A note has been included on the plan regarding cover.

5. Confirm how D1-D4 are draining and are these connected to the storm sewer?

MP Response: Note the plan has changed and we only have D1 at this time. D1 will drain internally and ultimately to MH7 to the outlet.

6. WYE pipe connection rather than a standard tee to be provided for the sanitary service connection to the municipal main.

MP Response: a 'wye' connection has been specified.

7. Confirm if roof drainage is intended to be connected to the storm sewer. A detail illustrating this configuration to be provided.

MP Response: A storm service has been provided to accommodate roof and foundation drainage. Respective building systems will be designed by others.

8. Debris gate to be added to pipe outlet at Mississippi River.

MP Response: Debris grate has been noted on the drawing.

9. Material specifications for proposed storm sewer should be provided.

MP Response: Materials have been included. Sewer notes also indicate material specs.

10. Confirmation that on-site monitoring wells will be properly decommission prior to construction.

MP Response: Please refer to the September 28, 2022 comment response letter prepared by Paterson Group, also submitted to the Town September 28, 2022.

11. All works within the municipal right of way will require an excavation permit issued by the Carleton Place Public Works Department.

MP Response: Acknowledged.

LANDSCAPE PLAN

1. Although the renderings show significant street trees to be provided along High Street, the Landscape Plan does not. Street trees should be provided along High Street as per the renderings at intervals of at least 10m.

MP Response: The existing overhead hydro along High Street restricts large (canopy) tree planting within 8m from centreline of wires.

2. The legend includes "proposed native grasses/perennials 'meadow' seed mix". Please confirm if this area of the site is intended to be left in a "natural state" post application within limited seasonal maintenance.

MP Response: Client prefers a manicured lawn that is regularly cut to suit applicable Town property

standards. A mix of ornamental grasses and perennials to be proposed as ‘buffer’ planting.

3. The landscape plan indicates a proposed double-sided landscape wall. Please provide a cross-section of the proposal prior to final approval.

MP Response: Noted – detail provided.

4. The plan also includes a “weathering steel planter” and includes a small image. Please include a larger image in the “details” section of the landscape plans.

MP Response: Noted – larger image provided.

5. Details regarding the specified benches, bicycle parking and onsite garbage receptacles (including dumpster enclosures) will be required prior to final approval.

MP Response: Noted – Benches and Bicycle Rack details provided.

6. Please identify a tree preservation plan for the area to be retained in the southwestern corner of the site. This should include the identification of butternut trees to be retained.

MP Response: Tree Preservation Plan prepared / provided per Town’s Terms of Reference.

SITE PLAN

1. Continuous sidewalks are to be shown on High Street, McLaren Street and Water Street along the extent of the site.

MP Response: Continuous sidewalks are now shown. Please see revised Site Plan drawing.

2. Street trees should be included south of the McLaren egress at intervals similar to those proposed north of the egress.

MP Response: The existing overhead hydro along McLaren Street restricts large (canopy) tree planting within 8m from centreline of wires. See Landscape Plan.

3. All street trees to be located on the Town’s Road allowance.

MP Response: Existing overhead hydro prohibit tree planting in Town’s ROW. See landscape plan.

4. Specify where the landscaped open space areas are attributed to – ie. only the waterfront area?

MP Response: See landscape plan.

5. Please confirm measured height of each of the three buildings and verify proposed setbacks of each of the

buildings from each property line. Comment is also included in “site plan” comments.

MP Response: See revised Site Plan.

6. Sight-triangles are to be dedicated at McLaren and Water Streets.

MP Response: Sight triangles are now identified.

7. Please specify the encroachment depth of the balconies into the yards in accordance with the Development Permit Bylaw.

MP Response: See revised Site Plan drawing (1.5m max).

8. Pedestrian pathways within the development shall be raised and flush with the height of the sidewalk.

MP Response: Pedestrian pathways within the development are flush with sidewalks within the public right-of-way (i.e. there are no steps or ramps), unless stairs or other treatments are identified. Please refer to the Grading Plan.

9. Boardwalk should stop short of private boathouse to minimize risk of vandalism. Either redirect northward for connection to McLaren or stop at end of boat slip. Pedestrian circulation from the waterfront to other sidewalks should be evaluated to demonstrate integration with the neighbourhood. Connection to McLaren Street or between the residential buildings should be explored.

MP Response: The boardwalk is no longer being pursued. See revised drawings.

10. Please confirm if the eastern side of the main driveway is proposed to have a sidewalk.

MP Response: Confirmed.

11. The drawing does not appear to include any site signage. Please confirm if any signage is proposed for the site.

MP Response: Signage is to be affixed directly to the buildings.

12. Please confirm if any delineation along the waterfront is proposed to indicate public vs. private spaces?

MP Response: As previously noted, the waterfront area will be maintained as private; signage will be erected accordingly.

13. Please include a lighting plan. What lighting is proposed along the shoreline?

MP Response: A lighting plan is to be provided in advance of Development Permit issuance, once site design is confirmed.

14. Is a railing proposed along the shoreline?

MP Response: A railing is not proposed.

15. Please confirm the composition and width of the boardwalk.

MP Response: This comment is no longer applicable.

16. Please confirm width and composition of the pedestrian walkways along the waterfront greenspace.

MP Response: 1.8m wide - Stonedust.

17. An opportunity may exist for a path connection rather than a sidewalk between the waters edge and the parking garage entrance.

MP Response: A sidewalk is provided, per typical ROW cross section.

18. Please confirm location of proposed garbage facilities for both the commercial and residential uses.

MP Response: Garbage facilities will be interior and will be accessible by way of the underground parking entrance. Garbage bins will be placed on Water Street on collection day.

19. Please confirm how the create steps at the end of Water Street are being tied in? Will there be a railing and retaining wall? Tie in at grade?

MP Response: Grades and retaining wall have been shown. The steps will tie into the proposed sidewalk as shown.

20. A sidewalk between the parking lot and the commercial building should be provided.

MP Response: This area of the site has been revised and a commercial building is no longer proposed.

21. Snow storage or a snow management plan will be to be provided in resubmission.

MP Response: Snow is to be removed from the site immediately following snowfall.

22. A waste management plan for both the residential and commercial uses will need to be submitted prior to final approval. Please review the Waste Management Bylaw on the Town's website for the requirements of a Waste Management Plan.

MP Response: Acknowledged. This will be provided in advance of final approval.

23. The Site Plan seems to indicate that some elements are creeping into the Town's ROW on High Street on the east side. These elements should remain on private property, including the retaining wall identified at this location on the grading plan.

MP Response: These features provide continuity between the site and public ROW elements. It is our experience that this approach results in a better and more pedestrian-friendly public realm when compared with an approach involving the termination of elements along a legal property boundary that is not visible on the ground.

24. It is unclear from the plans what the intention is for the sidewalk at the High Street entrance. The plans show the new curbs running through the existing sidewalk location, but there is no indication how the sidewalk will tie in. The sidewalk should remain continuous across the entrance without any curbing going through it.

MP Response: Please refer to the updated plans, amended in accordance with Comment 29, below.

25. Stairways from Water Street to the pedestrian promenade should include an accessible option.

MP Response: Due to the overall site grading, a ramp in this location would not be appropriate or practical.

26. Entrance from Water St. to the underground parking to include curb radii with proposed depressed curb elevations.

MP Response: This area of the site has been adjusted to include retaining walls.

27. Road reinstatement from sanitary/water servicing to include the full width of Water St. Exact reinstatement limits for curb installation to be shown. Developer to ensure curb alignment provides 8.5m road.

MP Response: Acknowledged. Existing curb on the east side will remain. A new sidewalk and curb is proposed on the west side of Water Street therefore the reinstatement will only be the paved area of water street.

28. Additional curb elevations to be provided along Water St. proposed curb elevations to match East side.

MP Response: Additional elevations have been added to the plan. The sidewalk and curb will tie into existing grades and cannot be changed.

29. Entrance from High St. to illustrate sidewalk through the entrance with depressed curb elevations complete with TWSI's.

MP Response: Please refer to the updated grading plan.

30. Curbing along the entrance onto McLaren entrance will need to transition from barrier to mountable. In addition, confirm why radii length do not match.

MP Response: Note a sidewalk has been added to McLaren adjacent to the site. The curb will be barrier and depressed at the entrance. The radii lengths do not match to acknowledge the limited flow of traffic to and from the southern leg of McLaren Street.

31. There is no reference to parking lot pavement structure. 300mm minimum Granular “B” + 150mm Granular “A” is recommended as a minimum. 50mm of HL3 for parking area and 50mm(HL8) + 40mm (HL3) for heavy duty areas is recommended.

MP Response: A pavement structure table has been included on drawing C101.

32. Parking lot lighting to be provided and submitted to the Town.

MP Response: A lighting plan is to be provided in advance of Development Permit issuance, once site design is confirmed.

LIMITED BUILDING CODE REVIEW

1. 3.1.19 - Are there any proposed or existing above ground electrical conductors (power lines) within horizontal distance of the building that will not comply with.

MP Response: See Site Plan drawing showing a 5m radius at pole mounted transformer (5.22m from face of building).

2. Is building three sprinklered? If not, what is the Building Classification to determine compliance. No fire department connection shown on this building. Please provide the building code matrixes for each building for our review to avoid potential amendments down the road after planning approvals are gained.

MP Response: Building 3 is no longer part of the proposal. Building Code Matrix has been provided on Site Plan drawing.

3. Is the parking garage being considered a separate building and provided with a horizontal firewall?

MP Response: Parking garage is not considered a separate building and is separated from Building 1 and 2 with a 2hr fire separation.

4. 3.2.3 – Spatial separation. The buildings proposed are required to meet the setback limits to allow their construction type of walls, cladding, and permitted openings. There are no indications of the theoretical limiting distance lines to which they have determined their requirements for spatial separation. Please indicate on the plans these setbacks and proposed limiting distance lines. Openings shall be in compliance with this section of the

Ontario Building Code for spatial separation.

MP Response: See revised drawing A-200A showing limiting distance calculation.

5. 3.2.4.9.(1) – Please confirm that the fire alarm annunciator panels are in the entries of each building and facing a required street or fire access route.

MP Response: Yes.

6. 3.2.5.5.(2)(a) – Please indicate the private hydrant location so that I can show compliance with this sentence of the Ontario Building Code that states the fire department vehicle shall be able to park adjacent to the hydrant.

MP Response: See revised Site Plan drawing.

7. 3.2.5.5.(3) – Please indicate truck location and distance maximum of 45m unobstructed along normally cleared and maintained for access from the truck to the fire department connection.

MP Response: See revised Site Plan drawing showing Fire Route.

8. 3.2.5.6.(1)(d) – Please indicate on the drawings that the center line turning radius of the corners of the access route are 12m as per this sentence.

MP Response: See revised Site Plan drawing showing Fire Route.

9. 3.2.5.16. - It appears there should be a fire hydrant on the site proposed but it does not appear on the site plan. When assumed it is located on the island with three trees on the North side of the access route it is not shown. Please confirm there is in fact a hydrant being proposed there and indicate on the drawings.

MP Response: See revised Site Plan drawing showing Fire Route.

10. 7.1.5.5. – Are the onsite sanitary and storm services going to be installed in accordance with MOE standards outlined in this code sentence?

MP Response: Yes.

11. 7.3.5.7. – Does not appear to show the water line and sanitary details on the plans provided. If they are run in the same trench spatial separation requirements of this sentence are required to be provided.

MP Response: See revised Site Plan drawing showing Fire Route.

12. 3.2.3.6.(1) – Except for a building containing one or two dwelling units only, combustible projections on the exterior of a wall that could expose an adjacent building to fire spread and are more than 1 m above ground level, including balconies, platforms, canopies and stairs, shall not be permitted within 2.4 m of a combustible projection on another building on the same property. Please confirm this condition will not exist.

MP Response: Building is of non-combustible construction.

SHADOW ANALYSIS

1. Opportunities for step-backs for floors 4-7 on both residential buildings should be modeled to mitigate impact of shadow on the low-density residential neighbourhood to the north of High Street. Step-backs should be measured from McLaren and Water Street.

MP Response: Please see response to comment No. 2 under 'Planning.'

ELEVATIONS/3D RENDERINGS

1. As noted previously, the proponent is encouraged to look at implementing an east-west façade step-back on the residential buildings.

MP Response: Please see response to comment No. 2 under 'Planning.'

2. It is the Town's desire to see a restaurant on the ground floor of the 7-storey building. Elevations should be amended to reflect this change.

MP Response: A restaurant use is now proposed.

3. Elevations do now show any additional roof-top elements (ie. mechanical). Please model the buildings to include these functional elements if they are indeed proposed.

MP Response: Rooftop mechanical elements have not yet been confirmed and we are not familiar with a requirement to have these elements modeled. Mechanical units that may be visible from the nearby public realm will be screened by way of unit-mounted screens or by way of a mechanical penthouse enclosure. These details will be finalized following Development Permit issuance and will be available for review at the Building Permit stage, as is required.

ADDITIONAL STUDIES

1. The applicant is aware that the MVCA has requested the submission of an Environmental Impact Statement. A copy of this report should be included in the next submission for review.

MP Response: The MVCA has received the EIS in support of the proposed development. MP is in receipt of the MVCA comments provided July 13, 2022, and these comments are in the process of being addressed. An EIS addendum has been provided by way of this resubmission.

2. The Town of Carleton Place encourages all proponents to include low impact and sustainable features in their proposed new developments. To this end, the Town has developed a checklist in order to track sustainable

initiatives within the community. Please complete the checklist and return a copy as part of the next submission.

MP Response: A Green Development Checklist has been provided by way of this resubmission.

AGENCY COMMENTS

Carleton Place Chamber of Commerce

1. In theory this development will bring some new residents to the downtown. Ideally, they will shop, support and be patrons for downtown shops and restaurants. Re-gentrification is required for downtowns to truly thrive and allows us to reinvent what our downtown could be as a destination. A thriving downtown supports and mirrors a thriving community. In the long term this could lead to more vibrant shops and services being offered in the downtown core. It would be nice to see/ incorporate some county subsidized or low-income housing within this proposals and in fact as all areas of the community are developed, some kind of plan to ensure low income housing is at least talked about will be important. The parking spaces may or may not be an issue depending on who rents here but easy access to walking and bike trails will be important to integrate. Also ensuring that access to the water is maintained could make this an important community hub, a place to hold concerts and other local events. It would be nice to see a restaurant along with other tourism/active living type businesses in the retail space.

MP Response: Comment is acknowledged. A restaurant use is now included within the proposal.

2. Would like there to be thoughtful consideration to the commercial space that would make use of the proximity to the river such as restaurant, gallery, studio, boat rental. Love it. The town needs more rentals and this looks like an excellent opportunity. Thank you

MP Response: Comment is acknowledged. Additional commercial may be considered in the future.

Carleton Place Municipal Heritage Committee

1. We propose the developer consider the inclusion of openings, such as alleyways, in the structures, providing more sightlines to the river from High Street

MP Response: The proposed development is intentionally broken up into separate buildings in order to promote the passage of light and slight lines, including between the River and High Street. It is acknowledged that some existing views will be obstructed by the proposed development, but the architect has carefully considered this aspect of building placement and site design.

2. We agree that a Stage 2 Archaeological Assessment be undertaken by a licensed consultant archaeologist prior to the initiation of below-grade soil disturbances or other alterations. Any items found must be noted to staff of The Carleton Place and Beckwith Historical Society.

MP Response: A Stage 2 Archaeological Assessment has been completed and submitted to the Ministry.

Carleton Place Urban Forest / River Corridor Advisory Committee

1. The Committee is concerned about storm water going directly into the River. We have been trying to cleanup distribution of storm water into the river as demonstrated by the septic installed just a few meters down the road at the bridge. It is the Committee's recommendation to have a septic installed to catch elements before they enter the river and also have permeable asphalt installed this close to the river.

MP Response: MVCA has specified that an enhanced level of quality will need to be met. An OGS unit has been specified in MH5. A sizing report has been requested from the manufacturer.

2. As in other trails going through Town they have a space of 5 metres between the trail and the river planted up with shrubs. Also this trail is not to be paved but like at waterside there should be a permeable surface

MP Response: The proposal does not include a public trail and a boardwalk is no longer proposed.

3. High Street has always been lined with maples. In keeping with the tradition plant Hackberry, Red Oak, Butternut and Bur Oak along High Street that can take stress greater the Sugar Maple

MP Response: Refer to response #1 –LANDSCAPE PLAN above.

4. There should be trees planted along McLaren St. as a buffer for those residents.

MP Response: Refer to response #2 –SITE PLAN above.

5. Why does the site boundary of Phase 1 ESA not align with the boundary of the proposed development?

MP Response: Please refer to the September 28, 2022 comment response letter prepared by Paterson Group (previously submitted).

6. Will there be a separate Phase 1 ESA for the parcel of land adjacent to the river?

MP Response: Please refer to the September 28, 2022 comment response letter prepared by Paterson Group (previously submitted).

Ryan Courville – Bell Canada

1. The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost

MP Response: Acknowledged.

2. It shall also be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada's existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure. If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.

MP Response: Acknowledged.

Mississippi Valley Conservation Authority

1. **Shoreline Boardwalk** along the entire river frontage (estimated to be roughly 145m). We understand that part of the shoreline is already "hardened" while the remainder is natural.
 - Details are required with respect to design, materials, dimensions, and location relative to the shoreline;
 - A permit is required from MVCA. Additional details are required to assess conformity;
 - The Ministry of Natural Resources and Forestry, as well as the Department of Fisheries and Oceans Canada, should be contacted to assess approval requirements.

MP Response: The development proposal has been adjusted and changes to the water's edge no longer form part of the development proposal. An environmental Impact Statement (EIS) and addendum have been submitted in support of the development.

2. Riverfront Pavilion and Boat Docking

- Details are required with respect to design, materials, and dimensions;
- A permit is required from MVCA. Additional details are required to assess conformity;
- The Ministry of Natural Resources and Forestry, as well as the Department of Fisheries and Oceans Canada, should be contacted to assess approval requirements.

MP Response: The development proposal has been adjusted and changes to the water's edge no longer form part of the development proposal. An environmental Impact Statement (EIS) and addendum have been submitted in support of the development.

3. Upland Patio and Pavilion

- Part of the upland patio and pavilion are within the Regulation Limit (i.e. within 15 m) of the flood plain. Therefore, a permit is required from MVCA. The proposal is compliant with MVCA Regulation Policies.

MP Response: The development proposal has been adjusted and changes to the water's edge no longer form part of the development proposal.

4. System of 2m wide pathways

- The pathway system is largely within MVCA's Regulation Limit and partially within the flood plain. Therefore, a permit is required from MVCA for the pathways;
- Particularly in the flood plain, there should be no change in grade proposed for the pathway (i.e. extract native material and replace with new material to the pre-existing grade);
- Material should be permeable while also being able to withstand movement during a flood (to the best extent possible without having to "harden" it)

MP Response: The development proposal has been adjusted and changes to the water's edge no longer form part of the development proposal.

5. MVCA EIS Review (dated August 26, 2022)

The preservation of the near shore area is critical for the following reasons:

- The Mississippi River is fish habitat;
- Studies have shown that up to 80% of all wildlife is dependent upon riparian zones (near shore area);
- It is important to preserve the near shore area with native plant species, as a buffer to potential impacts. Buffers planted along waterways can help to stabilize soils, thereby mitigating erosion; filter sediment and other pollutants (such as fertilizers and pesticides) from runoff before it enters the water; provide shading and cool the water; reduce the risk of flooding. We note trees are proposed along the edge of the boardwalk.

From an advisory perspective and the preservation of the near shore area, the proposed degree of shoreline alteration, particularly for the boardwalk, riverfront pavilion and boat docking, is considered extensive. Following a review of the EIS, additional details and assessment of the potential impacts to the riparian area, fish habitat, river and shoreline ecosystems, are being requested. Please provide an in-depth discussion on the potential impacts of constructing and using the proposed boardwalk, pavilion and dock infrastructure on the river and shoreline ecosystems. The requested discussion should include, but is not limited to the following:

- Impacts to all fish and fish habitat, in addition to those provided for SAR and American Eel;
- Impacts to benthic habitat and aquatic vegetation communities;
- Pollution Impacts;
- Will the proposed trees along the edge of the boardwalk provide effective buffering against potential environmental impacts?

MP Response: The development proposal has been adjusted and changes to the water's edge no longer form part of the development proposal. An addendum to the EIS has been provided by way of resubmission.

6. Natural Hazards

- We note that all proposed buildings are located outside of MVCA Regulation Limits associated with the 1:100-year flood plain.
- We assume no change in grade is proposed in the flood plain, as part of the subject proposal. However, if any change in grade is proposed, details are required in addition to a site-specific topographic survey to precisely determine the location of the flood line. Conformity to MVCA Regulation Policies will then be assessed.
- High flows can be anticipated along the subject shoreline due to the flood plain and the proximity of the dam and bridge. Therefore, impacts to the stability of the pathway, boardwalk, and riverfront pavilion and docking must be discussed and considered. Considerations from a safety perspective are also recommended (outside the scope of MVCA's review).

MP Response: The development proposal has been adjusted and changes to the water's edge no longer form part of the development proposal. An addendum to the EIS has been provided by way of resubmission.

7. Stormwater Management

- Quality control should be enhanced (80% TSS removal);
- A permit is required from MVCA for the stormwater outlet to the river

MP Response: A Stormceptor EFO4 has been specified and will provide quality treatment. See Appendix G for sizing information. It is acknowledged that a permit will be required.

8. Recommendations

- Please refer to the *Natural Heritage Features* section above for feedback the EIS and proposed shoreline work.
- Please refer to the *Natural Hazards* section above for recommendations the flood plain and the proposed waterfront concept plan.
- Additional comments will be provided upon receipt of the EIS.

MP Response: The development proposal has been adjusted and changes to the water's edge no longer form part of the development proposal. An addendum to the EIS has been provided by way of resubmission.

Carleton Place Environmental Advisory Committee

1. It is the assumption of the committee that all recommended Environmental Site Assessments (ESA) starting with the Phase II ESA will be completed prior to development approval. Any soil or groundwater contamination identified must be remediated in accordance with the MOE guidelines for a shallow bedrock site within 30m of a water body.

MP Response: Please refer to the September 28, 2022 comment response letter prepared by Paterson Group, also submitted to the Town September 28, 2022.

2. It is recommended that Electrical Vehicle Plug ins be provided on site. The CPEAC recommends at least 20% of the parking spaces being provided should be equipped with EV charging capacity, therefore based on the proposal, a minimum of 66 EVCS should be incorporated into the plan. The federal government has recently announced targets that will see all new passenger vehicles hit zero emission standards by 2035. In order to accommodate the coming influx of electric vehicles on the market, developers need to start providing the required infrastructure to do so at the time of construction.

MP Response: Comment acknowledged. The CPEAC Green Development Checklist has been completed and included as part of this resubmission.

3. The committee is concerned with the requested variance of a reduction of 63 parking spots and how that will impact the surrounding residential streets. The planning rationale provided indicates that street parking and an adjacent municipal parking lot will be the default for inadequate parking provided on site. This is not a good long-term solution. The CPEAC would like to see some alternative solutions put in place to mitigate the parking shortage. Solutions like dedicated car sharing parking spots or perhaps a partnership with the Town to fund the development of the overflow public parking lot into a ride-sharing station for e-vehicles, complete with charging capacity. This could allow for those spaces to count for more than single parking spots for the future residents of the development.

MP Response: The development proposal has been adjusted and the number of parking spaces provided conform to the minimum requirements of the Town's Zoning By-law.

4. If a 17% reduction in parking spaces is deemed acceptable, it is recommended that the Town revise its required parking ratio formula for all developments.

MP Response: The development proposal has been adjusted and the number of parking spaces provided conform to the minimum requirements of the Town's Zoning By-law.

5. It is well documented that access to green space improves overall community health and wellbeing. The CPEAC believes additional options could be considered that would provide additional greenspace. It is suggested that green roof alternatives, providing usable garden and landscaped areas could be incorporated into the plan for all three buildings. This additional space should be made accessible to residents. Green roofs are becoming much more popular and are available through Canadian manufacturers. They are proven to provide a lot of benefits for both the building owner, residents and the community as a whole. These benefits include:

- Improving the thermal efficiency of the building
- Optimizing the use of available space
- Improving the aesthetics of the building

- Increasing the attraction capacity
- Reinforcing the sustainable development process - Promoting the well-being of the occupants
- Extending the life of the roof membrane
- Strengthening social solidarity
- Mitigating the effects of urban heat islands
- Increasing urban biodiversity
- Supporting local food sourcing
- Reducing air pollution
- Improving stormwater management
- Mitigating noise pollution

MP Response: Comment acknowledged. The CPEAC Green Development Checklist has been completed and included as part of this resubmission.

6. The CPEAC recommends the inclusion of a number of interior green development items including Energy Star appliances, heat pumps, low flow water fixtures and LED lighting. The increasing of topsoil depth, tree planting above the minimum requirements and a watering program would also be positive steps in ensuring the green space succeeds in our new Climate reality. The developer is encouraged to refer to the Green Development Checklist previously provided by the Committee for more suggestions. We would like to see the checklist completed and provided to the Town as part of the development application.

MP Response: Comment acknowledged. The CPEAC Green Development Checklist has been completed and included as part of this resubmission.

7. Given the size of this development and its ability to impact the community, the CPEAC would always like to see the incorporation of more complex green design elements such as Low Impact Stormwater Design. This is especially important for this site as storm water is proposed to be collected privately on site and directed to the Mississippi River. Consideration should be given to ensure the storm water discharged to the Mississippi River is as reduced and clean as possible. The current proposal meets the required standards, which are considered by many to be outdated and inadequate for dealing with the Climate Crisis and the predicted increase of extreme weather events. The CPEAC recommends that this site be developed with stormwater capabilities that exceed the current standards.

MP Response: Comment acknowledged. The CPEAC Green Development Checklist has been completed and included as part of this resubmission.

8. The CPEAC would like to see a runoff volume less than 50% of annual rainfall expectations.

MP Response: MVCA has specified no quantity control is required for the site.

9. Will the proposed structures be developed with the capacity to support future rooftop solar installations? What other green initiatives are being proposed?

MP Response: Comment acknowledged. The CPEAC Green Development Checklist has been completed and included as part of this resubmission.

10. It is recommend that all residential spaces, especially those above floor grade be equipped with cooling capability

MP Response: Comment acknowledged. The CPEAC Green Development Checklist has been completed and included as part of this resubmission.

11. For the protection and safety of the community and the residence we recommend that stormwater capacity and building envelope design elements exceed the current minimums required by the Ontario Building Code. Minimums, that due to lagging updates, do not necessarily factor in our new climate reality.

MP Response: Comment acknowledged. The CPEAC Green Development Checklist has been completed and included as part of this resubmission.

CONCLUSION

It is our hope that the responses provided above, together with the updated plans and reports, address all Staff comments provided and that, upon your review, Staff will be in a position to proceed with issuing the Development Permit. Please do not hesitate to contact us should any additional information or clarification be required.

Thank you for your ongoing cooperation.



Vithulan Vivekanandan, MES Pl.

PLANNER

Vithulan Vivekanandan

From: Diane Reid <dreid@mvc.on.ca>
Sent: November 16, 2022 11:08 AM
To: Charissa Hampel
Cc: Sobha Kunjikutty; Jacob Perkins
Subject: RE: Findlay Foundry Development

Hi Charissa,

We can confirm the requirement for No Quantity Control, Enhanced Quality Control, and an MVCA permit requirement for any alteration to the shoreline of the river to facilitate a SW outlet.

Regards,
Diane Reid

From: Charissa Hampel <c.hampel@mcintoshperry.com>
Sent: November 16, 2022 10:27 AM
To: Diane Reid <dreid@mvc.on.ca>
Cc: Sobha Kunjikutty <skunjikutty@mvc.on.ca>
Subject: RE: Findlay Foundry Development

Good Morning,
Following up on below.

Thanks,

Charissa Hampel, P.Eng

Project Engineer

T. 613.714.4625 | C. 613.401.6530

c.hampel@mcintoshperry.com | www.mcintoshperry.com

McINTOSH PERRY

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Platinum
member

From: Charissa Hampel <c.hampel@mcintoshperry.com>
Sent: November 9, 2022 5:49 PM
To: dreid@mvc.on.ca
Cc: skunjikutty@mvc.on.ca
Subject: Findlay Foundry Development

Hi Diane/Sobha,

I wanted to touch base with you on the development we have at 28 High Street in Carleton Place (site plan attached for reference). As previously discussed in the pre-con meeting:

- the site will require no quantity control
- 80% TSS removal to be provided

Please provide written confirmation of the above.

In addition, as you know the storm will be outlet to the river near the back of the site. Please advise if there are any constraints, permits, etc. required for the storm outlet.

Thanks,

Charissa Hampel, P.Eng

Project Engineer

T. 613.714.4625 | C. 613.401.6530

c.hampel@mcintoshperry.com | www.mcintoshperry.com

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Platinum
member

Ministry of Citizenship and Multiculturalism (MCM)

Archaeology Program Unit
Heritage Branch
Citizenship, Inclusion and Heritage Division
5th Floor, 400 University Ave.
Toronto ON M7A 2R9
Tel.: (416) 414-7787
Email: Jessica.Marr@ontario.ca

Ministère des Affaires civiques et du Multiculturalisme (MCM)

Unité des programme d'archéologie
Direction du patrimoine
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Email: Jessica.Marr@ontario.ca



Nov 3, 2022

Caitlyn Howard (P1074)
Past Recovery Archaeological Services
11B Glascott Perth ON K7H2V5

RE: Review and Entry into the Ontario Public Register of Archaeological Reports: Archaeological Assessment Report Entitled, "STAGE 2 ARCHAEOLOGICAL ASSESSMENT FOR A PROPOSED MIXED-USE DEVELOPMENT FINDLAY FOUNDRY SITE, 28 HIGH STREET LOTS 1 TO 8, 11 TO 27, 45 AND 47 ON REGISTERED PLAN 3802 PART OF LOT 14, CONCESSION 12 GEOGRAPHIC TOWNSHIP OF BECKWITH NOW TOWN OF CARLETON PLACE COUNTY OF LANARK, ONTARIO", Dated Aug 19, 2022, Filed with MCM Toronto Office on Sep 14, 2022, MCM Project Information Form Number P1074-0002-2022, MCM File Number 0015991

Dear No Contact Title Howard:

This office has reviewed the above-mentioned report, which has been submitted to this ministry as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c 0.18.¹ This review has been carried out in order to determine whether the licensed professional consultant archaeologist has met the terms and conditions of their licence, that the licensee assessed the property and documented archaeological resources using a process that accords with the 2011 *Standards and Guidelines for Consultant Archaeologists* set by the ministry, and that the archaeological fieldwork and report recommendations are consistent with the conservation, protection and preservation of the cultural heritage of Ontario.

The report documents the assessment/mitigation of the study area as depicted in Maps 2, 5 and 6 of the above titled report and recommends the following:

- 1) There are no further concerns for unlicensed impacts to archaeological sites within the study area, as presently defined on Map 2), and no further archaeological assessment of the subject property is required.
- 2) Should planning associated with the proposed development result in the identification of additional property to be impacted (i.e. soil disturbances or other alterations), beyond the current study area as defined in Map 2, further archaeological assessment may be required. It should be noted that impacts include all aspects of the proposed development, including temporary property needs (i.e. access roads, staging/lay down areas, associated works, etc.).
- 3) Any future archaeological assessments should be undertaken by a licensed consultant archaeologist, in compliance with Standards and Guidelines for Consultant Archaeologists (MTCS 2011).

The following recommendation has been included as per a request from the Algonquins of Ontario:

4) Since the potential always exists to miss important information in archaeological surveys, if any artifacts of Indigenous interest or human remains are encountered during the development of the subject property, please contact: Algonquins of Ontario Consultation Office, 31 Riverside Drive, Suite 101, Pembroke, ON, K8A 8R6; Tel: 613-735-3759; Fax: 613-735-6307; E-mail: algonquins@tanakiwin.com.

Based on the information contained in the report, the ministry is satisfied that the fieldwork and reporting for the archaeological assessment are consistent with the ministry's 2011 *Standards and Guidelines for Consultant Archaeologists* and the terms and conditions for archaeological licences. This report has been entered into the Ontario Public Register of Archaeological Reports. Please note that the ministry makes no representation or warranty as to the completeness, accuracy or quality of reports in the register.

Should you require any further information regarding this matter, please feel free to contact me.

Sincerely,

Jessica Marr
Archaeology Review Officer

cc. Archaeology Licensing Officer
Joshua Laginski, Inverness Homes
Niki Dwyer, Town of Carleton Place

¹*In no way will the ministry be liable for any harm, damages, costs, expenses, losses, claims or actions that may result: (a) if the Report(s) or its recommendations are discovered to be inaccurate, incomplete, misleading or fraudulent; or (b) from the issuance of this letter. Further measures may need to be taken in the event that additional artifacts or archaeological sites are identified or the Report(s) is otherwise found to be inaccurate, incomplete, misleading or fraudulent.*

CPEAC Green Development Checklist



Description:

The Green Development Checklist was developed by the Carleton Place Environmental Advisory Committee (CPEAC) to assist staff in assessing development applications with regards to their environmental impact.

s.6.14.3 of the Official Plan indicates that all applicants are required to consult with municipal planning staff prior to submitting a Development Permit application. Pre-consultation will provide important information pertaining to the application including the development permit class as well as what professionally prepared plans, studies, and reports may be required to assist in the review process of the application. Based on the scope of the proposed development discussed during the pre-consultation meeting, staff may forward this Checklist to the applicant to consider.

Providing a standardized method of evaluation, this Checklist includes items that address a wide variety of topics including water and energy conservation, air quality, waste management, and protecting the natural environment. Based on the presence of these items, applications will be given an assessment score that assigns the development to one of three Environmental Standard categories: Gold, Silver, and Bronze. These categories are reflective of a development's efforts to incorporate proven environmental practices. The classification criteria for these categories are provided below:

Platinum Standard	25 – 31 items incorporated
Gold Standard	18 – 24 items incorporated
Silver Standard	11 – 17 items incorporated

This Checklist does not put additional requirements on local developers above and beyond the minimum standards of the Ontario Building Code and the Development Permit By-law. Inclusion of items on this Checklist within proposed developments is to be done strictly on a volunteer basis. **Applicants are not required** to undertake such works in conformity to this Checklist. Should applicants incorporate items included on this Checklist, both the CPEAC and the Town of Carleton Place approve the applicant to advertise the development's endorsed Environmental Standard in marketing materials for said development.

CPEAC Green Development Checklist



Energy Conservation

	<i>Item</i>	<i>Rationale</i>
<input checked="" type="checkbox"/>	Energy Star® Appliances Installed	Building to the Energy Star® standard enables new homes to be approximately 20% more energy efficient than those built to the minimum requirements of the Ontario Building Code
<input checked="" type="checkbox"/>	Heat Pump	Moves thermal energy from one place to another rather than turning one type of energy into another.
<input checked="" type="checkbox"/>	Zonal Heating Controls	Allows homeowners to control the temperature in different areas of their home, reducing energy consumption given that occupants will not require all spaces to be heated.
<input type="checkbox"/>	Tankless Water Heater	Heats water only when needed rather than being stored in a tank for future usage.
<input type="checkbox"/>	Clothesline	Where possible, Energy Star® recommends air drying to reduce energy consumption given that electric clothes dryers use more energy than any other household appliance.
<input type="checkbox"/>	Structural Orientation for Solar Gain	Orientation of units towards the East and West maximizes the passive solar gain of buildings.
<input type="checkbox"/>	Solar Ready Design	Eliminates the cost of retrofitting developments at a later time, thereby encouraging future installations of solar panels and solar panel generation.
<input checked="" type="checkbox"/>	LED Lighting	LED bulbs can use 75% less energy than traditional incandescent bulbs.
<input type="checkbox"/>	Exterior Motion Lights	Motion lighting uses significantly less energy than traditional lighting given that it is only in use when needed.

Subtotal:

CPEAC Green Development Checklist



Water Conservation & Quality

	<i>Item</i>	<i>Rationale</i>
<input checked="" type="checkbox"/>	Low Flow Water Fixtures Installed	Reduces water consumption, environmental impacts, and costs for occupants.
<input type="checkbox"/>	Grey Water Recycling Installed or Roughed-In for Future Installation	Lowers demand for potable water. Roughing-in plumbing at the time of construction will minimize future costs of retrofitting and promote future installation of grey water recycling systems.
<input type="checkbox"/>	Rain Barrel Collection	Reduces the use of potable water for non-potable purposes such as landscape irrigation.
<input type="checkbox"/>	Low Impact Stormwater Design (LID)	Addresses stormwater at the source rather than collecting stormwater in traditional management ponds, assisting with pollution control and reducing runoff.
<input type="checkbox"/>	6" High Quality Topsoil Depth Uncompacted	Poor quality, compacted topsoil may promote over irrigation. High quality, uncompacted soil that is comprised of 5 to 15% organic material with a pH level of 6.0 to 8.0 is well drained.
<input type="checkbox"/>	Runoff Volume Less Than 50% of Annual Rainfall Expectations	Helps to recharge groundwater, encourages landscaping options, and reduces the need for large off-site stormwater retention facilities which consume additional land, thereby decreasing densities
<input type="checkbox"/>	Native Drought Tolerant Plants	Reduces the demand for potable water which can increase by as much as 50% during the summer months, placing strain on potable water services

Subtotal:

Air Quality

	<i>Item</i>	<i>Rationale</i>
<input checked="" type="checkbox"/>	Plant Trees Above Minimum Requirements	Trees improve air quality, reduce heat island effects, and enhance the streetscape for pedestrian usage. They are also an important tool in mitigating the effects of climate change.

CPEAC Green Development Checklist



<input type="checkbox"/>	Heat Recovery Ventilator System (HVR) Installed	Improves the air quality of internal spaces by filtering in fresh, outdoor air. The exchange of heat in the stale exhaust air to the incoming fresh air reduces the energy required to bring outside air up to ambient room temperatures.
<input type="checkbox"/>	High Albedo Roofing Materials	Saves energy towards cooling efforts by directly reducing the heat gain experienced through a building's envelope and by lowering the urban air temperature.
<input type="checkbox"/>	Provision of Green Space Exceeding Town Minimums	Reduces the ambient surface temperature of the roof, thereby reducing the heat island effect and reducing cooling requirements within the building.
<input checked="" type="checkbox"/>	Low VOC Finishes	Improves indoor air pollution as these products eliminate or reduce the amount of contaminants released by these products into the air.

Subtotal:

Waste Management

	<i>Item</i>	<i>Rationale</i>
<input type="checkbox"/>	FSC certified wood-based products	The Forest Stewardship's Council (FSC) ensures sustainable harvesting and replanting practices. A minimum of 25% of all wood-based products and materials are to be FSC certified.
<input checked="" type="checkbox"/>	Construction Waste Plan	Presents an opportunity to redesign processes to renegotiate contracts with suppliers and subcontractors to reduce waste and increase efficiency.
<input checked="" type="checkbox"/>	Recycling and Composting Facilities	Reduces the amount of waste going to landfills and the need for landfill expansions.

Subtotal:

CPEAC Green Development Checklist



Natural Environment

	<i>Item</i>	<i>Rationale</i>
<input type="checkbox"/>	Climate Change Statement	Recognizes the need to mitigate extreme weather damages and details methods to decrease the footprint of development.
<input type="checkbox"/>	Increased Pit Size	Ensures that trees become established on-site and facilitates their long-term survival. Triple the typical pit size of high-quality soil per tree with a minimum depth of .8m.
<input checked="" type="checkbox"/>	Tree Watering Program	Ensures that trees become established on-site and facilitates their long-term survival. Reduces the demand for potable water.
<input checked="" type="checkbox"/>	Electric Vehicle Plug-Ins	Promotes the use of electric and/or hybrid vehicles. The manufacturing and use of these vehicles are responsible for comparatively less greenhouse gas emissions than traditional automotive vehicles that use internal combustion engines.
<input checked="" type="checkbox"/>	Bicycle Parking	Encourages a shift from the use of motorized vehicles to active methods of transportation. Promotes a reduction in the emission of greenhouse gases that contribute to climate change.
<input type="checkbox"/>	Recycle Soil	Eliminates the need to move soil in-or-out of the site via large, motorized vehicles that promote CO ₂ emissions.
<input type="checkbox"/>	Eliminate Spot and Vanity Lighting	Vanity lighting wastes electricity and contributes to light pollution in the night skies.

Subtotal: 11

Total Number of Items: 11

Approved Environmental Standard: