



**AGENDA
PUBLIC MEETING
COMMITTEE OF THE WHOLE
COMMUNITY DEVELOPMENT**

**Monday, April 22, 2024, 6:00 PM
South Edwardsburgh Community Centre
24 Sutton Dr.
Johnstown Ontario**

- 1. Call Meeting to Order**
Chair, Councillor Chris Ward
- 2. Approval of Agenda**
- 3. Disclosure of Pecuniary Interest or Conflict of Interest & the General Nature Thereof**
- 4. Process and Information**
- 5. Proposed Zoning Amendment for 161-163 Shanly Road**
 - a. Proposal Details
 - b. Public Comment
 - c. Recommendation to Committee
Recommendation: That Committee defer this item to the next Committee of the Whole – Community Development meeting on May 6th, and request that staff provide a draft bylaw for Committee's consideration that takes into account any comments heard at tonight's meeting.
- 6. Next Steps**
- 7. Adjournment**

**NOTICE OF PUBLIC MEETING CONCERNING
PROPOSED ZONING BY-LAW AMENDMENT**

**Annable Designs Co. Ltd & Fotenn Consultants Inc. on behalf of Denis Simard
Lot 374 & Part of Lots 363, 364, 372, 373, 375, 376, 377 of Plan 25
161-163 Shanly Road, Cardinal ON**

TAKE NOTICE that the Township of Edwardsburgh Cardinal has received a Zoning By-law amendment application which was deemed to be a complete application on March 19th, 2024

AND TAKE NOTICE that the Council of the Corporation of the Township of Edwardsburgh Cardinal will hold a public meeting at **6:00 p.m.** on **April 22, 2024** at the South Edwardsburgh Community Centre located at 24 Sutton Drive, Johnstown ON to consider the following item:

- A proposed site-specific amendment to Zoning By-law No. 2022-37, as amended, under the *Planning Act*, R.S.O., 1990, Chapter P.13, Section 34, for lands located in Lot 374 & Part of Lots 363, 364, 372, 373, 375, 376, 377 of Plan 25, known municipally as 161-163 Shanly Road. The purpose of the amendment is to change the zoning on an approximately 0.12 ha portion of the property from General Commercial (CG) to General Commercial – Special Exception (CG-X) in order to permit a single dwelling as an additional use, increase lot coverage, establish minimum parking requirements, and reduce the minimum required setback from a parking area abutting a residential zone to 0m. The amendment also proposes to change the zoning on an approximately 0.18 ha portion of the property from General Commercial (CG) to Residential Third Density – Special Exception (R3-X) in order to permit a 12 unit apartment building with surface parking on the property and establish site specific zone standards to accommodate the residential use including increased density, reduced lot frontage and to reduce the minimum required setback from a parking area abutting a residential zone to 0m. The effect of the proposed amendment would be to fulfil a consent condition which applies to the severed and retained lands of a severance application.

ANY PERSON may attend the public meeting and/or make written or verbal representation either in support of or in opposition to the above item. In the event that you are unable to attend the meeting but wish to submit written comments, please ensure that your comments are delivered to the Community Development Coordinator's office prior to the day of the meeting. Additional information and material about the proposed by-law will be available to the public for inspection during regular business hours by contacting the Community Development Coordinator's office.

IF A PERSON OR PUBLIC BODY would otherwise have an ability to appeal the decision of the Township of Edwardsburgh Cardinal to the Ontario Land Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the Township of Edwardsburgh Cardinal before the by-law is passed, the person or public body is not entitled to appeal the decision.

IF A PERSON OR PUBLIC BODY does not make oral submissions at a public meeting or make written submissions to the Township of Edwardsburgh Cardinal before the by-law is passed, the person or public body may not be added as a party to a hearing of an appeal before the Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

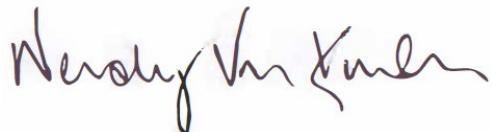
THE SUBJECT LANDS are subject to a related consent application which was provisionally approved by the United Counties of Leeds and Grenville Consent Granting Authority under File No. B-82-23.

IF YOU WISH TO BE NOTIFIED of the decision of the Township of Edwardsburgh Cardinal on the proposed zoning by-law amendment, you must make a written request to the Township of Edwardsburgh Cardinal at the address indicated below.

FOR MORE INFORMATION about this matter, including information about appeal rights and information on how to register for and participate in the public meeting online, contact the Community Development Coordinator's office during regular business hours from Monday to Friday (tel: 613-658-3055 ext. 101; email wvankeulen@twpec.ca), or at the address below.

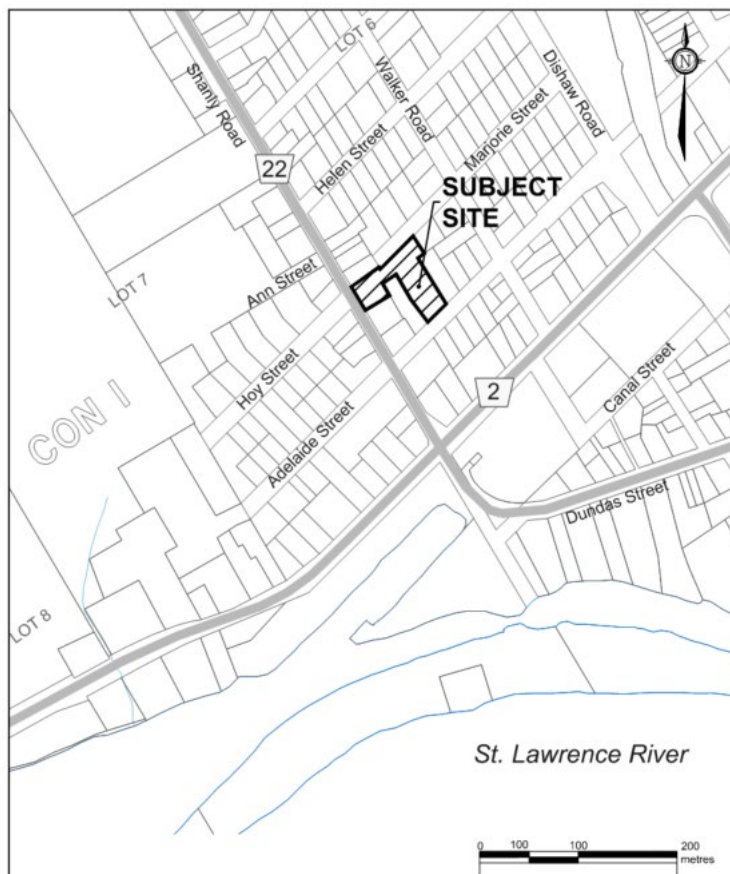
DATED AT THE TOWNSHIP OF EDWARDSBURGH CARDINAL
THIS 28th DAY OF MARCH, 2024.

SIGNED:



WENDY VAN KEULEN,
COMMUNITY DEVELOPMENT COORDINATOR
TOWNSHIP OF EDWARDSBURGH CARDINAL
BOX 129
18 CENTRE ST.
SPENCERVILLE, ONTARIO K0E 1X0

KEY MAP



MEMORANDUM

DATE: APRIL 18, 2024

TO: TOWNSHIP OF EDWARDSBURGH CARDINAL – COMMITTEE
OF THE WHOLE - COMMUNITY DEVELOPMENT

FROM: NOVATECH

RE: 161 – 163 SHANLY ROAD, CARDINAL – ZONING BY-LAW
AMENDMENT

Background

A Zoning By-law amendment application has been received for a property known locally as 161-163 Shanly Road in the Village of Cardinal. The application proposes to rezone the lands to permit a 12-unit apartment building on a portion of the property and to establish zone standards for a portion of the property which is used for commercial purposes. The application was filed to fulfill conditions of a related consent application (File No. B-82-23) which received provisional approval from the United Counties of Leeds and Grenville Consent Granting Authority.

The subject property is located within the Village of Cardinal, on the east side of Shanly Road between Adelaide Street and Marjorie Street. The subject property is irregular in shape and is approx. 3,200 m² with approx. 20 m of frontage on Shanly Road, approx. 55 m of frontage on Marjorie Street and approx. 23m on Adelaide Street. The property is presently developed with 1-2 storey commercial buildings and small accessory structures. Access to the property is presently obtained from Shanly Road and Marjorie Street. It is also understood that the property also contains a dwelling. Surrounding residential uses are predominately low rise single detached dwellings. There are a few commercial properties within the immediate surrounding area of the property and approximately 200m southwest of the site is the Cardinal Shopping Plaza along County Road 2.

The subject property is designated within the Township's Official Plan as Settlement Policy Area and is zoned General Commercial (CG) by Zoning By-law 2022-37.

Applicant's Proposal

The Zoning By-law amendment application proposes to rezone the subject property from General Commercial (CG) to General Commercial – Special Exception (CG-X) and Residential Third Density – Special Exception (R3-X). The amendment proposes to rezone approximately 0.12 ha of the property to CG-x and approximately 0.18 ha to R3-x. The zoning amendments are necessary to fulfill conditions of consent which include establishing appropriate zone standards for the commercial property and proposed residential property which is proposed to be developed with a 12-unit apartment building. The applicant's proposal herein is described based on how the lots are to be divided for the proposed land uses and requested rezoning.

In October 2023, the United Counties of Leeds and Grenville approved consent application B-82-23 subject to conditions which proposed to create a new 0.18 ha parcel with frontage on Adelaide Street and Marjorie Street to be used for residential purposes. The applicant is proposing to develop the proposed 0.18 ha parcel with a 12 unit apartment building, less than 3 storeys in height with 16 surface parking spaces (Refer to Attachment A, P1). Access to the proposed development and surface parking area is to be provided from Marjorie Street and pedestrian accesses to the building are proposed from both Marjorie Street and Adelaide Street. The type of units proposed (number of bedrooms) will to be determined at the detailed design/site plan control stage of the development and no affordable housing units are proposed. The zoning by-law amendment is required to establish permitted uses and appropriate zone provisions.

The applicant is proposing to rezone the approximately 0.18 ha portion of the property to Residential Third Density – Special Exception (R3-x) and are requesting the following site-specific zone provisions to accommodate the proposal:

- Reduce the minimum lot frontage requirement from 45m to 22m;
- Increase the maximum permitted density from 1 dwelling unit per 230 m² of lot area to 1 dwelling unit per 152 m² of lot area; and
- Reduce the minimum required parking area setback from a property line abutting a residential zone from 3 m to 0 m.

The proposed 0.12 ha retained parcel is to remain used for commercial purposes. Some of the existing buildings are proposed to be removed from the property to accommodate the severance proposal and provide the property with space for on-site parking spaces both at the front and rear of the property. The applicants are proposing to rezone the property to General Commercial – Special Exception (CG-x) and are requesting the following site-specific zone provisions to accommodate the proposal:

- Allow a single dwelling as an additional permitted use;
- Increase the maximum lot coverage from 30 % to 44%;
- Establish a minimum parking requirement for the property of 10 parking spaces; and
- Reduce the minimum required parking area setback from a property line abutting a residential zone from 3 m to 0 m.

The zoning amendment application is supported by a Planning Rationale and Concept Plans prepared by Fotenn Planning + Design, Phase 1 Environmental Site Assessment and a Traffic Brief prepared by Greer Galloway.

Public & Agency Feedback

At the time of writing this report, no public comments were received. Enbridge noted they had no objections to the zoning by-law amendment.

Planning Policy

The application has been reviewed against the following planning policy documents.

Provincial Policy Statement

The PPS has specific policies regarding settlement areas stating that they should be the focus of growth and development (Section 1.1.3.1). The PPS encourages development to efficiently use existing infrastructure, encourages opportunities for intensification and providing a range of housing options (Section 1.1.3.2 & 1.1.3.3). The PPS also states that planning authorities shall provide for an appropriate range of housing options and densities to meet projected market-based and affordable

housing needs of current and future residents by permitting and facilitating all housing options and all types of residential intensification (Section 1.4.3.b)).

The development proposes residential intensification and commercial uses on an underutilized site within a settlement area where existing municipal services exist. The proposed zoning by-law amendment and proposed development are found to meet the general intent of the PPS.

United Counties of Leeds and Grenville Official Plan

The subject property is designated as Urban Settlement Area on Schedule A of the UCLG Official Plan. Similar to the PPS, the Counties' Plan encourages growth and development to be directed towards settlement areas and that a broad range of uses are permitted (Section 2.3.2). Section 2.4.1 of the Counties Plan encourages residential intensification within settlement areas. One of the goals of the Counties Official Plan is to achieve an overall minimum target of 20% of dwelling unit growth to occur in the form of residential intensification and redevelopment (Section 2.4.1b)). The Counties also encourages residential intensification that is of an appropriate scale and character, availability of servicing and demonstration of compatibility with existing neighbourhoods (Section 2.4.1c)). The Counties Plan also notes that local Official Plans are to identify appropriate locations and the type and form of intensification to be promoted. Further, the Counties Official Plan encourages opportunities for affordable housing to be provided. The Counties Official Plan includes policies regarding access to County Roads (Section 6.2.2.3).

The proposed zoning by-law amendment will allow for residential intensification through the creation of a new apartment building on full municipal services. The proposed zoning by-law amendment and development proposal is found to meet the general intent of the Counties Official Plan.

Township of Edwardsburgh Cardinal Official Plan

The subject property is designated as Settlement Policy Area on Schedule A of the Township's Official Plan and is located within the Urban Settlement Area of Cardinal. The Township's Official Plan focuses residential and commercial growth to occur within the Cardinal settlement area where full municipal services are available. Objectives for residential development in the Township's settlement areas are to ensure the provision of an adequate supply of residential uses, provision of a range of low, medium and high-density housing types, provision of neighbourhood amenities and facilities and ensure safe and accessible transportation routes and other municipal services to the development of functional neighbourhood area (Section 3.1.3.1). Subject to availability of services in order to meet varied housing requirements, zoning regulations are to provide for a mix of 70% low density, 20% medium density and 10% high density residential development within settlement areas (Section 3.1.3.4). The Township's Official Plan also defines high density development as more than 24 units per net hectare. The proposed 12-unit apartment building is considered a high density development as the site proposes approximately 66 units per net hectare.

With regards to commercial development, the Official Plan permits a variety of commercial uses within the settlement area provided uses are compatible with the surrounding area and can be adequately serviced.

The Plan notes that when reviewing development applications including redevelopment or infill, consideration shall be given to the impact of the proposed development on the neighbourhood/surrounding area in terms of parking, traffic, open space, functionality, pedestrian access, and proposed uses and that consideration shall also be given to the criteria set out in the Development Criteria (Section 6.8) section of the Plan.

While majority of the criteria of Section 6.8.1 can be further addressed during the detailed design process, the proposed development is generally found to satisfy the criteria of Section 6.8.1. The subject property is located within the Village of Cardinal where a number of municipal, community facilities and recreational services exist for future residents to benefit from. The development of the residential use will be subject to site plan control and further review.

However, there are some concerns regarding the proposed development of the subject lands. These concerns stem from the commercial development exceeding the maximum lot coverage requirement and request for a reduced parking standard. The subject property is located adjacent to a County Road where it is understood that on-street parking discouraged. The concern relates to that some of the permitted uses of the General Commercial zone require higher parking requirements and that parking would directly abut a residential use. The zoning amendment could address some of these concerns by restricting commercial permitted uses to those which by their nature require less parking and requiring fencing or landscaping where parking directly abuts a residential lot.

Further, the nature of the proposed high density residential development on the 0.18 ha parcel results in a site which may be difficult to establish functional site designs regarding garbage collection, stormwater management and on-site snow storage requirements. Similarly, the zoning amendment for the residential parcel could require fencing or landscaping where parking directly abuts a residential lot to screen the parking areas/access aisles and headlights from adjacent yards as well as permitting a reduced residential density than requested.

The zoning by-law amendment will establish permitted uses and appropriate zone standards for both properties. Detailed site designs will be required at the site plan control stage as both the commercial and residential developments will be subject to site plan control.

Site Plan Control

A site plan control approval will be required for the commercial property and the proposed 12-unit apartment building. Detailed site plans, site servicing, grading & drainage and landscaping will be further reviewed at the site plan control stage. The zoning by-law amendment process presents an opportunity to establish appropriate site-specific provisions to ensure that these are addressed at the site plan control or building permit stage.

Recommendation

A zoning by-law amendment would be prepared following the public meeting and will include suitable zone standards and where necessary may include measures to address comments received through the zoning amendment public and agency consultation process.

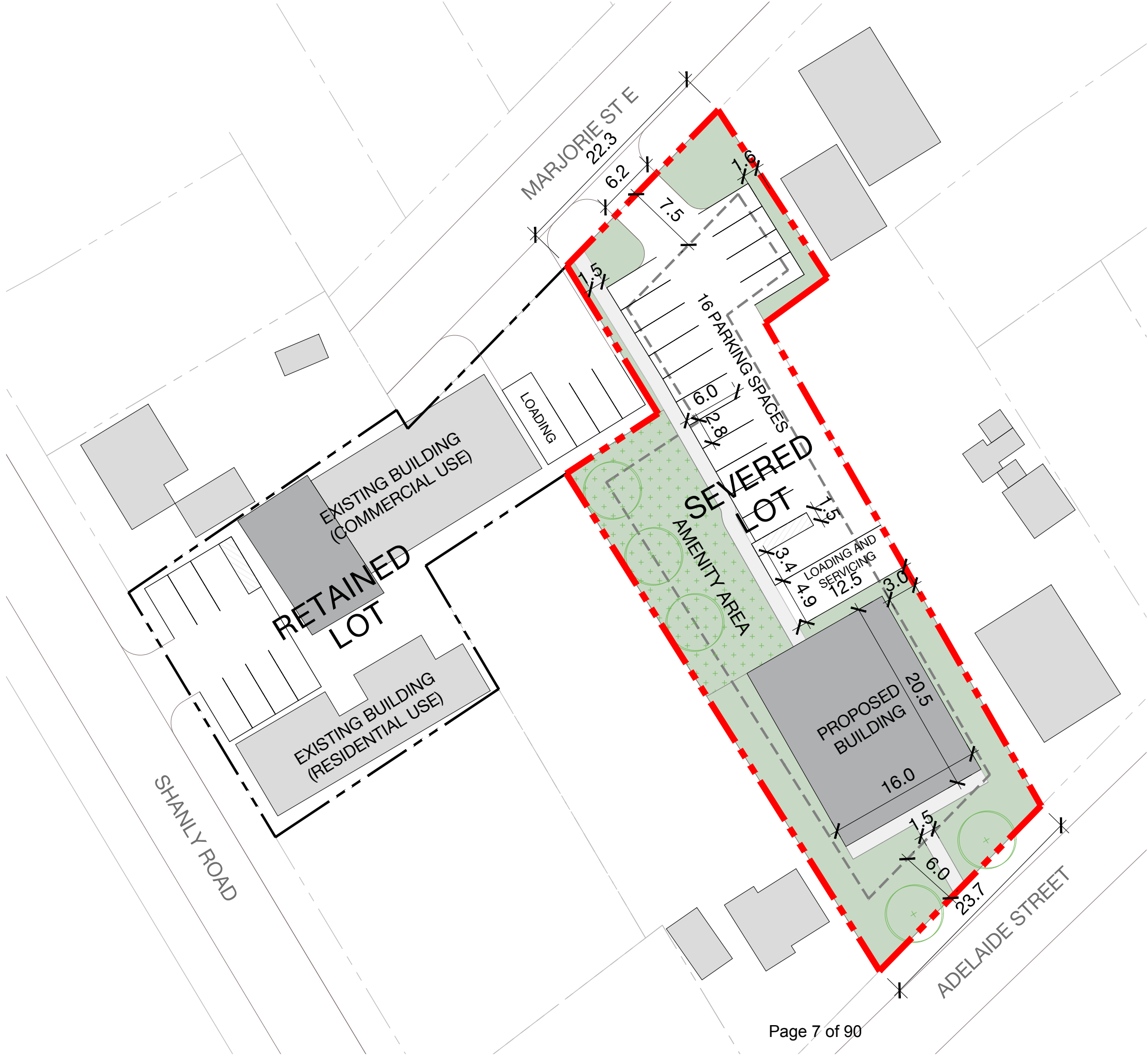
Sincerely,

NOVATECH



Jordan Jackson, MCIP, RPP
Project Manager

Attachment A: Concept Plan, P1 Severed Lot, prepared by Fotenn Planning + Design
Concept Plan, P2 Retained Lot, prepared by Fotenn Planning + Design

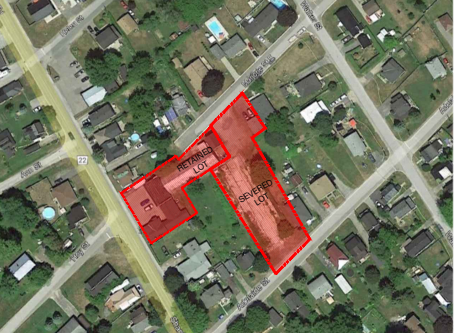


DEVELOPMENT STATISTICS	
RETAINED LOT SITE AREA:	1247.3 m ²
RESIDENTIAL AREA:	197 m ²
COMMERCIAL AREA:	357.1 m ²
TOTAL BUILDING FOOTPRINT:	554.1 m ²
RESIDENTIAL GFA:	167.4m ²
COMMERCIAL GFA:	406.9 m ²
PARKING:	10 parking spaces
LOT COVERAGE:	44%

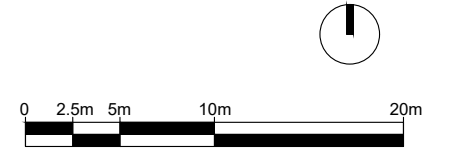
SEVERED LOT SITE AREA:	1831.5 m ²
BUILDING FOOTPRINT:	328 m ²
LANDSCAPE AREA:	799 m ²
AMENITY AREA:	303 m ²
3-STOREY TOTAL GFA:	836.4 m ²
RESIDENTIAL UNITS:	12 units
PARKING:	16 parking spaces
LOT COVERAGE:	18%

- NOTES
- Assumes typical floor height of 3.0m.
 - For the purpose of this concept, GFA is calculated with 85% efficiency.
 - A standard parking space size of 2.75 x 6.00 m and a barrier free parking space size of 3.4m x 6m with 1.5m x 6m access aisle were considered for the design.
 - The base plan (lot lines, existing roads and surrounding areas) is based on open data and aerial images. The site area is approximate and all dimensions need to be confirmed by a legal survey.

161 and 163 Shanly Road, Cardinal Concept Plan



- LEGEND
- PROPOSED BUILDING
 - SUBJECT PROPERTY BOUNDARY (SEVERED)
 - SUBJECT PROPERTY BOUNDARY (RETAINED)
 - LANDSCAPE AREA
 - AMENITY AREA



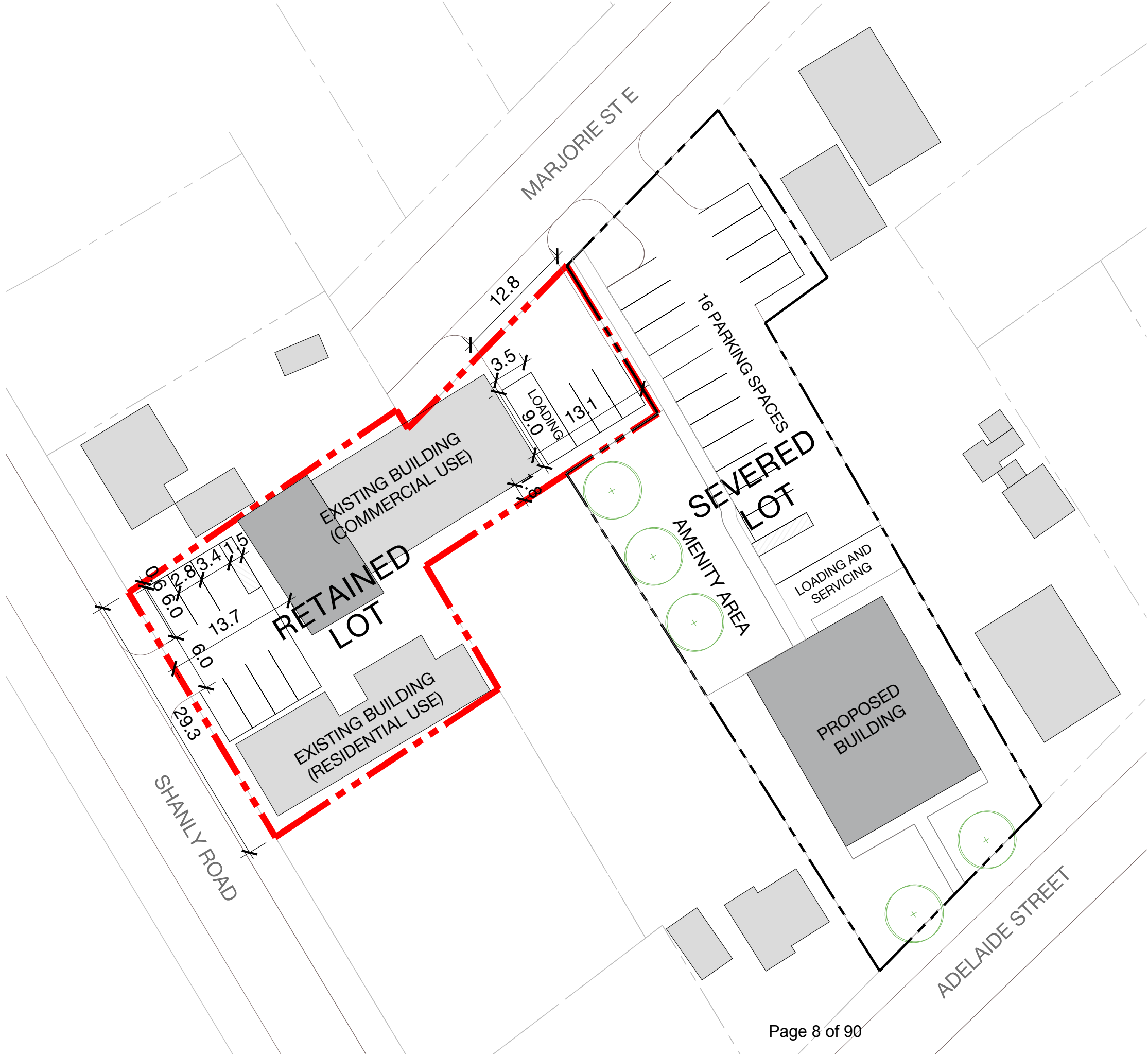
CLIENT
Madison Mulder Enterprises

FOTENN
Planning + Design

OTTAWA: 396 Cooper Street, Suite 300, Ottawa ON K2P 2H7 613.730.5709	KINGSTON: 4 Cataragui St, Suite 315, Kingston ON K7K 1Z7 613.542.5454	TORONTO: 174 Spadina Ave, Suite 304, Toronto ON M5T 2C2 416.789.4530
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DESIGNED	ET/ACJ
REVIEWED	ET
DATE	2024.02.02

P1



DEVELOPMENT STATISTICS	
RETAINED LOT SITE AREA:	1247.3 m ²
RESIDENTIAL AREA:	197 m ²
COMMERCIAL AREA:	357.1 m ²
TOTAL BUILDING FOOTPRINT:	554.1 m ²
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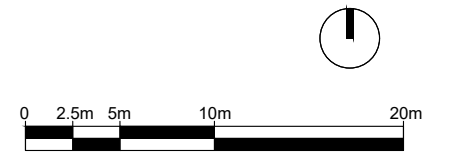
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161 and 163 Shanly Road, Cardinal Concept Plan



- LEGEND**
- PROPOSED BUILDING
 - SUBJECT PROPERTY BOUNDARY (RETAINED)
 - SUBJECT PROPERTY BOUNDARY (SEVERED)
 - LANDSCAPE AREA
 - AMENITY AREA



CLIENT
Madison Mulder Enterprises

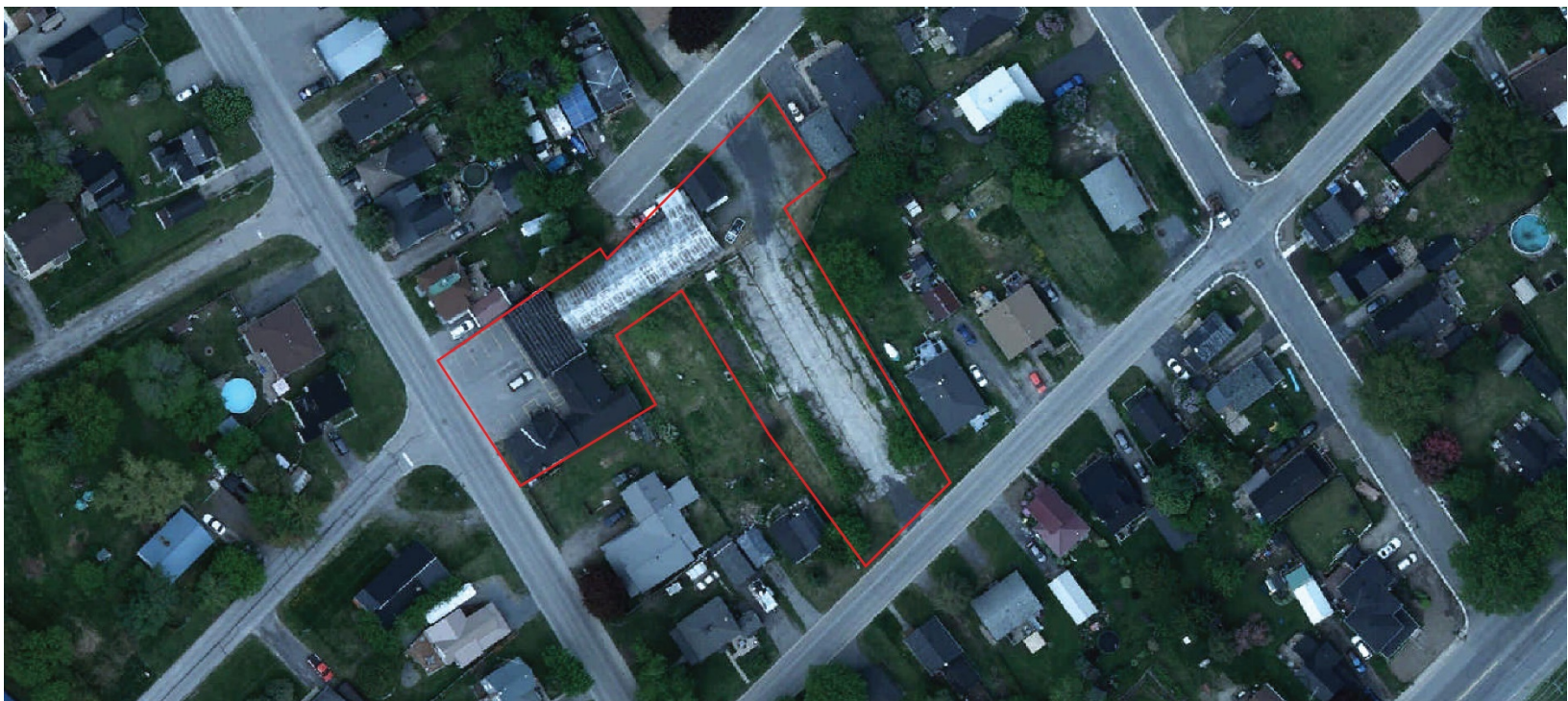
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www.fotenn.com

DESIGNED	ET/ACJ
REVIEWED	ET
DATE	2024.02.02

P2



161 + 163 Shanly Road Township of Edwardsburgh Cardinal

Planning Justification Report
Zoning By-law Amendment
February 21, 2024

Prepared for Madison Mulder Enterprises

Prepared by Fotenn Planning + Design
4 Cataraqui Street, Suite 315
Kingston, ON K7K 1Z7

February 2024

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1.0 Introduction

1.1 Introduction

Fotenn Planning + Design has been retained by Madison Mulder Enterprises to prepare this planning justification report in support of applications for zoning by-law amendment for the properties at 161 and 163 Shanly Road in the Township of Edwardsburgh Cardinal. The purpose of this application is to address consent condition #2 of decision B-82-23 of the United Counties of Leeds and Grenville, which requires that the retained and severed lands be rezoned.

A pre-application meeting with Township staff identified the application requirements. Accordingly, the following are submitted in support of the application:

- / Application fees;
- / Application forms;
- / Conceptual Site Plan;
- / Environmental Site Assessment;
- / Traffic Brief; and,
- / This Planning Justification Report.

The purpose of this report is to assess the appropriateness of the proposed zoning by-law amendment in the context of the surrounding area as well as its conformity with the policy and regulatory framework applicable to the property.

1.2 Development Application

The subject site is designated as Urban Settlement Area on the United Counties of Leeds and Grenville Official Plan. The site is designated Settlement Policy Area on Schedule A Land Use of the Township of Edwardsburgh Cardinal Official Plan. The site is zoned General Commercial (CG) Zone in the Township of Edwardsburgh Cardinal Zoning By-law 2022-37.

The lands have been conditionally severed (application B-82-23) to create one new residential property, to be developed with an apartment building, and one retained lot, which wholly contains the existing mixed-use commercial and residential buildings.

A zoning by-law amendment is required to address lot coverage deficiencies, parking requirements and setbacks, and the existing single dwelling on the retained lot.

A zoning by-law amendment is also required to permit the proposed residential development and to establish appropriate performance standards on the severed parcel.

2.0

Site Context and Development Proposal

2.1 Surrounding Area and Site Context

The subject site is located on the east side of Shanley Road in the village of Cardinal. The site has a total area of approximately 3,078.8 square metres, with approximately 29.3 metres of frontage on Shanley Road, approximately 23.7 metres of frontage on Adelaide Street and approximately 44 metres of frontage on Marjorie Street East. The property is irregular in shape, and currently features commercial and residential uses within a variety of structures that transition from one- to two-storeys in height across the site. Vehicular access and parking are currently available from both Shanley Road and Marjorie Street East.



Figure 1: Surrounding Context (Source: Ontario AgMaps)

The surrounding area contains predominantly residential uses, with commercial uses concentrated along County Road 2. The neighbourhood is primarily characterized by one- and two-storey single detached dwellings. West of the site, across Shanley Road, is a large detached garage that is zoned for Main Street Commercial/Residential uses. Further north of the site is a restaurant.



Figure 2: Site Context (Source: Ontario AgMaps)

The following uses are located immediately adjacent to the subject site:

- / **North:** Residential
- / **East:** Residential
- / **South:** Residential
- / **West:** Residential

2.2 Development Proposal

The subject site is designated as Urban Settlement Area on the United Counties of Leeds and Grenville Official Plan. The site is designated Settlement Policy Area on Schedule A Land Use of the Township of Edwardsburgh Cardinal Official Plan. The site is zoned General Commercial (CG) Zone in the Township of Edwardsburgh Cardinal Zoning By-law 2022-37.

The lands were previously subject to an application for consent to sever (B-82-23), which resulted in one new residential lot (the severed lot) and one retained lot. The retained parcel has a lot area of approximately 1,247.3 square metres with approximately 29.3 metres of frontage on Shanly Road and approximately 21.8 metres of frontage on Marjorie Street East. The existing commercial and residential buildings on the site are fully contained on the retained lot. The severed parcel has a lot area of approximately 1,831.5 square metres, with approximately 23.7 of frontage on Adelaide Street and approximately 22.3 metres of frontage on Marjorie Street East. The severed lot is intended to be developed with a residential multi-unit building with associated parking and amenity areas.

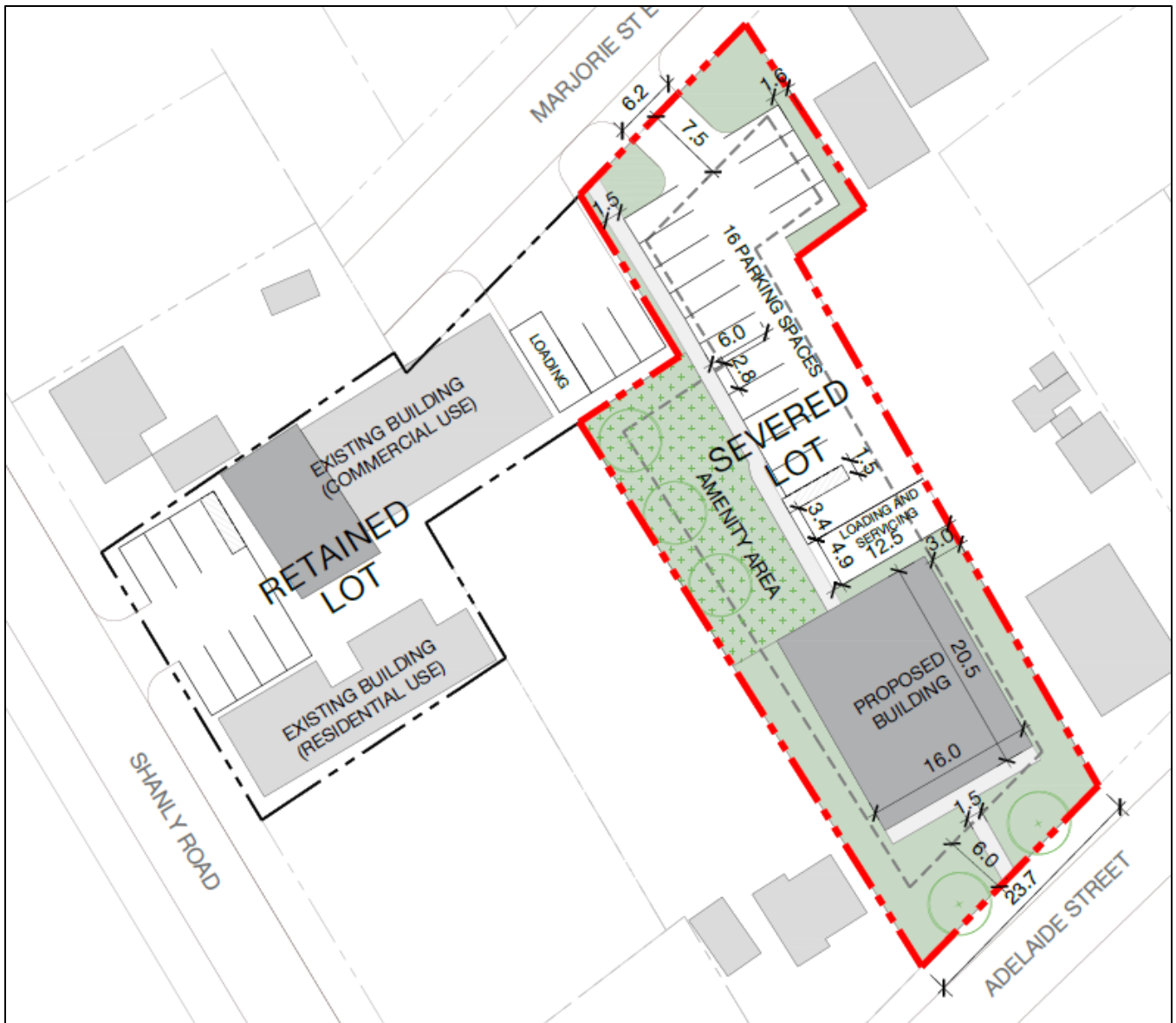
A zoning by-law amendment is required to permit the proposed residential development and to establish appropriate performance standards on the severed parcel. The severed lot was reviewed by the approval authority and commenting agencies through the consent process and was found to be appropriate for future residential development in principle. The proposed development on the severed lot will consist of a 12-unit apartment building with 16 parking spaces, including one barrier-free space, and a loading and servicing space for larger vehicles such as moving vans. Vehicular access to the site will be provided by an existing driveway off of Marjorie Street East. Pedestrian walkways to both Adelaide Street and Marjorie Street East are proposed to encourage active transportation and enhance pedestrian connectivity on the site. A

greenspace amenity area is proposed for use by the residents. The open space also provides ample area for seasonal snow storage and potential for natural stormwater management.

The proposal seeks to rezone the severed lot from the General Commercial (CG) Zone to a site-specific Residential Third Density (R3-XX) Zone to permit the intended residential uses on the site, as well as reduce the minimum lot frontage and parking area setbacks on the site.

A zoning by-law amendment is also required to address lot coverage deficiencies, parking requirements and setbacks, and the existing single dwelling on the retained lot. As part of the applications, two tin clad Quonset accessory buildings along Majorie Street East are proposed to be removed. Additional alterations to the built form include removal of a section of the building which currently connects the commercial and residential buildings fronting on Shanly Road. Minor alterations to the site are proposed, including a reorientation of vehicular spaces in the parking area to maximize moving efficiency and accommodate a barrier-free parking space. Minor landscaping changes, including privacy fencing, are also anticipated.

The retained lot is proposed to be rezoned from General Commercial (CG) Zone to a site-specific General Commercial (CG-XX) Zone to reflect site deficiencies resulting from the provisionally approved severance and to acknowledge existing conditions on the site, including increasing maximum lot coverage, decreasing the number of vehicular spaces and amending setbacks to the parking area.



3.0 Supporting Studies

3.1 Environmental Site Assessment

An Environmental Site Assessment (ESA) was prepared by St. Lawrence Testing & Inspection Co. Ltd., dated November 29, 2022. The ESA was conducted to assess the potential issues of environmental concern related to the current and past uses of the property along with environmental concerns that may have resulted from adjoining properties. On the basis of the assessment, it was determined that there are no anticipated environmental concerns on the site, and as such, no further environmental work is necessary. The report does recommend that if the existing buildings are to undergo renovations, that the floor and ceiling tiles be tested for asbestos prior to beginning any demolition work.

3.2 Traffic Brief

A Traffic Brief was prepared by Greer Galloway Consulting Engineers, dated November 6, 2023. The Brief notes that observed conditions confirmed the very low volume of the local streets surrounding the site, and that there were no concerns observed relating to the operation of the surrounding intersections or their geometry. Based on these observations, applicable standards, and a lack of previous safety concerns, the Brief concludes that Marjorie Street East and the existing Walker Street intersection will be able to serve both anticipated background traffic and the proposed development without any modification to geometry, new auxiliary lanes or traffic control modifications.

4.0

Policy and Regulatory Review

4.1 Provincial Policy Statement

The 2020 Provincial Policy Statement (PPS) came into effect on May 1, 2020. The PPS provides high-level policy direction on matters of Provincial Interest as they relate to land use planning and development in Ontario municipalities. Decisions of municipal councils must be consistent with the PPS. Generally, the PPS provides direction for issues such as the efficient use of land and infrastructure, the protection of natural and cultural heritage resources, maintaining a housing stock that appropriately addresses the demographic and economic diversity of households, supporting long-term economic prosperity, and preserving natural resources for future uses. PPS policies that are directly relevant to the proposed development are discussed below, with the policy cited in *italics*:

Section 1.0 – Building Strong and Healthy Communities

Section 1 of the PPS provides direction for the creation of strong and healthy communities. The efficient use of land is supported through sustainable development patterns which consider the needs of communities, the environment, public health and safety, and economic growth. This section will address those policies which are relevant to the proposed development.

Section 1.1.1 outlines policies that sustain healthy, liveable and safe communities:

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*

The proposal provides an efficient land use pattern which optimizes use of an existing underutilized parcel within the urban boundary. The proposed development on the severed lot will reflect and integrate a contemporary built form and efficient layout to minimize land consumption and paved surface area. The intensification of this underutilized land in Cardinal's urban boundary will improve the efficiency of the existing and planned infrastructure.

- b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*

The proposed development on the severed lot will contribute to the mix of residential types within the neighbourhood. The development will introduce apartment dwelling units to the site, which will increase available and attainable housing supply within the community. The proposed residential intensification will contribute positively towards the long-term needs of residents and the municipality.

- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*

There are no anticipated risks to public health and safety as a result of the proposal.

- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*

The proposal will not result in the expansion of the settlement area.

- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*

The proposed development on the severed lot represents appropriate infill of underutilized lands within the settlement area. Infill of underutilized lands within the settlement area mitigates the need to expand the settlement area unnecessarily, making use of existing and planned municipal infrastructure.

- f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*

The proposed development on the severed lot will comply with the standards of the Accessibility for Ontarians with Disabilities Act (AODA). This will help to ensure that accessibility is maintained for persons with disabilities and older persons.

- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*

The proposed will utilize existing municipal services and infrastructure.

- h) *promoting development and land use patterns that conserve biodiversity; and*
- i) *preparing for the regional and local impacts of a changing climate.*

The proposed development on the severed lot provides a compact built form that makes efficient use of land. The site is well situated to promote active transportation given its proximity to main street. Trees and other vegetation on the site will be maintained where possible. Where vegetation cannot be preserved, it will be replaced elsewhere through high quality landscaping and planting of native vegetation.

Section 1.1.3.1 requires that Settlement Areas be the focus of growth and development. The lands are located within the Municipality's urban boundary. The proposed development on the severed lot will result in 12 new residential units which will contribute to the vitality and development of the existing urban area. Section 1.1.3.2 of the PPS requires that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) *efficiently use land and resources;*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*

The proposed development on the severed lot achieves a density of approximately 66.6 dwelling units per net hectare. The subject site represents an under-utilized lot within the settlement area. Redevelopment and intensification of this site will more efficiently use available land and infrastructure within the urban boundary.

- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) *prepare for the impacts of climate change;*

The design of the development emphasizes the promotion of environmental conservation and sustainable development practices through the reduction in impermeable surfaces and vegetation planned for the site, where possible.

- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed; and*

Although there is currently no public transit service in the area, the proposed development on the severed lot within the Cardinal settlement area will increase potential ridership numbers in the community, supporting the potential for efficient transit services in the future, while also supporting active transportation.

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

The provisions of Section 1.1.3.3 are discussed below.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

The village of Cardinal is a primary urban settlement area within The Township of Edwardsburgh Cardinal. The Cardinal settlement area is comprised of a concentration of the residential, commercial, institutional, and recreational uses in the Township. The extent of the urban settlement area is shown on Schedule A of the Township of Edwardsburgh Cardinal Official Plan. The relevant policies of the Official Plan are discussed later in this report.

The proposed development on the severed lands will result in twelve (12) residential dwelling units. The proposed development on the severed lot represents intensification of generally under-utilized lands within the urban settlement area.

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

The proposal represents the intensification of under-utilized lands. The design of the development will allow for increased residential density in a compact form which is sensitive to the surrounding residential neighbourhood. Active and healthy lifestyles will be promoted by the presence of neighbourhood commercial uses within walking and cycling distance of the proposed residential dwellings. There are no anticipated risks to public health or safety as a result of the proposed development.

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

The proposal represents appropriate intensification of an existing lot. The proposed apartment dwelling will contribute to the diversity of residential dwelling types and densities available in the community. Intensification of under-utilized lands at this location will allow for a more efficient use of land within the urban boundary and of existing municipal infrastructure.

Section 1.4 of the PPS includes policies dealing with the provision and supply of housing. Section 1.4.1 and 1.4.2 deal with ensuring an adequate supply of housing is provided. Section 1.4.3 deals with the nature of housing to be provided, and states:

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

- a) *establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
- b) *permitting and facilitating:*
 - 1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. *all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*

The proposal represents intensification of an under-utilized site within the urban boundary. The development will contribute to the variety of housing typologies within the neighbourhood by introducing apartment dwelling units to the site. The proposed development on the severed lot represents an efficient use of land within the urban boundary and introduces housing forms which can be accommodated by existing municipal infrastructure. The application also seeks to rezone the retained lands to recognize and permit the continued use of the existing residential dwelling fronting on Shanly Road.

- c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*

The proposed development will utilize existing and planned municipal services and infrastructure. The infill and intensification of residential uses will contribute to optimizing the efficiency of existing municipal servicing infrastructure within the urban boundary.

- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*

- f) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

The proposed development on the severed lot will result in a compact built form with a density of 66 dwelling units per net hectare and represents an efficient use of under-utilized land within Cardinal's settlement area. The proposed development on the severed lot will optimize existing active transportation infrastructure in the community. Residential intensification in this area will support a potential future public transit system. The subsequent site plan control process will ensure appropriate development standards are achieved.

Section 1.6 of the PPS provides policy direction regarding infrastructure and public service facilities.

1.6.2 Planning authorities should promote green infrastructure to complement infrastructure.

The design of the redevelopment promotes environmental conservation and sustainable development practices. This is done through the retention of mature vegetation where feasible, the planting of native plant species, and providing opportunities for natural stormwater management.

Section 1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

The proposed development is located within the settlement area and will utilize municipal sewage and water services.

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

The proposed development on the severed lot will result in compact built form with a density of 66 dwelling units per net hectare and represents an efficient use of under-utilized land within a settlement area. Although there is currently no public transit service in the area, the proposal will increase potential ridership numbers in proximity to the downtown area, supporting the potential for efficient transit services.

1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

The proposed development is located within the settlement area and will utilize planned municipal sewage and water services.

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

The proposed development on the severed lot represents residential intensification within the settlement boundary. Increased residential densities in this area will encourage active transportation and increase use of related infrastructure. Sidewalks are located along one side of Shanly Road and the subject site is located within walking distance of various neighbourhood commercial uses and community amenities. Higher density development in this location will encourage increased use of existing and planned public transit services, as well as active transportation facilities.

1.7.1 Long-term economic prosperity should be supported by:

- a) *promoting opportunities for economic development and community investment-readiness;*

The proposed development will result in an increase in residential uses on the site, which will positively contribute to the municipality's tax base and the long-term economic vitality of the township.

- b) *encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*

The proposed development on the severed lot will contribute to the variety of housing types available in the community, offering greater housing choices for present and future residents.

- c) *optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;*

The proposal represents appropriate infill of under-utilized lands within the settlement area. Infill of under-utilized lands within the settlement area mitigates the need to expand the settlement boundary unnecessarily, making use of existing and planned municipal infrastructure. Infill and intensification of residential uses in Cardinal's settlement area efficiently utilizes existing servicing infrastructure and minimizes land consumption.

- d) *maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;*

The subject site is located off of Shanly Road, Marjorie Street East, and Adelaide Street in village of Cardinal. The development's proximity to commercial uses and community facilities will increase the consumer base, thereby enhancing the vitality of downtown Cardinal.

- e) *encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;*

The proposed development on the severed lot seeks to provide a contemporary, well-designed built form that will contribute to a sense of place within the community. The proximity to downtown Cardinal will also foster a broader sense of community belonging for residents.

- f) *promoting the redevelopment of brownfield sites;*

The subject site represents an existing underutilized parcel within the urban boundary. While not a brownfield site, the proposal represents appropriate infill of under-utilized lands within the settlement area.

- g) *providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;*

Active transportation will be encouraged in the area through residential intensification in the settlement area. The proximity to neighbourhood commercial uses provides local amenities for residents, minimizing the length and number of vehicle trips. Although there is currently no public transit service in the area, the proposal will increase potential ridership numbers in proximity to the downtown area, supporting the potential for efficient transit services.

- h) *providing opportunities for sustainable tourism development;*
 i) *sustaining and enhancing the viability of the agricultural system through protecting agricultural resources, minimizing land use conflicts, providing opportunities to support local food, and maintaining and improving the agrifood network;*
 j) *promoting energy conservation and providing opportunities for increased energy supply;*
 k) *minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature; and*
 l) *encouraging efficient and coordinated communications and telecommunications infrastructure.*

These policies do not apply to the subject lands and proposed development.

1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

- a) *promote compact form and a structure of nodes and corridors;*
 b) *promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
 c) *focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;*
 d) *focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;*
 e) *encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*

- f) *promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and*
- g) *maximize vegetation within settlement areas, where feasible.*

The proposed development on the severed lot represents a compact built form, with a density of 66 dwelling units per net hectare. The site is located along Shanly Road, also known as County Road 22. Fewer and shorter vehicle trips will be required to access basic amenities within the settlement area, including various commercial uses and community amenities. New landscaping and planting of native species of vegetation will be introduced across the site, where feasible.

Section 2.0 – Wise-Use and Management of Resources

Section 2 of the PPS gives consideration to the wise use and management of resources, which provide economic, environmental, and social benefits. This is achieved through policies which provide for the conservation of biodiversity, and protection of natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources. As there are no nearby natural or cultural heritage features in proximity to the site, no negative impacts on such resources are anticipated as a result of the development.

Section 3.0 – Protecting Public Health and Safety

Section 3 of the PPS deals with protection of public health and safety. The policies in this section direct development away from naturally-occurring and human-made hazard lands, such as floodplains, erosion-prone areas, former mining and aggregate extraction operations, and other types of contaminated areas. An Environmental Site Assessment was prepared in support of the proposed development which determined that, given the proposed and historical use of the site, there are no human-made hazards identified.

It is our professional planning opinion that the proposed development is consistent with the 2020 Provincial Policy Statement.

4.2 United Counties of Leeds and Grenville Official Plan

The United Counties of Leeds and Grenville Official Plan was adopted by Counties Council on July 23, 2015 by By-law No. 15-47. The Office Consolidation of the Official Plan was prepared for convenience to incorporate all approvals to September 1, 2022. The Counties Official Plan directs County growth management and land use decisions by providing upper-tier land use planning guidance for the Counties' ten member municipalities. The relevant policy considerations of the Official Plan are discussed below (with policies cited in *italics*). The following sections of the Official Plan will be addressed:

- / Section 2.0 – Growth Management and Settlement Areas;
- / Section 4.0 – Natural Heritage, Water Resources and Cultural Heritage;
- / Section 5.0 – Natural and Human-Made Hazards; and,
- / Section 6.0 – Transportation, Infrastructure and Servicing.

Section 2.0 – Growth Management and Settlement Areas

Section 2.0 of the Official Plan outlines that growth in the United Counties will be managed by focusing and promoting growth within settlement areas, in addition to other appropriate rural areas as detailed in the local municipal Official Plans, thereby optimizing the use of existing infrastructure, developing complete communities, and protecting the natural environment and prime agricultural areas.

The site is designated Urban Settlement Area on Schedule A Community Structure and Land Use of the United Counties of Leeds and Grenville Official Plan.

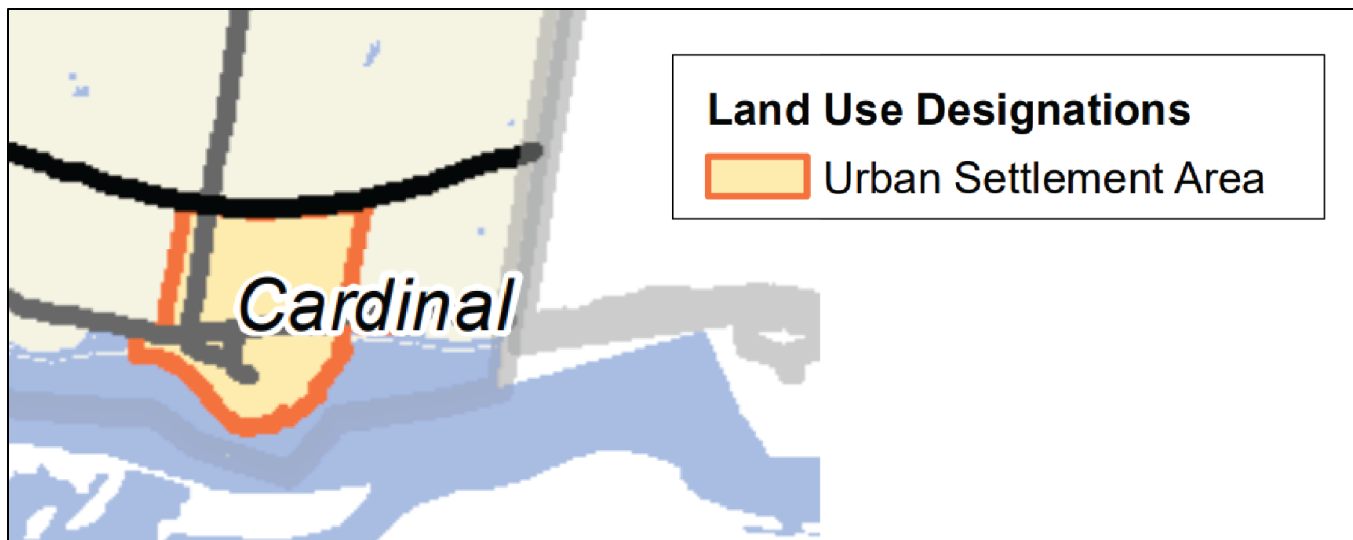


Figure 4: Land Use Designation, Schedule A Community Structure and Land Use (Source: United Counties of Leeds and Grenville Official Plan)

Section 2.1 Objectives

- a) Foster the creation of complete, healthy and vibrant communities and enhance the quality of life for all residents by focusing growth and development to settlement areas. Growth in rural areas will be limited and in keeping with the scale, character, and service levels of the area, as well as the objectives detailed in the local municipal Official Plans in order to conserve and protect natural heritage features and areas and prime agricultural areas.*
- c) Promote a settlement structure which focuses growth to the Counties' urban and rural settlement areas. Growth in rural areas will be limited, and in keeping with the scale, character, and service levels of the area, as well as the objectives detailed in the local municipal Official Plan.*
- d) Promote development patterns in settlement areas that efficiently use land, resources, infrastructure, and public service facilities, through compact urban forms, a mix of land uses and appropriate densities*
- e) Encourage opportunities for redevelopment, revitalization and intensification in appropriate locations and of a scale and character of development that is compatible with the community.*
- g) Encourage the provisions of a broad range of housing types and affordability to meet the needs of the existing and future residents of the Counties.*

The site is designated Urban Settlement Area on Schedule A Community Structure and Land Use of the Official Plan. The proposed development on the severed lot represents contextually appropriate residential intensification of an under-utilized site within an urban settlement area. The development will increase residential housing opportunities within the United Counties. The proposed development on the severed lot represents an efficient use of land within the urban settlement area and provides additional housing opportunities that complement the area and can be accommodated by existing municipal infrastructure.

Section 2.3.2 Urban Settlement Areas

- b) Urban settlement areas will be the focus of growth and will accommodate a broad range of uses. The range of permitted uses and associated land use policies will be established in the local municipal Official Plans and in accordance with the policies of this Plan.*
- c) Urban settlement areas will provide for municipal sewage services, municipal water services, and appropriate stormwater management services, a range of land uses and densities, a mix of housing types including affordable housing options and alternative housing forms, and will be designed to be walkable communities with consideration of opportunities for future public transit.*

The proposed development on the severed lot represents appropriate residential intensification within the settlement boundary. The development will increase residential housing opportunities within the United Counties in a manner that is compatible with the surrounding neighbourhood. Residential intensification in the village of Cardinal will encourage the use of active transportation and increase potential ridership numbers in the downtown area, supporting the potential for

efficient transit services in the future. The proposed development on the severed lot can be accommodated by existing infrastructure.

e) Local municipalities will identify and promote intensification, infill and redevelopment of designated and vacant and/or underutilized sites, in the urban settlement areas, taking into account existing building stock and the availability of suitable existing or planned infrastructure and public service facilities to accommodate projected needs, and in accordance with the intensification policies in Section 2.4.

h) Cost-effective development patterns and those which minimize land consumption and reduce servicing costs are encouraged. Land use patterns which may cause environmental, heritage conservation or public health and safety concerns will be avoided.

The proposed development on the severed lot represents appropriate infill of underutilized lands within the settlement area. Infill of underutilized lands within the settlement area mitigates the need to expand the settlement area unnecessarily, making use of existing municipal infrastructure. No public health or safety concerns are anticipated as a result of the proposal.

Section 4.0 – Natural Heritage, Water Resources and Cultural Heritage

Section 4.0 of the Official Plan provides policies that encourage the protection and enhancement of natural heritage features, functions, and systems, the protection and conservation of water resources, and the conservation of cultural heritage resources. The objectives of the section relate to the protection and conservation of natural heritage and water resources, and the conservation of cultural heritage resources. As there are no natural or cultural heritage features in proximity to the site, no negative impacts on such resources are anticipated as a result of the development. The proposed development is not anticipated to impact groundwater resources or result in the degradation of the water supply.

Section 6.0 – Transportation, Infrastructure and Servicing

Section 6.0 of the Official Plan outlines policies for the systems of infrastructure the support development and growth, which include the roads and parking facilities, trail systems, sewage and water services, stormwater facilities and waste management systems, utilities and telecommunications infrastructure, electricity generation facilities and transmission and distribution systems. This section states that prior to considering the development of new or expanding infrastructure and public service facilities, the use of existing infrastructure and public service facilities should be optimized; and opportunities for adaptive reuse should be considered, wherever feasible.

Section 6.2.2 Provincial Highways, County Roads and Thousand Islands Parkway

i) The impact of a development proposal on the transportation system, including the means of access, will be examined through a review of all documents deemed as appropriate by the Counties and/or local municipality and will generally include a traffic impact study. Only those development proposals that can be accommodated in the existing system will be permitted. Where the transportation system is not adequate, the Counties and/or local municipality will require, as a condition of development approval, that the proponent of the development:

- i. improve the transportation system to accommodate the proposed development to the satisfaction of the Counties and/or local municipality;*
- ii. make the necessary financial contributions for the required improvements; and/or*
- iii. dedicate rights-of-way for the development of roads.*

The existing development fronting on Shanly Road will be largely retained through this proposal, though the existing access is proposed to be improved to aid site functionality. The severed lot fronts onto Adelaide Street and Marjorie Street East, both existing local roads in the village of Cardinal. A Traffic Brief was prepared in support of the proposed development. The study reviewed trip generation within the study area and conducted traffic counts at the intersections surrounding the site. The report concluded that the study area intersections operate well under the existing conditions and will continue to operate well with the addition of site traffic volumes.

6.3.1 Sewage and Water Services

a) Full municipal sewage services and municipal water services are the preferred form of servicing for all urban settlement areas. Intensification and redevelopment within urban settlement areas on existing municipal sewage services and municipal water services will be promoted, wherever feasible.

The proposed development on the severed lot will be serviced by existing municipal water and wastewater infrastructure. Servicing will be further reviewed through the subsequent site plan control process.

6.3.2 Stormwater Management

b) Where development is proposed that is not serviced by a stormwater management facility, existing off-site drainage patterns are to be maintained and all related infrastructure is to be within the limits of development wherever practical. On-site stormwater management controls may be required for development that drains to an existing stormwater management facility, depending on the design parameters of the facility.

It is anticipated that stormwater management will be appropriately reviewed and achieved through the subsequent site plan control process.

It is our professional planning opinion that the proposed development conforms to the policies of the United Counties of Leeds and Grenville Official Plan.

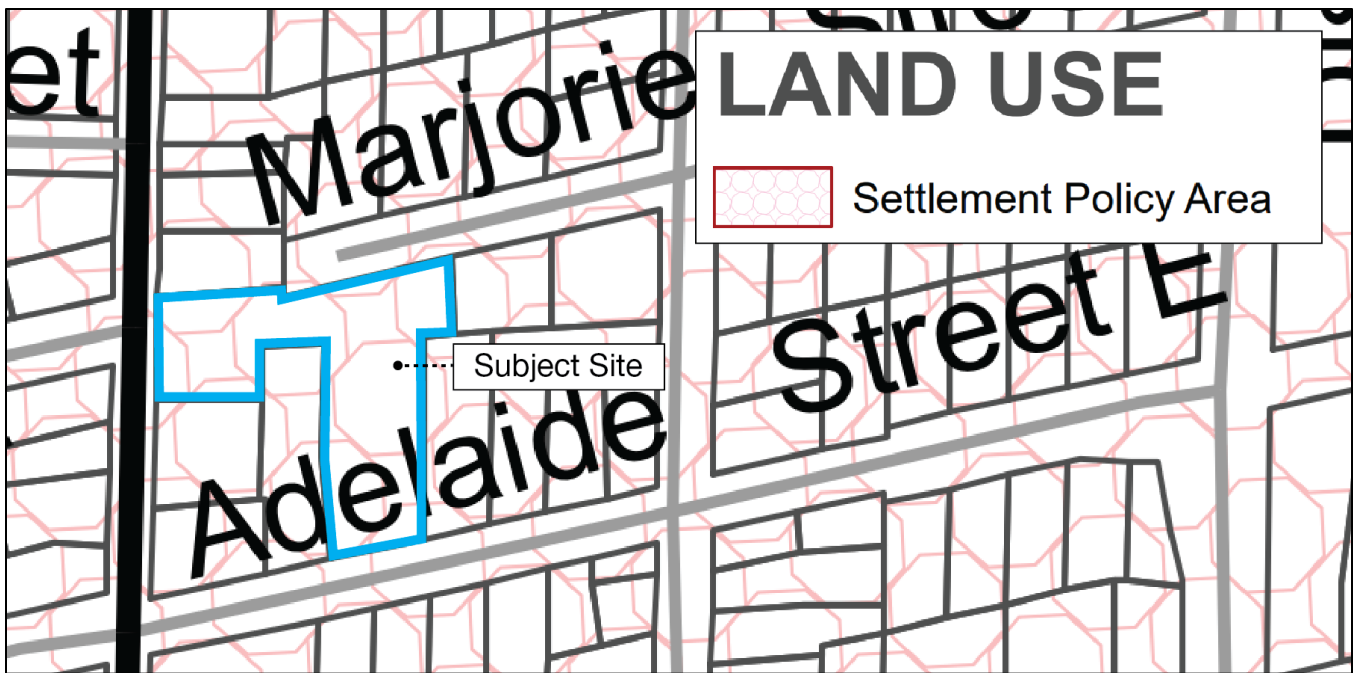
4.3 Township of Edwardsburgh Cardinal Official Plan

The Township of Edwardsburgh Cardinal Official Plan was adopted by Council on November 25, 2019. The most readily available version of the Plan is the Office Consolidation dated November 25, 2022. The Official Plan is a planning document designed to manage future growth, development and change in the municipality. It provides a framework which will guide land use decisions for the next 20 years, building more livable communities which promote and protect the health of residents and are economically and environmentally sustainable. The relevant policy considerations of the Official Plan are discussed below (with policies cited in *italics*). The following sections of the Official Plan will be addressed:

- / Section 3.0 – Land Use Designations;
- / Section 5.0 – Infrastructure;
- / Section 6.0 – General Development Policies; and,
- / Section 7.0 – Implementation.

Section 3.0 – Land Use Designations

Section 3.0 of the Township's Official Plan provides direction for development within each land use designation shown on Schedule A Land Use & Transportation of the Township's Official Plan. The subject site is designated Settlement Policy Areas in Schedule 'A' Land Use & Transportation of the Township of Edwardsburgh Cardinal.



The Settlement Policy Area designation identifies the village of Cardinal as an area where growth will be focused to optimize the use of public services and infrastructure, while maintaining the character of the area. As such, it is noted that the Township will promote intensification, infill and redevelopment of vacant and/or underutilized sites, subject to appropriate servicing.

Section 3.1.3 provides specific policies relating to residential development, including:

3.1.3.1 Council's objectives for residential development in the Township's Settlement Policy Areas are as follows:

- *To ensure the provision of an adequate supply of residential land;*
- *To provide for a range and mix of low, medium and high density housing types, subject to servicing constraints;*
- *To provide for neighbourhood facilities and amenities which are appropriate to a residential living environment;*
- *To ensure the provision of safe and accessible transportation routes and other municipal services necessary to the development of functional neighbourhood areas.*

The proposed development on the severed lot will introduce residential uses on an underutilized site in the urban area. The proposed development on the severed lot will result in a density of 66 dwelling units per net hectare in a high density built form. The proposed development provides a compact form that makes efficient use of land. The site is well situated to promote active transportation given its location within the settlement area. The proposed development on the severed lands provides a range of housing types and densities that compliment the settlement area.

3.1.3.3 Local neighbourhood-serving commercial uses may be permitted in residential areas provided that such uses are located on an appropriate road to accommodate the use, are appropriately zoned and provided that they are not detrimental to the economic well-being of the village or hamlet.

The existing commercial uses will be maintained on the retained parcel, which is appropriately zoned, and further brought into compliance within the zoning by-law through the application.

3.1.3.4 In order to meet the varied housing requirements of Edwardsburgh Cardinal residents and to provide for orderly residential development, it is the policy of this Plan that, subject to the availability of water and wastewater services, zoning Edwardsburgh Cardinal Official Plan – Office Consolidation November 2022 9 regulations be designed to provide for a mix of 70% low density residential development, 20% medium density residential development and 10% high density residential development in the Settlement Policy Areas.

3.1.3.5 For the purposes of this Section, low density development is defined as 8 to 12 units per net hectare. Medium density development is up to 12 to 24 units per net hectare and high density is defined as more than 24 units per net hectare. A net hectare is defined as the actual land used for the development of residential land use exclusive of land required for roads, parks or other amenities.

The proposed development on the severed lot will result in a density of 66 dwelling units per net hectare, resulting in a high density built form. The proposed development on the severed lot will positively contribute to the housing targets established by the Township.

5.0 – Infrastructure

Section 5.0 of the Township's Official Plan provides policies direction relating to the provision and maintenance of infrastructure, including transportation, water, wastewater, solid waste, energy and communication infrastructure.

5.4.1 New development, in the case of where municipal water services and municipal sewage services are provided, shall be permitted only where it is confirmed that there is sufficient reserve capacity in the municipal water and sewage services in accordance with Ministry of Environment, Conservation and Parks guidelines and regulations.

The proposed development on the severed lot will be sufficiently serviced by municipal water and wastewater facilities. Servicing will be further reviewed through the subsequent site plan control process.

5.5.1 Stormwater management shall be required for some forms of new development consisting of more than four lots or for commercial or industrial developments with large amounts of impervious area. Stormwater management will be undertaken in accordance with the Ministry of Environment, Conservation and Parks guideline entitled "Stormwater Management Planning and Design Manual, 2003". Stormwater management may not be required for small scale developments such as lots created through the consent process or development subject to Site Plan Control where there is no impact on the watershed. Where the subject development is within the Ministry of Transportation's permit control area as defined by the Public Transportation and Highway Improvement Act, Ministry of Transportation stormwater requirements shall apply since the Ministry of Transportation is the first approval authority for development. Any stormwater management plans within the permit control area must meet the Ministry's requirements in order for the development to qualify for permits from the Ministry and therefore qualify for a building permit under the Building Code Act.

The proposed development on the severed lot represents small scale residential development in the urban area, there is no anticipated impact on the watershed.

6.0 – General Development Policies

Section 6.0 of the Official Plan outlines policies for development consideration. Section 6.8 specifically outlines development criteria for Council's consideration when reviewing development applications, including:

- 1. The provision of safe access onto or from a Township or County Road or Provincial Highway;*
- 2. Adequate access to, and provision of, off-street parking;*
- 3. Barrier-free access to public and commercial buildings and the designation of parking spaces to address accessibility standards;*
- 4. Access and maneuvering of emergency vehicles in providing protection to public and private properties;*

The Traffic Brief was prepared to assess the proposed development and confirmed the traffic generated by the development can be accommodated by the intersection of Marjorie Street East and Walker Street intersection without adversely affecting through traffic. The traffic assessment confirmed the proposed development would have a negligible effect on traffic operations. Sufficient off-street parking is proposed, including barrier-free spaces.

5. *The availability of municipal services and the cost of upgrading such services including water, sewage treatment facilities, fire and police protection, street lighting, roads and winter maintenance, waste disposal, community facilities and recreation;*
6. *Adequate grade drainage or stormwater management and erosion control;*

The proposed development will be sufficiently serviced by municipal services and infrastructure. Servicing will be further reviewed through the subsequent site plan control process.

7. *The screening, buffering or fencing of aesthetically displeasing or dangerous land uses or open storage. A buffer may be open space, a berm, a wall, a fence, plantings, a land use different from the conflicting uses but compatible with both, or any combination of the aforementioned sufficient to accomplish the intended purpose;*

The subsequent site plan control process is anticipated to address matters such as visual buffers and site aesthetics to the satisfaction of the Township.

8. *The provision of landscaping, the creation of privacy and/or open space areas around buildings and other uses;*
10. *The adequacy of exterior lighting for access and parking areas for public or private use such as in commercial, industrial, institutional and multiple residential development;*
13. *The preservation and protection, whenever possible, of street trees, street tree canopies and the urban forest;*

The proposed development on the severed lot has been thoughtfully designed to provide sufficient amenity area and landscaped open space for the benefit and enjoyment of residents. Trees and other vegetation on the site will be maintained where possible. Where vegetation cannot be preserved, it will be replaced elsewhere through high quality landscaping and planting of native vegetation. Landscaping details, such as lighting, will be confirmed at the site plan control stage.

14. *The adequacy of school board facilities to accommodate new development or redevelopment and the provision or availability of school bussing and active transportation routes;*

The proposed development on the severed lot provides a compact form that makes efficient use of land. The site is well situated to promote active transportation given its location in the settlement area. The proposal will efficiently utilize existing community services. School facilities are anticipated to support the additional residential density.

18. *Safety and security considerations, such as:*

- *sufficient lighting in spaces intended for public use after dark to support the kind of activities envisioned for that space;*
- *signs and an overall pattern of development that supports users' sense of orientation and direction;*
- *preservation of clear lines of sight for persons passing through the space;*
- *attention to the proposed mix of uses and their proximity to each other to ensure they are complementary;*
- *the routing and design of bicycle and pedestrian routes so that they are accessible to populated areas.*

The proposed development on the severed lot represents the intensification of under-utilized lands. The design of the development will allow for increased residential density in a compact form which can be appropriately integrated with the surrounding residential neighbourhood. Active and healthy lifestyles will be promoted by the presence of neighbourhood commercial uses within walking and cycling distance of residential dwellings. There are no anticipated risks to public health or safety as a result of the proposed development.

6.14.1 The provision of new housing is encouraged to take place in the more built up areas of the Township such as in the designated Settlement Policy Areas. Policies have been included in this Plan to provide for a range of housing options for present and future residents, including those that require special needs, housing for persons with physical, sensory or mental health disabilities and housing for older persons.

The development represents intensification of an under-utilized site within the Settlement Policy Area designation. The development will positively contribute to the range of built forms and typologies to support a range of housing needs. The proposed development on the severed lot will comply with the standards of the Accessibility for Ontarians with Disabilities Act (AODA). This will help to ensure that accessibility is maintained for persons with disabilities and older persons.

6.20.2 The Township views public road access as the preferred form of access to properties and it will normally be required in order for development to proceed, except in the following situations:

The severed lot fronts onto Adelaide Street and Marjorie Street East, both of which are Township roads. The retained lot will maintain access to Shanly Road, also known as County Road 22. The proposed development on the severed lot will encourage active transportation through enhanced pedestrian connections and proximity to local amenities.

7.0 – Implementation

Section 7.0 discusses implementation of the Official Plan. Section 7.1 provides policy direction regarding land division, including consents. The lands were previously severed by an application for consent (B-82-23), which was provisionally approved by the Township. The proposed zoning by-law amendment is required to satisfy condition #2 of the provisionally approved consent.

Section 7.2 specifically considers zoning by-laws, including their preparation, adoption, and amendment in accordance with the policies contained within the Official Plan and in accordance with the provisions of the *Planning Act*. Accordingly, this application seeks to amend the zoning by-law in conformity with the Official Plan.

Similarly, Section 7.3 of the Official Plan discusses Site Plan Control, which is intended to ensure functional and aesthetically pleasing, safe development throughout the Township. The proposal, including both severed and retained lots, were anticipated to be subject to subsequent applications for Site Plan Control.

**It is our professional planning opinion that the proposed development conforms to the policies of the Township of
Edwardsburgh Cardinal Official Plan.**

5.0

Current and Proposed Zoning

The subject property is regulated by the Township of Edwardsburgh Cardinal Zoning By-Law 2022-37. The subject property is currently zoned General Commercial (CG) Zone, which permits a range of commercial uses but does not permit the proposed residential use on the severed lot. A zoning by-law amendment is required to address lot coverage deficiencies, parking provisions and setbacks, and the existing single dwelling on the retained lot, and to establish an appropriate zone for the severed lot, to the satisfaction of the Township.

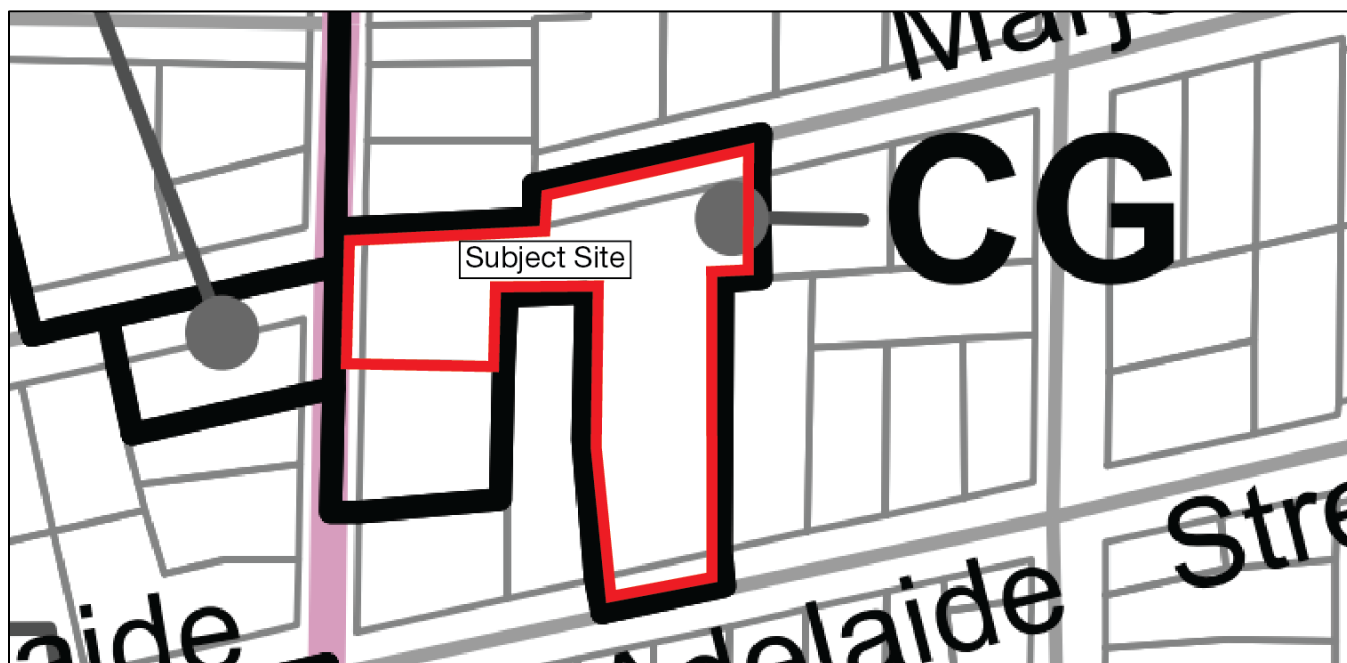


Figure 6: Existing Zoning (Source: Township of Edwardsburgh Cardinal Zoning By-law 2022-37)

Severed Lot

It is proposed to rezone the severed parcel from General Commercial (CG) Zone to a site-specific Residential Third Density (R3-XX) Zone to permit the proposed residential use and to establish appropriate performance standards that reflect the existing constraints on the site.

The following table assesses the performance standards of the proposed development against the applicable provisions of the R3 Zone:

Residential Third Density (R3) – Township of Edwardsburgh Cardinal Zoning By-law 2022-37			
Provision	Required	Proposed	Amendment Required?
Permitted Uses	Apartment dwelling Converted dwelling Duplex dwelling Semi-detached dwelling Single dwelling Townhouse dwelling	Apartment dwelling	No
Lot Area (min)	700 m ²	1,831.5 m ²	No
Lot Frontage (min)	30m	22m	Yes
Front Yard (min)	6m	>6m	No
Exterior Side Yard (min)	6m	n/a	n/a

Interior Side Yard (min)	3m	>3m	No
Rear Yard (min)	7.5m	>7.5m	No
Building Height (max)	14m	<14m	No
Lot Coverage (max)	40%	18%	No
Dwelling per Lot (max)	1	1	No
Maximum Density	1 unit per 230m ² of lot area (7.9 units permitted)	12 units proposed = 152.6m ² per unit	Yes
Amenity Area Requirements	10m ² per dwelling unit Not located in front or exterior side yards (120m ² required)	303m ²	No
General Provisions			
Parking Requirement	Apartment dwelling: 1.25 parking spaces per dwelling unit (15 spaces required)	16 spaces	No
Parking Space Dimensions	2.75m x 6m	2.75m x 6m	No
Barrier Free Parking Space Requirements	Total Number of Parking Spaces Provided – 13-100 = 4% of total parking provided	1 space	No
Minimum Driveway Width	6m	6.2m	No
Parking Area Location	3m setback to any property line abutting a residential zone	0m	Yes

Lot Frontage

The minimum lot frontage is proposed to be reduced from 30 metres to 22 metres. The proposed reduction reflects the existing lot frontage on Adelaide Street. The proposed reduction will facilitate a contemporary lot layout that maximizes residential lands within the urban area. The configuration of the severed lot, including shape and frontage, has been informed by the existing irregular lot fabric. The reduction in lot frontage will not impact the functionality of the lot. The contemporary built form will enhance the streetscape and contribute to an active and vibrant neighbourhood feel. Additionally, the lot dimensions and configuration were considered through the provisionally approved consent application.

Maximum Density

Relief is requested to permit an increased maximum density on the site. The maximum density is proposed to be increased from 1 unit per 230 square metres of lot area, which would permit 8 units on the site, to 1 unit per 152 square metres of lot area, to permit the proposed 12 residential units. The site is located in a residential neighbourhood with low and medium density built forms and is in proximity to open space, employment and commercial uses which can support the requested increased density. The proposed development represents a contemporary built-form, and the proposed density will promote the efficient use of available municipal infrastructure and services.

Parking Area Location

Relief is requested to amend the parking area location provisions. The minimum setback from a residential property line is proposed to be reduced from 3 metres to 0 metres. The proposed amendment reflects existing constraints on the site, as the site narrows in the middle, creating a pinch-point. Fencing is proposed to ensure visual buffering for adjacent residential uses. The proposed reduction is not anticipated to negatively impact adjacent residential lots, and screening can be considered through the site plan control process if desired by the township.

Retained Lot

It is also proposed to rezone the retained lot from General Commercial (CG) Zone to a site-specific General Commercial (CG-XX) Zone to reflect existing conditions on the site.

The following table assesses the performance standards of the proposed development against the applicable provisions of the CG Zone:

General Commercial (CG) – Township of Edwardsburgh Cardinal Zoning By-law 2022-37			
Provision	Required	Proposed	Amendment Required?
Permitted Uses	accessory dwelling; accessory dwelling unit; antique shop; automobile service station; bank; building supply centre; catering establishment; clinic; commercial parking lot; community service; custom workshop; day nursery; equipment rental outlet; funeral home; garden centre; hotel; instructional facility; laundromat or dry cleaners; microbrewery; motel; open market; personal service; place of assembly; printing establishment; professional or business office; recreational establishment; restaurant; residential care home; retail store; service outlet; specialty food store; tradesperson's establishment; vehicle sales or rental establishment; veterinary clinic	Mixed commercial uses Accessory dwelling unit	No
Lot Area (min)	465 m ²	1,247.3 m ²	No
Lot Frontage (min)	20m	29.3m	No

Front Yard (min)	7.5m	Existing	No
Exterior Side Yard (min)	7.5m	n/a	n/a
Interior Side Yard (min)	3m	Existing	No
Rear Yard (min)	10m	>10m	No
Building Height (max)	11m	Existing	No
Lot Coverage (max)	30%	44%	Yes
Accessory Dwellings or Dwelling units per Lot (max)	1	1	No
General Provisions			
Parking Requirement	Dwelling: 1 parking space per dwelling unit Commercial: 1 parking space per 20m ² of floor area (18 spaces required)	10 spaces	Yes
Parking Space Dimensions	2.75m x 6m	2.75m x 6m	No
Barrier Free Parking Space Requirements	4% of total parking provided	1 space	No
Minimum Driveway Width	6m	6.0m	No
Parking Area Location	3m setback to any property line abutting a residential zone	0m	Yes
Loading	200 m ² - 1,000 m ² = 1 loading space required	1 space	No

Lot Coverage

Relief is requested to increase the maximum lot coverage from 30% to 44%. The proposed increase in maximum lot coverage will not unduly impact the functionality of the lot or the livability of the existing dwelling unit. The lot coverage is impacted by the decreased lot area resulting from the provisionally approved consent. Despite the increased lot coverage, the lot will have sufficient room for parking and internal circulation to support the intended uses on the property.

Parking Requirement

The minimum parking requirement for the retained lot is 18 spaces, as calculated by the size of the existing commercial gross floor area and the accessory dwelling unit. Relief is requested to reduce the minimum parking requirement to 10 spaces to reflect the available area to accommodate parking and loading. The existing parking area has been reconfigured to maximize the number of vehicular parking spaces on the site and to ensure the provision of a barrier-free parking space. The reduction in the minimum parking requirement is not anticipated to impact the functionality of the site or the surrounding transportation network.

Parking Area Location

Relief is requested to amend the parking area location provisions. The minimum setback from a residential property line is proposed to be reduced from 3 metres to 0 metres. The proposed amendment reflects existing conditions on the site. Fencing is proposed to ensure visual buffering for adjacent residential uses. The proposed reduction is not anticipated to negatively impact adjacent residential lots.

6.0

Conclusion

The applicant is seeking a zoning by-law amendment to address consent condition #2 of decision B-82-23 of the United Counties of Leeds and Grenville, which requires that the retained and severed lands being 161-163 Shanly Road be rezoned. A zoning by-law amendment is required to permit residential uses on the severed lot and to establish appropriate performance standards. The proposal seeks to rezone the severed lot from the General Commercial (CG) Zone to a site-specific Residential Third Density (R3-XX) Zone to permit residential uses on the site, as well as reduce the minimum lot frontage and parking area setbacks on the site. The retained lot is proposed to be rezoned from General Commercial (CG) Zone to a site-specific General Commercial (CG-XX) Zone to reflect site deficiencies resulting from the proposed severance and acknowledge existing conditions, including increasing maximum lot coverage, decreasing the number of vehicular spaces, and decreasing setbacks to the parking area.

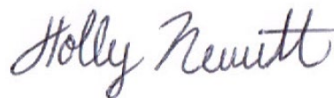
The proposal is consistent with the Provincial Policy Statement and is in conformity with the United Counties of Leeds and Grenville Official Plan and the Township of Edwardsburgh Cardinal Official Plan in that it positively contributes to housing opportunities and efficiently utilizes a large, serviced parcel within the settlement area.

It is our professional planning opinion that this zoning by-law amendment represents good planning. If you have any questions or should you require any additional information, please do not hesitate to contact the undersigned at 613.542.5454.

Respectfully,



David Nanton, RPP MCIP
Senior Planner
Fotenn Planning + Design



Holly Newitt
Planner
Fotenn Planning + Design

Appendix A

Proposed Zoning By-law Amendment

Zoning By-law Amendment to R3-X and CG-X for the lands legally described as Plan of Survey of Lot 374 & Part of Lots 363, 364, 372, 373, 375, 375, 376, 377 & Part of Marjorie Street Registered Plan 25 Formerly the Village of Cardinal, Township of Edwardsburgh/Cardinal, municipally known as 161-163 Shanly Road: [By-law-2022-XX]

WHEREAS By-law No. 2022-37 as amended regulates the use of land and the use and erection of buildings and structures within the Township of Edwardsburgh Cardinal;

AND WHEREAS the Council of the Corporation of the Township of Edwardsburgh Cardinal deems it advisable to amend By-law No. 2022-37 as hereinafter set forth;

NOW THEREFORE the Council of the Corporation of the Township of Edwardsburgh Cardinal enacts as follows:

- 1) The lands affected by this By-law are shown as shaded and outlined by heavy black lines on Schedule "A" which is attached hereto and forms part of this By-law.
- 2) Zoning By-law No. 2022-37, as amended, is hereby further amended by adding the following new subsections at the end of Section 6.3.4 and Section 8.1.4 (Special Exception Zones):

(6.3.4.X) R3-X, 161-163 Shanly Road

Despite provisions to the contrary, on lands zoned R3-X Zone, the following exceptions to this By-law shall apply:

Notwithstanding the provisions of Section 3.14 and 6.3 to the contrary, on lands zoned R3-X, the following provisions shall prevail:

- i. The minimum lot frontage shall be 22 metres.
- ii. The maximum density shall permit 1 dwelling unit per 152 square metres of lot area.
- iii. The minimum setback of a parking area to any property line abutting a residential zone shall be 0 metres.

(8.1.4.X) CG-X, 161-163 Shanly Road

Despite provisions to the contrary, on lands zoned CG-X Zone, the following exceptions to this By-law shall apply:

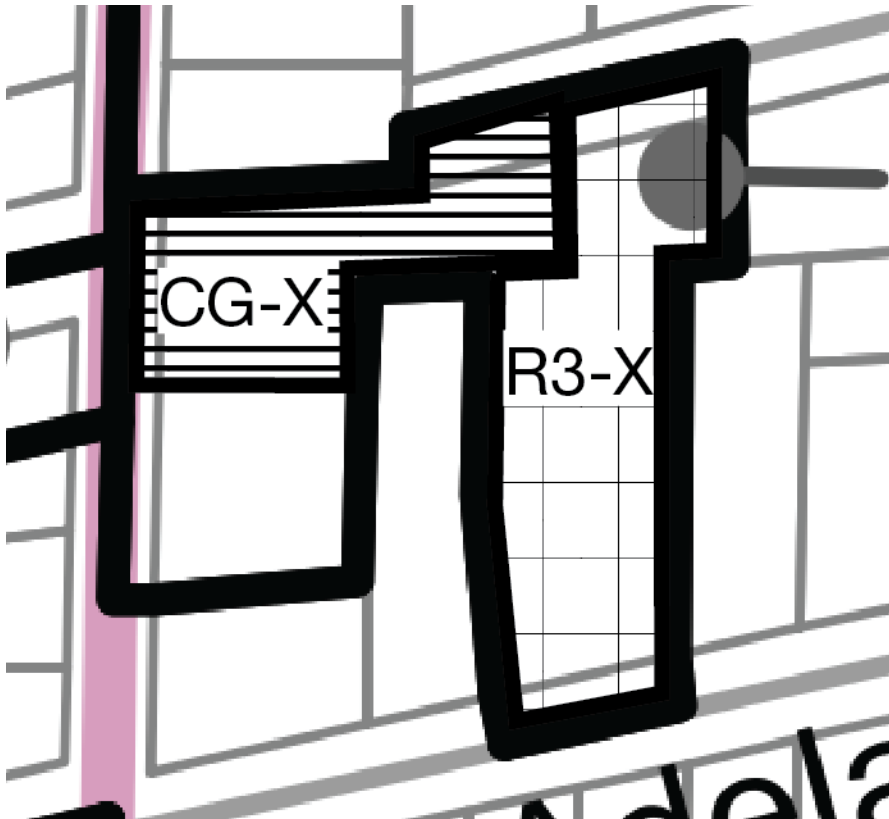
Notwithstanding the provisions of Section 3.14 and 8.1 to the contrary, on lands zoned CG-X, the following provisions shall prevail:

- i. The maximum lot coverage shall be 44%.
- ii. The minimum parking requirement shall be 10 vehicular parking spaces.
- iii. The minimum setback of a parking area to any property line abutting a residential zone shall be 0 metres.

THIS BY-LAW shall come into force in accordance with Section 34 of the Planning Act, 1990, as amended, either upon the date of passage or as otherwise provided by said section 34.

Schedule 'A':

The conditionally approved severance results in the creation of two distinct lots. It is the intention of this zoning by-law amendment application to rezone the retained lands to a site-specific General Commercial (CG-X) zone and to rezone the severed lot to a site specific Residential Third Density (R3-X) zone to facilitate the proposed development.



From: [Holly Newitt](#)
To: [Wendy Van Keulen](#)
Cc: [David Nanton](#); dave@annabledesigns.ca
Subject: RE: 161-163 Shanly Follow Up Questions
Date: March 14, 2024 4:16:39 PM
Attachments: [Revised Draft Zoning By-law, March 14.pdf](#)

Hello Wendy,

Please find our responses to your questions below. I have also attached a revised version of the draft zoning by-law.

Happy to connect for a more detailed discussion as needed.

Comments on Retained Parcel

The building location survey doesn't reflect the site conditions after the buildings are removed, but I've noted that this is shown on the site plan. The lot size is also not shown here.

- The building location survey was to reflect existing conditions at the time. Please refer to the site plan information pertaining to the application. Formal permits for the demolition will be pursued separately.

The proposed use for each building is not provided in the planning rationale. Reduced parking was requested in the application, but I'm unable to calculate how many spaces are required without understanding the proposed use of the buildings.

- The existing commercial building to the north, and residential dwelling to the south will be wholly within the retained lot. The parking requirement for the retained lot was calculated as follows:
 - Commercial use not defined: 1 parking space per 20m² of floor area (17 spaces required)
 - All other dwellings: 1 parking space per dwelling unit (1 space required)
- Per this calculation, a total of 18 spaces are required on the retained lot. An amendment is required to reduce the required number to 10 parking spaces.

I was expecting the application to include a request to permit the single dwelling. Is this use planned to continue, or does the owner intend to use this as an accessory dwelling?

- Upon further review and consideration, a request to permit a single dwelling will be included in the application, given the definition of an accessory dwelling. A revised draft by-law is attached, thank you for flagging this!

Estimates on the increased traffic for an additional entrance were not provided in the traffic brief. Please confirm whether customer traffic is expected from Marjorie St for an automobile service station or automobile repair shop. If customer traffic is expected, the traffic brief needs to be updated.

- There is no additional traffic anticipated on Majorie Street as the entrance will be restricted to service vehicles and employees, therefore operating levels of the existing entrance are not anticipated to change. Customer traffic will be concentrated to the Shanly Road entrance.

How was the lot size determined? How were lot coverage and parking requirements calculated for the retained parcel?

- Lot size was calculated using the survey, and will be confirmed by the final survey prepared as a condition of consent. Lot coverage was calculated with the building footprints identified on the survey and the determined lot size. Parking requirement calculations are provided in the comments above.

Comments on Severed Parcel

Is this information available at this time? (size of the units and whether affordable housing is considered.

Are building elevations available at this time?

- Floor plans and building elevations will be provided at the Site Plan Control stage. The owner is still confirming the final layout and pricing of the proposed apartment building.

Thanks,
Holly

Holly Newitt, M.PL. (she/her)

Planner

T 613.542.5454 ext. 233

From: Wendy Van Keulen <wvankeulen@twpec.ca>

Sent: Tuesday, March 12, 2024 4:29 PM

To: David Nanton <nanton@fotenn.com>; David Annable <dave@annabledesigns.ca>

Subject: 161-163 Shanly Follow Up Questions

CAUTION: This email is from an external sender. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon Dave Nanton and Dave Annable;

Could you help with a few questions and missing information in this application package? It's mostly related to the retained parcel. I left notes in blue within the preconsult notes attached.

Please let me know if a discussion would help. I'm in a new office and there is no phone connected yet, but I'm available tomorrow for a teams or zoom call to connect.

Thank you,

Wendy Van Keulen

Community Development Coordinator



PO Box 129, 18 Centre Street

Spencerville, ON K0E 1X0

T: 613.658.3055 x101

www.twpec.ca

Proposed Zoning By-law Amendment

Zoning By-law Amendment to R3-X and CG-X for the lands legally described as Plan of Survey of Lot 374 & Part of Lots 363, 364, 372, 373, 375, 375, 376, 377 & Part of Marjorie Street Registered Plan 25 Formerly the Village of Cardinal, Township of Edwardsburgh/Cardinal, municipally known as 161-163 Shanly Road: [By-law-2022-XX]

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Notwithstanding the provisions of Section 3.14 and 6.3 to the contrary, on lands zoned R3-X, the following provisions shall prevail:

- i. The minimum lot frontage shall be 22 metres.
- ii. The maximum density shall permit 1 dwelling unit per 152 square metres of lot area.
- iii. The minimum setback of a parking area to any property line abutting a residential zone shall be 0 metres.

(8.1.4.X) CG-X, 161-163 Shanly Road

Despite provisions to the contrary, on lands zoned CG-X Zone, the following exceptions to this By-law shall apply:

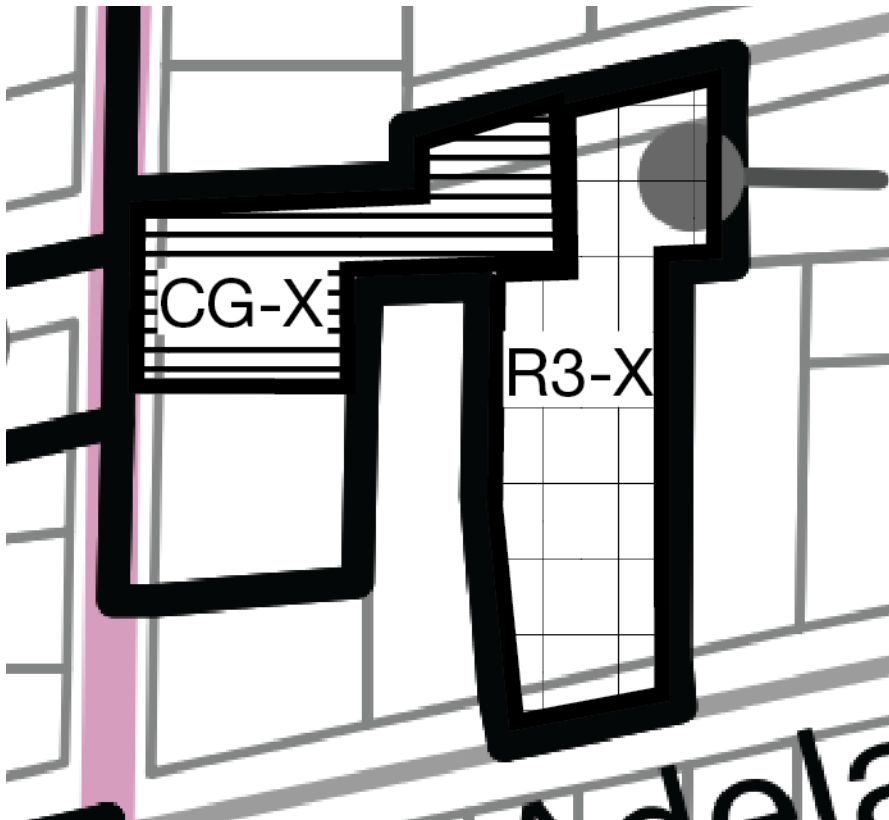
Notwithstanding the provisions of Section 3.14 and 8.1 to the contrary, on lands zoned CG-X, the following provisions shall prevail:

- i. A single dwelling shall be an additional permitted use.
- ii. The maximum lot coverage shall be 44%.
- iii. The minimum parking requirement shall be 10 vehicular parking spaces.
- iv. The minimum setback of a parking area to any property line abutting a residential zone shall be 0 metres.

THIS BY-LAW shall come into force in accordance with Section 34 of the Planning Act, 1990, as amended, either upon the date of passage or as otherwise provided by said section 34.

Schedule 'A':

The conditionally approved severance results in the creation of two distinct lots. It is the intention of this zoning by-law amendment application to rezone the retained lands to a site-specific General Commercial (CG-X) zone and to rezone the severed lot to a site specific Residential Third Density (R3-X) zone to facilitate the proposed development.





**St. Lawrence Testing
& Inspection Co. Ltd.**

P.O. Box 997, Cornwall, ON, Canada K6H 5V1
814 Second Street W., Phone (613) 938-2521
E-mail: slt@ontarioeast.net Fax (613) 938-7395

November 29, 2022

HS Products and Services
c/o Mr. Denis Simard
2402 County Road 2,
Johnstown, Ontario
K0E 1T1

**RE: Properties located at 161 & 163 Shanly Road, Cardinal, Ontario
Phase 1 Environmental Assessment
Report No. 22C344**

Dear Mr. Simard:

In accordance with verbal and emailed instructions received from you, this report is submitted, outlining the results of a Phase 1 Environmental Site Assessment carried out for two adjoining properties located at 161 & 163 Shanly Road in Cardinal, Ontario.

1.0 INTRODUCTION & EXECUTIVE SUMMARY

A Phase 1 Environmental Site Assessment (ESA) was undertaken by St. Lawrence Testing & Inspection Co. Ltd. (St. Lawrence Testing) for two adjoining properties located at 161 & 163 Shanly Road in Cardinal, Ontario, at your request.

St. Lawrence Testing was advised that the purpose of this Phase I ESA was to assess the potential issues of environmental concern related to the current and past uses of the Phase 1 property along with any environmental concerns that may have resulted from adjoining properties.

This Phase I ESA was completed in general accordance with the Canadian Standards Association (CSA) document "Phase I Environmental Site Assessment, CSA Standard Z768-01", November 2001 (reaffirmed 2016 with no changes). Subject to the limitations outlined in Section 8.0 of this report, the scope of work included:

- A site visit was performed on November 24, 2022, that included a visual inspection of the Phase 1 property where access was available. Observations of the neighbouring properties were performed from the Phase 1 property and from publicly accessible areas.
- An interview was held with the current owner of the Phase 1 property (Mr. Jacques (Dan) Charron). A telephone interview was conducted with Mr. Dwayne Crawford, Chief Building Official for the Township of Edwardsburg/Cardinal.
- A records review of available documents pertaining to the property included an EcoLog ERIS report, a Physical Settings report, historical aerial photographs, satellite images, fire insurance plans, and insurance reports.
- A title search was made from the Crown patent to the present owner(s).

The Phase 1 property is irregular in shape with an area of approximately 29,800 ft² in area. The Phase 1 property has a frontage along Shanly Road of approximately 150 ft., a frontage along Marjorie Street of approximately 337 ft. and a frontage along Adelaide Street of approximately 78 ft. Access onto the Phase 1 property can be made off Shanly Road, Marjorie Street and off Adelaide Street. The Phase 1 property is serviced with natural gas, municipal water and sewer.

The Phase 1 property is zoned General Commercial with the Township of Edwardsburg/Cardinal. The Phase 1 property was first developed sometime before 1928. The Fire Insurance Plan at that time describes a cheese factory present at the southwest corner of the Phase 1 property.

There is a 2,500 ft² (approximate) structure located at 161 and 161A Shanly Road, currently used for residential purposes. It is a wood framed structure. Previously, this building contained offices and storage space for a lumber retailer operating on the Site property.

There is a 1,400 ft² (approximate), 2-story building located at 163 Shanly Road. This is used for private storage. It is a wood framed structure on a concrete slab. It is covered in a brick façade along with stucco. Previously, this building served as the retail portion of Forrester's Lumber. Attached to this building is a large, tin clad 3,500 ft² (approximate) Quonset building. This is being used for storage. In addition, there is a 500 ft² (approximate), detached tin clad building also used for private storage.

There is a concrete pad located off Adelaide Street that extends almost to the detached building. This was the former floor of a tin clad Quonset building used to store lumber.

The adjoining and neighbouring properties are all residential in use. The nearest fuel service station is located approximately 212 m east southeast of the Site.

On the basis of the programme conducted, St. Lawrence Testing has determined that:

- The Phase 1 property is first believed to be developed as a cheese factory in 1928. This is inferred by the Fire Insurance Plans available for review. Prior to this, the Phase 1 property was most probably agricultural in use.
- The Phase 1 property is zoned General Commercial with the Township of Edwardsburg/Cardinal.
- The building located at 161 and 161A Shanly Road is currently housing the owner along with tenants. Prior to this, this space was used as offices and for storage.
- The building located at 163 Shanly Road is currently used for private storage by the owner. Before this, it was used as a retail lumber store (Forrester's Lumber) with product stored in the buildings on the property. In the 1940s it was a cinder block manufacturer.
- The Phase 1 property is serviced with natural gas, municipal water and sewer.
- No visual evidence of any above ground or underground fuel storage tanks were found.

- No potable or commercial source wells were observed on the Phase 1 property or found on the Ontario Well Records website.
- The adjoining and neighbouring properties are private, residential properties and do not pose an environmental concern to the Phase 1 property.
- The nearest fuel service station is located approximately 212 m east southeast and would not pose an environmental concern as the inferred groundwater travels south and away from the Phase 1 property.

It is the opinion of St. Lawrence Testing that there are no environmental concerns on the Phase 1 property located at 161 and 163 Shanly Road in Cardinal, Ontario (hereafter referred to as the Site). No further environmental work is necessary.

It is recommended, however, that if the buildings located on the Site property are to undergo renovations, that the floor and ceiling tiles be tested for asbestos prior to beginning any demolition work.

2.0 SITE DESCRIPTION

2.1 Site Location

The Site is located on the east side of Shanly Road at the civic addresses of 161, 161A & 163 Shanly Road in the town of Cardinal, Ontario. The Site is approximately 160 m north of SDG County Road 2 and approximately 2.9 Km south of Highway 401.

2.2 Site Operations

The Site property is zoned General Commercial (CG) with the Township of Edwardsburg/Cardinal. The Site currently operates as a private storage location at 163 Shanly Road and a rental unit at 161 Shanly Road. The current owner resides at 161A Shanly Road. Previous to this the Site property was a retail lumber store at 163 Shanly Road and offices at 161 Shanly Road. In the 1940's the Site operated as a cinder block manufacturer and warehouse.

The 1928 and 1935 Fire Insurance Plans describe a cheese factory on the Site.

2.3 Topographic, Geologic and Hydrogeologic Setting

According to the Physical Settings Report prepared by ERIS, the Site is 76.88 m above sea level with a slope direction to the north northwest.

The bedrock is composed of dolostone and sandstone in the Beekmantown Group of the Ordovician period. The geological deposits are undifferentiated silty sandy till with low to medium permeability. The soil is a non-stony, moderately coarse sandy loam with good drainage.

The inferred shallow groundwater flow direction would be to the south and towards the St. Lawrence River located approximately 450 m south of the Site property.

3.0 RECORDS REVIEW

3.1 Aerial Photographs

Aerial photographs for the Site were obtained through EcoLog ERIS from the National Air Photo Library. These photos were taken in 1937, 1949, 1958, 1967 and 1974. Along with these, satellite images viewed using Google Earth from the years 1997, 2008, 2013, 2017 and 2020 were also reviewed in addition to a street view image recorded in 2021.

The aerial photograph taken in 1937 possibly shows the Site property as developed. The lack of cross streets in the photograph makes it difficult to pinpoint the exact location of the Site property, however. Shanly Road is visible along the west side of the Site property. This may be the cheese factory described in the Fire Insurance Plans. The adjoining properties to the north, east and south appear vacant. There is development further to the south that appears residential. A large, oval track is visible further to the east. The neighbouring properties located to the west and across Shanly Road are undeveloped.

The 1949 aerial photograph was taken at a high-altitude making site specific details difficult to determine. It appears that the Site is developed and there are structures present to the south. Marjorie Street is not visible to the north of the Site. The adjoining property to the east remains vacant.

The aerial photograph taken in 1958 shows the Site property as developed. The photograph is somewhat out of focus; however,

structures are visible on the Site. The adjoining properties to the north and south are developed. The adjoining property to the east appears vacant. The neighbouring properties to the west and located across Shanly Road appear residential in use.

The aerial photograph taken in 1967 shows a large, rectangular structure located near the northeast corner of the Site. There does not appear to be any significant changes to the use of the adjoining or neighbouring properties since the 1958 photo was taken.

The aerial photograph taken in 1974 shows the Site property as developed. The photograph is out of focus making site specific details difficult to determine. However, it does not appear that any significant changes have occurred on the Site property or on the adjoining and neighbouring properties since the 1967 photo was taken.

The 1997 satellite image shows the Site property containing 2 structures. One is located along the south side of the Site while the other is located at the east side of the Site. There appears to be a large, rectangular structure on the east of the Site. The adjoining properties to the north and south appear residential. The adjoining property to the east contains a large rectangular structure and appears commercial in use. The neighbouring properties to the west and located across Shanly Road appear residential in use.

The satellite image recorded in 2008 shows no significant changes to the Site property since the 1997 image was recorded. The large,

rectangular structure located on the adjoining property to the east is now gone with only a large slab remaining. The adjoining properties to the north and south remain residential in use along with the neighbouring properties located to the west and across Shanly Road.

The satellite image recorded in 2013 clearly shows 2 structures on the Site property. There are several vehicles parked at the west side of the Site. The adjoining and neighbouring properties do not appear changed since the 2008 image was recorded.

The satellite image recorded in 2017 shows no significant changes to the Site property or to the adjoining and neighbouring properties since the 2013 image was recorded.

The satellite image recorded in 2020 shows no significant changes to the Site property or to the adjoining and neighbouring properties since the 2017 image was recorded.

A street view facing east off Shanly Road shows 2 structures on the Site property. The structure located at 161 Shanly Road appears residential in use while a larger, 2-story structure located at 163 Shanly Road appears commercial.

3.2 Property-Use Records

A search of available Fire Insurance Plans (FIP) was undertaken by ERIS via OPTA Enviroscan. There were 3 fire insurance plans available for review. These were prepared in 1908, 1928 and 1935.

The Site property was not described in the 1908 fire insurance plan. The 1928 along with the 1935 fire insurance plans describe a cheese factory located at the southwest corner of the Site property. No fuel service stations, underground storage tanks or dry-cleaning establishments were described near the Site property.

3.3 Title Search

The following table lists the title transactions that have occurred for the Site from the Crown patent to the present day.

The legal description for the Site property is Lot 374 & Part of Lots 363, 364, 369, 370, 371, 372, 373, 375, 376, 377, 378, 379, 380 & Part of Marjorie Street Registered Plan No. 25, Plan 15R-8130, Village of Cardinal, Township of Edwardsburg/Cardinal, County of Grenville.

Instrument #	Type	Date	Party From	Party To
	Patent	No date	Crown	Frederick Lewis (W ½)
A371	Will	May 9, 1825	Frederick Lewis Hugh Munro	
D48	Transfer	Dec 8, 1831	Estate of Frederick Lewis	Henry Lewis
B117	Transfer	Aug 23, 1855	Henry Lewis	Frederick Spotswood
D61	QC Transfer	Nov 11, 1867	Joseph Spotswood, Margaret Spotswood	Frederick Spotswood
T7274	Transfer	Sept 20, 1904	Duncan Spotswood	William Spotswood
C1440	Transfer	Sept 20, 1904	Duncan Spotswood	William Spotswood
C1486	Transfer	July 20, 1905	William Spotswood	Thomas Ranns
C1764	Transfer	Aug 29,	Thomas Ranns	Jane Ranns

		1910		
C1525	Transfer	April 7, 1906	William Spotswood	Thomas James Curry & Robert Warner Scott
C1845	Transfer	Oct 12, 1912	William Spotswood	Catherine Elizabeth Boyd
D1880	Transfer	April 23, 1913	Catherine E. Boyd	William D. Spotswood
D1881	Transfer	April 23, 1913	Jane Ranns	Joseph Bush
D1884	Transfer	April 26, 1913	Joseph Bush	Edwin V. Dodge
D1940	Transfer	July 25, 1914	Edwin V. Dodge	William P. Walker
D2010	Transfer	April 18, 1916	James Trip	William P. Walker
D2011	Transfer	April 18, 1916	William Walker	James Tripp
D2039	Transfer	Oct 24, 1916	James Tripp	William P. Walker
D2085	Transfer	Nov 1, 1917	William P. Walker	James Tripp
D2148	Transfer	Mar 17, 1919	William P. Walker	Thomas McRobie
D2302	Transfer	Oct 6, 1920	William P. Walker	James Tripp
Plan 25 Cardinal				
E3623	Exec's Transfer	Aug 11, 1949	Robert Perry Walker	Chester Jon Warren (Lot 363)
D2921	Transfer	Oct 5, 1935	Estate of James Tripp	Willard C. Kelsey (PT 377)
D3058	Transfer	April 22, 1938	Willard C. Kelsey	Thomas H. Hunter (PT 377)
D3084	Transfer	Nov 18, 1938	Thomas Henry Hunter	George William Forrester (PT 377)
E3427	Transfer	June 7, 1946	Robert Warner Scott, Thomas James Curry	George William Forrester (PT LT 376)
E3353	Transfer	Feb 27, 1945	William Perry Walker	Vera Alethea Warren (PT 363, 373, 374)
E3626	Transfer	Aug 16, 1949	Vera Alethea Warren	Glen D. Windsor (PT 363, 373, 374)

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E3548	Transfer	May 26, 1948	Thomas McRobie	Canadian Corps Assoc. (PT 373,375)
E3625	Transfer	Aug 16, 1949	Chester John Warren	Glen D. Windsor (PT 363, 373)
5845	Sheriff's Transfer	Mar 16, 1961	Sheriff, United Counties of Leeds & Grenville	Barbara Beverley Windsor (PT 363, 364, 373, 374)
14189	Transfer	Sept 14, 1965	Barbara Beverley Windsor	James McLaughlin (PT 363, 364, 373, 374)
34549	Transfer	Dec 17, 1973	James McLaughlin	George William Forrester (PT 363, 364, 373, 374)
88813	Transfer	Apr 28, 1987	The Canadian Corps. Assoc.	George Forrester (PT 372, 373, 374, 375)
R-Plan 15R8130				
112030	Bylaw	May 24, 1991	The Village of Cardinal: to close up and convey Pts of Marjorie Street.	
112284	Transfer	June 4, 1991	The Village of Cardinal	George William Forrester (PT Marjorie Street)
112286	Transfer	June 4, 1991	George William Forrester	Shanly Road Home Supplies Ltd. (PT Marjorie St., 363, 364, 372, 373, 374, 375, 376, 377)
Gc9780	Transfer	Dec 17, 2010	Shanly Road Home Supplies Ltd.	2232084 Ontario Inc. (PT Marjorie St., 363, 364, 372, 373, 374, 375, 376, 377)
GC50287	Transfer	Jan 3, 2018	2232084 Ontario Inc.	Jacques Robert Daniel Charron (PT Marjorie St., 363, 364, 372, 373, 374, 375, 376, 377) (Current Owner)

3.4 Prior Environmental Assessment Reports

No previous environmental reports were available for review.

3.5 Company Records

No company records were available for review.

3.6 Regulatory Information

St. Lawrence Testing submitted a request to EcoLog Environmental Risk Information Services (ERIS) for a review of available Federal, Provincial and Private Sector databases as they pertain to the Site along with the surrounding properties in a 250 m radius of the Site boundaries.

Database	On-Site	Within a 250 m radius
Certificates of Approval	0	1
Delisted Fuel Tanks	0	2
Environmental Compliance Approval	0	1
ERIS Historical Searches	1	2
Fuel Storage Tanks	0	3
O. Reg. 347 Waste Generators Summary	0	6
TSSA Historical Incidents	0	1
Pesticide Registry	0	2
Pipeline Incidents	0	1
Ontario Spills	0	4
Water Well Information System	0	1

There was 1 record found in the Certificates of Approval database. This involved industrial sewage work in 2009 for Mac's Convenience Stores Inc. located approximately 187 m east southeast at the corner of County Road 2 and Walker Street. This work would have posed a low environmental risk of subsurface contamination onto the Site as the work was carried out to south of the Site. The inferred groundwater flow would be to the south and away from the Site property.

There were 2 records found in the Delisted Fuel Tanks database. Both records involved former tanks located at Mac's Convenience Stores Inc. and located approximately 212 m east southeast at 629 Highway 2. The first record indicated that there was a liquid fuel tank at this location in 2007. The second record mentions that this location is a self-service gasoline station. The presence of a fuel tank along with a fuel service station at this location would have posed a low environmental risk of subsurface contamination onto the Site as the inferred groundwater flow would be to the south and away from the Site property.

There was 1 record found in the Environmental Compliance Approval database. This involved sanitary sewer work located approximately 154 m East of the Site by the Township of Edwardsburg/Cardinal in 2018. This work would have posed a low environmental risk to the Site due to the nature of the work involved and the density of development between the Site and this location.

There were 4 records found in the ERIS Historical Searches database. One of these records involved the Site property. In 2013, an order was placed to collect reports, fire insurance plans along with maps and city directory information for the Site property. The remaining records involved similar searches for properties located at 3000 Walker Street in 2018 and at a property located approximately 197 m east of the Site. These would not have posed an environmental risk to the Site.

There were 3 records found in the Fuel Storage Tanks database. All 3 records involved underground fuel storage tanks located at Mac's

Convenience Stores Inc. and located approximately 212 m east southeast at 629 Highway 2. The first record indicated that there is a 45,000 L steel, gasoline fuel tank present at this location since 2007. The second record indicated that there is a 75,000 L fiberglass gasoline fuel tank present at this location since 2009. The third record indicated that there is a 60,000 L fiberglass diesel fuel tank present at this location since 2009. The presence of underground fuel tanks at this location would have posed a low environmental risk of subsurface contamination onto the Site as the inferred groundwater flow would be to the south and away from the Site property.

There were 6 records found in the Ontario Regulation 347 Waste Generators Summary database. All six records involved Mac's Convenience Stores Inc. and located approximately 212 m east southeast at 629 Highway 2. This is an operating fuel service station. The wastes generated at this location include oil skimmings & sludges along with heavy fuels. As the storage, handling and disposal of these wastes are regulated by the Ontario government, they would have posed a low environmental risk of subsurface contamination onto the Site.

There was 1 record found in the TSSA Historical Incidents database. This involved a near miss gasoline incident at 629 Highway 2 located approximately 212 m east southeast of the Site. No date of the incident was listed in the report. In any event, this incident would have posed a low environmental risk of subsurface contamination onto the Site as the inferred groundwater flow would be to the south and away from the Site property.

There were 2 records found in the Pesticide Registry database. Both records involved Shanly Road Home Supplies Ltd. located approximately 57 m southwest at 156 Shanly Road. The records indicate that this location is a retail vendor of household pesticides. As such, this location would pose a low environmental risk to the Site property.

There was 1 record found in the Pipeline Incidents database. This involved a pipeline strike that occurred in 2017 approximately 93 m north northeast at 134 Marjorie Street. No mention of what type of pipe was hit. This incident would have posed a low environmental risk to the Site of subsurface contamination considering the density of development between the Site and this location.

There were 4 records found in the Ontario Spills database. The nearest spill was located approximately 99 m northwest on Helen Street. In 1990, a vehicle leaked gasoline onto the road and into a ditch. Soil contamination was possible at that location. The environmental risk to the Site would have been low considering any surface fuel would flow with the ditch and away from the Site property. The next spill involved an above ground heating oil tank leak that occurred at 174 Shanly Road in 2010. This property is located approximately 144 m west northwest of the Site. The risk of subsurface contamination from this spill onto the Site property is low considering the development between the spill location and the Site. The next spill involved a sewage spill by the Township of Edwardsburg/Cardinal in 2008 approximately 158 m east northeast of the Site. There was no environmental impact anticipated for this spill. The final spill record involved a 20 L gasoline spill located

approximately 212 m east southeast at 629 County Road 2. The spill was contained, and no environmental impact was anticipated.

There was 1 record found in the Water Well Information System database. This was for a domestic water supply well located approximately 163 m east of the Site. This well would not pose an environmental risk to the Site.

4.0 SITE VISIT

A Site visit was performed by Mr. Steven Rowland of St. Lawrence Testing on November 24, 2022. Mr. Rowland performed a thorough visual inspection of the Site where access was available. Only visual observations were noted. No sampling was performed.

The main floor of the building located at 161 Shanly Road could not be entered. Mr. Rowland was told by the owner of the Site property that the occupants may have been exposed to the COVID-19 virus. However, the crawl space under 161 Shanly Road was accessible. The tin clad detached storage building was not accessed.

4.1 General Observations

The Site is located on the east side of Shanly Road. Access to the Site can be made off Shanly Road, off Adelaide St. and off Marjorie Street.

The Site property appears to be a residential in use at 161 and 161A Shanly Road. The buildings located at 163 Shanly Road are used for

private storage by the current owner. These include a 2-story structure, an attached tin clad Quonset building along with a detached tin clad covered, storage building.

There is a large, concrete slab located at the northeast section of the Site property. This slab extends near the north side of the Site and has access off Adelaide Street.

Hazardous Materials

No hazardous substances were discovered on the Site.

Unidentified Substances

No unidentified substances were discovered on the Site.

Storage Tanks

No above or below ground storage tanks, besides a 175 L, electric hot water tank were noted.

Odours

The interior of 161A had a noticeable animal odour. This is most probably due to the owner's dogs being present. No fuel odours were noticed within the storage buildings of 163 Shanly Road.

Potable Water Supply

Potable water is supplied by the municipality.

Special Attention Items

i. Polychlorinated Biphenyls (PCBs)

No PCB containing materials were observed on the Site property.

ii. Asbestos-Containing Materials (ACMs)

There were vinyl floor tiles found in the retail building of 163 Shanly Road and within 161A Shanly Road. There were also 12" square ceiling tiles present in these locations. These may contain asbestos. No sampling was performed as it is outside the scope of this assessment.

iii. Lead

Lead may be found in paint, piping and pipe solder. The probability of lead being a hazard on this Site is very small.

iv. Ozone-Depleting Substances

No ozone-depleting substances were observed during the Site visit.

v. Urea Foam Formaldehyde Insulation (UFFI)

No UFFI was used within the residential building. The insulation that was observed consisted of fiberglass batt.

vi. Radon

Radon is an odourless, invisible gas that occurs in soils upon the decay of naturally found uranium. Natural radon

levels vary and are closely related to geologic formations. Radon may enter buildings through basement sumps or other openings in the basement floor. The guideline from Health Canada for radon is 200 Bq/m³.

The Leeds and Grenville and Lanark District conducted a study of 108 homes within the region. The survey found that 80.6% of the homes in the survey had radon levels below the 200 Bq/m³ guideline.

The bedrock in the area mainly consists of dolostone and sandstone. This suggests that radon would not be present at a concentration that would pose an environmental concern. However, radon cannot be detected without specialized equipment and testing for radon is outside the scope of this report.

vii. Mold

No indications of mold were observed. Ice damming was observed at the east roof line of 161 Shanly Road. This may result in water infiltration and possibly result in mold growth in the future.

viii. Noise & Vibration

A handheld sound meter was used to measure the noise levels near the west side of the Site property along Shanly Road. The decibel readings varied from 39.9 dB to 78.5

dB as vehicle traffic passed by. No noticeable vibrations were felt during the Site visit.

ix. Electric and Magnetic Fields

We tested for the presence of both electric and magnetic fields using a portable electromagnetic radiation meter (Model GM3120) near the west side of the Site property where overhead electrical distribution lines are located. No electromagnetic fields were detected on the Site property.

4.2 External Observations

General Description of Site Structures

The building located at 161 Shanly Road is a 1 ½ story wood framed structure on a concrete block foundation. The exterior is covered with painted wood product and metal siding. The roof is peaked and covered with asphalt shingles.

The building located at 161A Shanly Road is attached to 161 and 163 Shanly Road. This is a single level, slab on grade, wood framed structure covered in painted wood panels. The roof is peaked and covered with asphalt shingles.

There are 3 buildings located at 163 Shanly Road. The first is a 2-story slab on grade, wood framed structure. It is attached to 161A Shanly Road. The exterior is covered in a brick façade along with stucco. The roof has a low slope and covered asphalt shingles and metal sheeting.

Attached to the east side of this building is a tin clad Quonset building. It is slab on grade. The final building at 163 Shanly Road is a tin clad, slab on grade, wood framed structure.

Observations of Adjoining Properties

A visual observation of adjoining properties was performed from the Site boundary and from the surrounding public roads.

The adjoining property to the north and located at civic address 165 Shanly Road is a private, residential property. The adjoining property to the south and located at civic address 157 Shanly Road is a private, residential property. The adjoining property to the northeast and located at civic address 135 Marjorie Street is a private, residential property. The adjoining property to the southeast and located at civic address 50 Adelaide Street is a private, residential property.

The neighbouring property located to the west at 158 Shanly Road is a private, residential property. The nearest fuel service station is located approximately 212 m east southeast of the Site and would not pose an environmental risk as the inferred groundwater flow is to the south towards the St. Lawrence River and away from the Site.

No areas of natural or scientific interests were found within a 250 m radius of the Site property.

Wells

No potable or commercial water source wells were observed on the Site property. No wells were identified on the Site within the Ontario Well Records website or in the environmental database.

Sewage Disposal

Sewage disposal is by the municipality

Pits and Lagoons

No pits or lagoons were observed on the Site.

Stained Material

The Site grounds were partial snow covered at the time of this assessment. No staining on the cleared asphalt located on the west side of the Site was observed.

Fill

There was a small amount of gravel fill material observed at the entrance to the Site off both Marjorie Street and off Adelaide Street. This appeared to serve as a road base for access onto the Site property.

Stressed Vegetation

No stressed vegetation was observed on the Site property.

Waste Water

Surface wastewater appears to travel to storm water catch basins located on Shanly Road.

Watercourses, Ditches, or Standing Water

The St. Lawrence River is located approximately 450 m south of the Site property. No ditches or standing water were observed.

Roads, Parking Facilities, and Rights of Way

Shanly Road is a 2-lane, asphalted roadway that travels north and south along the west side of the Site property. Access to the Site can be made off Shanly Road. Marjorie Street is a 2-lane, asphalted, dead end roadway that travels east and west along the north side of the Site property. Marjorie Street ends at the east side of 165 Shanly Road. Access to the Site property can be made off Marjorie Street. Adelaide Street is a 2-lane, asphalted roadway that travels east and west along the south portion of the Site property. Access to the Site can be made off Adelaide Street.

There is an asphalted parking lot located on the west side of the Site and north of 161 Shanly Road.

No Rights of Way were identified in the Chain of Title.

4.3 Interior Observations

The interior of 161 Shanly Road could not be accessed. The crawl space under this building was available for inspection. The crawl space was uninsulated and contained a concrete floor. The foundation walls were composed of concrete block. There is a sump along with a natural gas fueled forced warm air furnace present.

The interior of 161A Shanly Road contained vinyl tile floors, painted drywall material walls and ceilings. Some ceilings contained fibrous tiles.

The first floor interior of 163 Shanly Road contained vinyl and concrete floors, painted drywall material walls and ceilings. Some ceilings contained fibrous tiles. The second floor was unfinished and contained bare wood floors. The Quonset building had a concrete slab floor. The walls were covered in drywall, wood and metal. The detached building was not accessed. It is believed to be slab on grade construction with wood framing.

Heating and Cooling Systems

The buildings at 161, 161A and 163 were heated via individual natural gas fueled forced warm air furnaces. Cooling for these buildings was via portable air conditioning units. The Quonset building and the detached building did not appear to be heated or cooled.

Mechanical Equipment

There are no underground hoists or oil filled air compressors were observed within the storage buildings.

5.0 INTERVIEWS

Mr. Jacques (Dan) Charron, the current owner of the Site property was interviewed in person on November 24, 2022. Mr. Charron has owned the Site property since 2018. During that time, he has only done a few renovations, such as updating the wiring. He said that the Site was once a lumber yard. He

stated that there were no underground tanks present and that he knew of no environmental concerns with the Site.

Mr. Dwayne Crawford, Chief Building Official with the Township of Edwardsburg/Cardinal was interviewed by telephone on November 25, 2022. Mr. Crawford said that the Site is Zoned commercial. He was familiar with the Site property and said it used to be a concrete block manufacturer in the 1940's and 1950s. It then became a lumber retailer. Mr. Crawford said that the buildings located at 163 Shanly Road were used for retail sales of lumber along with storage. The concrete slab that is located on the Site property once had a metal Quonset building on it and it was used for lumber storage. He said the building located at 161 Shanly Road may have originally been residential, but he only remembered it being used as offices and storage. Mr. Crawford knew of no environmental issues with the Site property.

6.0 FINDINGS and EVALUATION OF FINDINGS

On the basis of the programme conducted, St. Lawrence Testing determined that:

- The Site property is first believed to be developed as a cheese factory in 1928. This is inferred by the Fire Insurance Plans available for review. Prior to this, the Site was most probably agricultural in use.
- The Site is zoned General Commercial with the Township of Edwardsburg/Cardinal.
- The building located at 161 and 161A Shanly Road is currently housing the owner along with tenants. Prior to this, this space was used as offices and for storage.

- The building located at 163 Shanly Road is currently used for private storage by the owner. Before this, it was used as a retail lumber store with product stored in the buildings on the property. In the 1940s it was a cinder block manufacturer.
- The Site property is serviced with natural gas, municipal water and sewer.
- No visual evidence of any above ground or underground fuel storage tanks were found.
- No potable or commercial source wells were observed on the Site or found on the Ontario Well Records website.
- The adjoining and neighbouring properties are private, residential properties and do not pose an environmental concern to the Site.
- The nearest fuel service station is located approximately 212 m east southeast and would not pose an environmental concern as the inferred groundwater travels south and away from the Site property.

7.0 CONCLUSIONS

We have completed a Phase 1 Environmental Assessment in general accordance with CSA Z768-01 (reaffirmed without change, 2016) on the Site property located at 161 & 163 Shanly Road in Cardinal, Ontario.

On the basis of the programme conducted, it is the opinion of St. Lawrence Testing that there are no environmental concerns on the Site property. No further environmental work is necessary.

It is recommended, however, that if the buildings located on the Stie property are to undergo renovations, that the floor and ceiling tiles be tested for asbestos prior to beginning any demolition work.

8.0 STANDARD LIMITATIONS

The environmental investigation was carried out to address the intent of applicable provincial guidelines. Achieving the objectives stated in the report has required us to arrive at conclusions based upon the best information presently known to us. No investigative method can completely eliminate the possibility of obtaining partially imprecise or incomplete information; it can only reduce the possibility to an acceptable level. Professional judgment was exercised in gathering and analyzing the information obtained and in the formulation of the conclusions. Like all professional persons rendering advice we do not act as absolute insurers of the conclusions we reach, but we commit ourselves to care and competence in reaching those conclusions.

Our undertaking is to perform our work within the limits prescribed by our clients, with the usual thoroughness and competence of the engineering profession. It is intended that the outcome of this investigation assists in reducing the client's risks associated with environmental impairment; our work should not be considered "risk mitigation". No other warranty expressed or implied, is included or intended in this report.

The information presented in this report is based on a limited investigation designed to provide information to support an overall assessment of the current environmental conditions in the building on the subject property. The

conclusions and recommendations presented in this report reflect existing site conditions within the scope of our investigation.

This report was prepared for the exclusive use of HS Product and Services as per the agreement and terms of reference between HS Product and Services and St. Lawrence Testing & Inspection Co. Ltd. Any use and interpretation of this report by any other party is entirely at their own risk.

9.0 QUALIFICATIONS OF THE ASSESSOR

Mr. Gilbert G. McIntee, P.Eng: Mr. McIntee has been conducting environmental assessments and remediation for over 25 years and is a QP (Qualified Person).

Mr. Steven Rowland, B.Sc.: Mr. Rowland has a post graduate diploma in Environmental Science and has worked at St Lawrence Testing for 11 years as an environmental technician. Prior to this, he worked in pharmaceutical research and has designed and inspected research facilities in Canada and the United States.

10.0 REFERENCES

Phase 1 Environmental Site Assessment. CSA Standards, Z768-01, (reaffirmed without change, 2016).

**St. Lawrence Testing
& Inspection Co. Ltd.**

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Continued

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Respectfully submitted

ST. LAWRENCE TESTING & INSPECTION CO. LTD.



G.G. McIntee, P. Eng.

GGM:sr

Attachments





G R E E R
G A L L O W A Y
C O N S U L T I N G
E N G I N E E R S

Re: 161 and 163 Shanly Road, Cardinal, Residential Development

Subject: Traffic Brief

Project Number: 23-3-6598

1. Introduction

The following is provided as a development application requirement for the proposed development as described in the Township of Edwardsburgh Cardinal Pre-consultation Meeting Notes, dated August 30, 2023.

Fotenn Planning and Design provided a concept plan titled 161 and 163 Shanly Road, Cardinal Concept Plan, dated August 8, 2023 to illustrate the proposed development.

Both documents are appended for reference.

2. Development Land Use Type, Site Plan & Development Size

The development will be part of a lot severance, separating the subject lands on eastern part of the lot with frontage on Marjorie Street East and Adelaide Street from the western portion of the lot with Shanly Road frontage.

The development is located on the south side of Majorie Street East, close to the dead end of that street, west of Walker Street in the community of Cardinal.

The development includes a 12 unit apartment building with 16 parking spaces. No commercial or other traffic generating land uses are proposed.

The main (vehicle) entrance is off Marjorie Street East.

Images illustrating existing conditions are appended.

- Site, Aerial – Google Maps
- Site, Lot – County GIS
- Site, Entrance – Google Streetview

3. Existing Conditions / Study Area

Marjorie Street East

The development entrance will be onto Marjorie Street East, a stop controlled, 2 lane, dead end urban road in a residential area.

(It is noted that there is currently no turnaround facility at the dead end, however as this is a long existing condition it is presumed this is, and will remain acceptable.)

Existing traffic activity is negligible west of the Walker Street intersection.

Walker Street

Walker Street is uncontrolled and connects the surrounding residential lands to County Road 2 to the south and stops at Gill Street to the north.

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R.R. #5

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E N G I N E E R S

Walker Street is 2 lane, urban road.

Traffic activity is low and reflect the low density residential surrounding lands.

Surrounding Intersections

Surrounding intersections are low volume and stop controlled.

We are not aware of any safety concerns or operational concerns associated with the surrounding intersections.

4. Development Stages

The development will be completed in a single phase.

While the timing of construction and occupancy is not clear, the subject area is fully developed and traffic is not likely to vary significantly over time so current traffic assumptions will not be adjusted for background traffic changes that can occur over time in other locations.

5. Other Development & Planned Road Improvements

It is understood there are other developments in the Cardinal Community, however, those developments are not located sufficiently close, and the proposed development is not sufficiently large, to warrant a coordinated traffic study or consideration herein.

No planned road improvements in the subject area are anticipated.

6. Study Horizons

As noted previously, the subject area is fully developed, traffic is not likely to vary significantly over time and construction will occur in a single phase.

Current conditions will be considered and are expected to remain more or less unchanged over time so no other study horizons are considered.

7. Traffic Analysis

Background Traffic

The author is generally familiar with the subject area and understands traffic to be primarily local traffic and very low volume.

To confirm site specific conditions a site visit was made Friday October 27th between 4:00 – 5:00 pm.

The intent was not to collect lengthy and comprehensive traffic data, but to confirm the general nature of traffic conditions sufficient to reach a reasonable conclusion for this document.

The time of the site visit generally aligns with a common PM Peak Hour period for

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E N G I N E E R S

residential land uses, such as this is located. This is consistent with the trip generation findings.

Traffic recorded is as shown below:

Weekday PM: 4-5pm				
2023				
	SB-RT	SB-TH	SB-LT	
	0	6	2	
EB-LT	Marjorie Street (Stop)	Walker Street	Marjorie Street (Stop)	WB-RT
1				1
EB-TH		Total		WB-TH
0		26		0
EB-RT	Walker Street			WB-LT
0				3
	NB-LT	NB-TH	NB-RT	
	1	12	0	

Observed conditions confirmed the very low volume of the local streets surrounding the subject development.

No concerns were observed relating to the operation of the intersection or it's geometry.

Trip Generation

The Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) is used estimate development vehicle trip generation.

The following land-use is felt to be a close representation of the proposed development:

Land Use 220: Multifamily Housing (Low Rise)

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.

A walkup apartment typically is two or three floors in height with dwelling units that are accessed by a single or multiple entrances with stairways and hallways.

A trip generation summary is appended and includes the following:

- PM Peak Hour is greater than the AM Peak Hour, so PM Peak Hour values will be used.
- Average trip generation rate is 0.57 trips for each dwelling unit, which for 12 units is 7 trips.

(Note: The fitted curve equation is not used. The average number of dwelling units used in study was 216 and the resulting formula provides falsely high values when the number of dwelling units is as small as it is for this development, i.e. 1 dwelling unit would still generate 35 trips by the formula.)

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- Directional distribution: 62% (4) entering; 38% (3) exiting

Trip generations is distributed as shown below:

Trip Generation				
Development				
	SB-RT	SB-TH	SB-LT	
	2	0	0	
EB-LT	Marjorie Street (Stop)	Walker Street	Marjorie Street (Stop)	WB-RT
2				0
EB-TH		Total		WB-TH
0		7		0
EB-RT				WB-LT
1		Walker Street		0
	NB-LT	NB-TH	NB-RT	
	2	0	0	

As a point of comparison, the estimated pm peak hour trip generation of 7 trips (4 entering / 3 exiting) appears reasonable relative to the 16 parking spaces provided in the site plan.

Trip Distribution / Assignment

Being a dead end road all traffic will enter and leave from the same direction.

Common trip destinations / sources are likely to include Highway 401 (north); Highway 2 (south); and local community destinations (south). For the purpose of this document traffic will be assumed to be split 50/50 in the north / south direction at Walker Street.

Trip Pass-By Rates

Being a residential development, there will be no allowance for trip pass-by trips.

8. Evaluation of Impacts

Adding background traffic and trip generation values, a traffic distribution at the intersection of Walker Street and Marjorie Street East is as shown:

Weekday PM Peak Hour				
2023 - Background & Development				
	SB-RT	SB-TH	SB-LT	
	2	6	2	
EB-LT	Marjorie Street (Stop)	Walker Street	Marjorie Street (Stop)	WB-RT
3				1
EB-TH		Total		WB-TH
0		33		0
EB-RT				WB-LT
1		Walker Street		3
	NB-LT	NB-TH	NB-RT	
	3	12	0	

1620 Wallbridge Loyalist Road

R.R. #5

Belleville, Ontario

K8N 4Z5

Telephone

(613) 966-3068

Facsimile

(613) 966-3087

E-mail

Belleville@greergalloway.com



G R E E R
G A L L O W A Y
C O N S U L T I N G
E N G I N E E R S

Traffic conditions are sufficiently low that there are no concerns relating to Level of Service; capacity; or delay.

9. Entrance Safety

We are not aware of any existing concerns or history of accidents associated with this subject entrance, road section or municipal intersection.

Being located on a dead end, straight, urban municipal road, lines of sight are good and vehicle speeds will be slow.

No safety related concerns are noted.

10. Emergency Access

Based on Ontario Building Code requirements:

- A building that is more than 3 storeys in building height or more than 600 m² in building area shall be provided with access routes for fire department vehicles.
- It is understood that the proposed building exceeds 600m² so the following will be relevant to the site plan design and noted for reference.

Where required, an access must be provided for fire department (and emergency vehicle access) that shall:

- Have a clear width not less than 6m.
- Have a centreline radius not less than 12m.
- Have an overhead clearance not less than 5m.
- Have a change of gradient not more than 1 in 12.5 (8%).
- Be designed to support the expected loads imposed by firefighting equipment and be surfaced with concrete, asphalt or other material designed to permit accessibility under all climatic conditions.
- Have turnaround facilities for any dead-end portion of the access route more than 90m long.
- Be connected to a public thoroughfare.

These requirements will be considered as part of the site plan design drawings and are noted here for reference.

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G R E E R
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E N G I N E E R S

11. Conclusion

Based on the above observations; applicable standards; a lack of previous safety concerns; and our understanding of the proposed development, we believe that Marjorie Street East and the existing Walker Street intersection will be able to serve both anticipated background traffic and the proposed development without any modification to geometry, new auxiliary lanes or traffic control modifications.

(Note: It is reasonable to anticipate some minor changes in the site plan as the approval process runs its course. Only changes that are felt to be significant and directly relevant to entrance traffic may warrant a revision to this document.)

Sincerely,

**THE GREER GALLOWAY GROUP INC.
CONSULTING ENGINEERS**



Matthew McIntosh, P. Eng.
Senior Engineer / Project Manager

Attachments:

1. Township of Edwardsburgh Cardinal Pre-consultation Meeting Notes, dated August 30, 2023.
2. 161 and 163 Shanly Road, Cardinal Concept Plan, dated August 8, 2023
3. Site, Aerial – Google Maps
4. Site, Lot – County GIS
5. Site, Entrance – Google Streetview
6. Walker Road / Marjorie Street East Intersection Site Photo
7. Traffic Model Summary Sheet

1620 Wallbridge Loyalist Road

R.R. #5

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Facsimile

(613) 966-3087

E-mail

Belleville@greergalloway.com

PRECONSULTATION MEETING NOTES

Date: August 30, 2023

Location: Virtual, by Teams

Subject: Proposed Application for Zoning Bylaw Amendment
161-163 Shanly Rd, severed parcel for active consent application B-82-23
Township of Edwardsburgh Cardinal

Attending: Dave Nanton, Fotenn; Agent for Owner/Buyer
Wendy Van Keulen, Community Development Coordinator, TWPEC
Jordan Jackson, Novatech on behalf of TWPEC
Tara Michauville, Novatech on behalf of TWPEC
Dave Grant, CAO, TWPEC
Dwane Crawford, Chief Building Official, TWPEC
Gord Shaw, Director of Operations, TWPEC

PROPOSAL

This proposal relates to the severed portion of a consent application that has not yet received conditional approval. Council has made a recommendation on the severance application and has requested a condition for a zoning bylaw amendment for both the retained and severed parcel.

The entire parcel is zoned General Commercial (CG). The severance application notes that a Residential Third Density (R3) zoning is proposed.

The intended development for the severed parcel includes a 12-unit, 3-storey apartment building with a total of 16 parking spaces, landscaped amenity area, and an entranceway from Marjorie St E.

ZONING APPLICATION SUBMISSION REQUIREMENTS

Detailed site plan

Landscaping and the importance of screening for neighbouring residential uses were discussed on the call, as well as the location of balconies and pedestrian pathways. A

possible entranceway off Adelaide St. was discussed, however, there did not appear to be space to accommodate both entranceways with the site design.

Please include common site design elements that will be incorporated for the project, such as:

- parking area and barrier free parking
 - note ZBL section 3.14.4 (barrier free parking)
 - 3.14.8.2 (3m setback for parking area)
 - 3.14.5 (min driveway width)
- snow storage/removal
- garbage/recycling bin locations
 - screening would depend on the location of these facilities
- screening to neighbouring properties
- dimensions of amenity area
 - it was noted on the call that the amenity area is 326m². Requirements are shown in ZBL section 6.3.3.2.

Environmental site assessment

Because the zoning will change from commercial to residential, an Environmental Site Assessment is required.

Planning rationale

Please provide a Planning report to demonstrate conformity to the Provincial Policy Statement, County Official Plan and Township Official Plan, with regard for the Development Criteria of section 6.8 of the Township's Official Plan (specifically, density requirements and land use compatibility).

The rationale should also discuss the proposed changes needed to the Zoning Bylaw and make a recommendation for the appropriate zoning. A zoning chart should be included (or could be provided as part of the detailed site plan).

The maximum density for the R3 zone was discussed as relief may be required through the amendment (6.3.2(d)).

If known, please include the size of the units proposed (# of bedrooms) and whether affordable housing is considered. The Township considers affordable housing for rental units to be 20% below average rental rate.

Please show building elevations (as a conceptual drawing), either within the planning report or as a separate document.

Traffic brief/memo

Please include comments on the anticipated increase in traffic levels throughout the neighbourhood to a dead-end street.

Survey

Although not discussed on our call, please include a survey plan of the property with your application (note that this will also be required as a condition of severance approval).

ADDITIONAL INFORMATION

Future site plan control application

The Township notes that site plan control will be required for the proposed 12-unit building and welcomes a future preconsultation meeting prior to the site plan control application. We anticipate that the following items will be requested with your site plan control application:

- grading and drainage plan
- detailed servicing drawings
 - with consultation with Environmental Services department. Manager of Environmental Services is Eric Wemerman, ewemerman@twpec.ca
 - It was noted that there are water and sanitary mains on Adelaide St south of the proposed building.
- landscaping plan
- building elevations and entrance design

Application submission

Application forms are available on our website at <https://www.twpec.ca/en/business-and-development/planning-applications.aspx>. The studies/plans identified here should be completed prior to submitting your application for a zoning bylaw amendment and will form part of your application. The application should be made to the Township office, through the Community Development Coordinator (wvankeulen@twpec.ca).

The Township will circulate the completed application and notice of a public meeting to agencies, public bodies and persons as required by the Planning Act. A public meeting will be held to hear any comments from the public on the application. The approval authority for a zoning amendment is the Council of the Township of Edwardsburgh Cardinal.

Fees

A \$2,500 application deposit fee is due to the Township at the time of making the application for zoning bylaw amendment. Fees can be paid by cash, debit or cheque payable to the Corporation of the Township of Edwardsburgh Cardinal. The application fee is used to pay for the cost of processing the application, including peer and technical reviews of the studies. The owner will be billed for any costs incurred by the Township that exceed this amount, in accordance with the Township's Planning Fees Bylaw 2022-40.

CONTACT

Please reach out with any questions about the information provided here.

Wendy Van Keulen

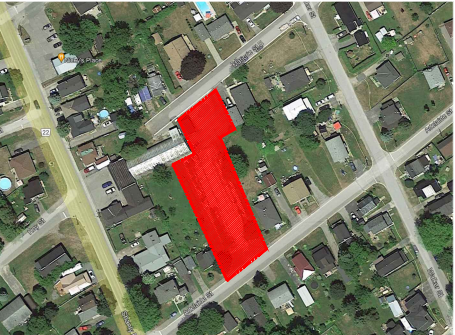
Community Development Coordinator, Township of Edwardsburgh Cardinal

wvankeulen@twpec.ca

613.658.3055 x101



161 and 163 Shanly Road, Cardinal Concept Plan



LEGEND

- PROPOSED BUILDING
- SUBJECT PROPERTY BOUNDARY
- LANDSCAPE AREA
- AMENITY AREA

DEVELOPMENT STATISTICS

SITE AREA:	1831.5 m ²
BUILDING FOOTPRINT:	328 m ²
LANDSCAPE AREA:	832 m ²
AMENITY AREA:	326 m ²
3-STOREY TOTAL GFA:	836.4 m ²
RESIDENTIAL UNITS:	12 units
PARKING:	16 parking spaces

NOTES

1. Assumes typical floor height of 3.0m.

2. For the purpose of this concept, GFA is calculated with 85% efficiency.

3. The base plan (lot lines, existing roads and surrounding areas) is based on open data and aerial images. The site area is approximate and all dimensions need to be confirmed by a legal survey.



1	BASE PLAN	2023.07.26	ET
No.	REVISION	DATE	BY

CLIENT
Madison Mulder Enterprises

FOTENN

Planning + Design

OTTAWA: 396 Cooper Street, Suite 300, Ottawa ON K2P 2H7 613.730.5709	KINGSTON: 4 Cataraqui St, Suite 315, Kingston ON K7K 1Z7 613.542.5454	TORONTO: 174 Spadina Ave, Suite 304, Toronto ON M5T 2C2 416.789.4530
--	---	--

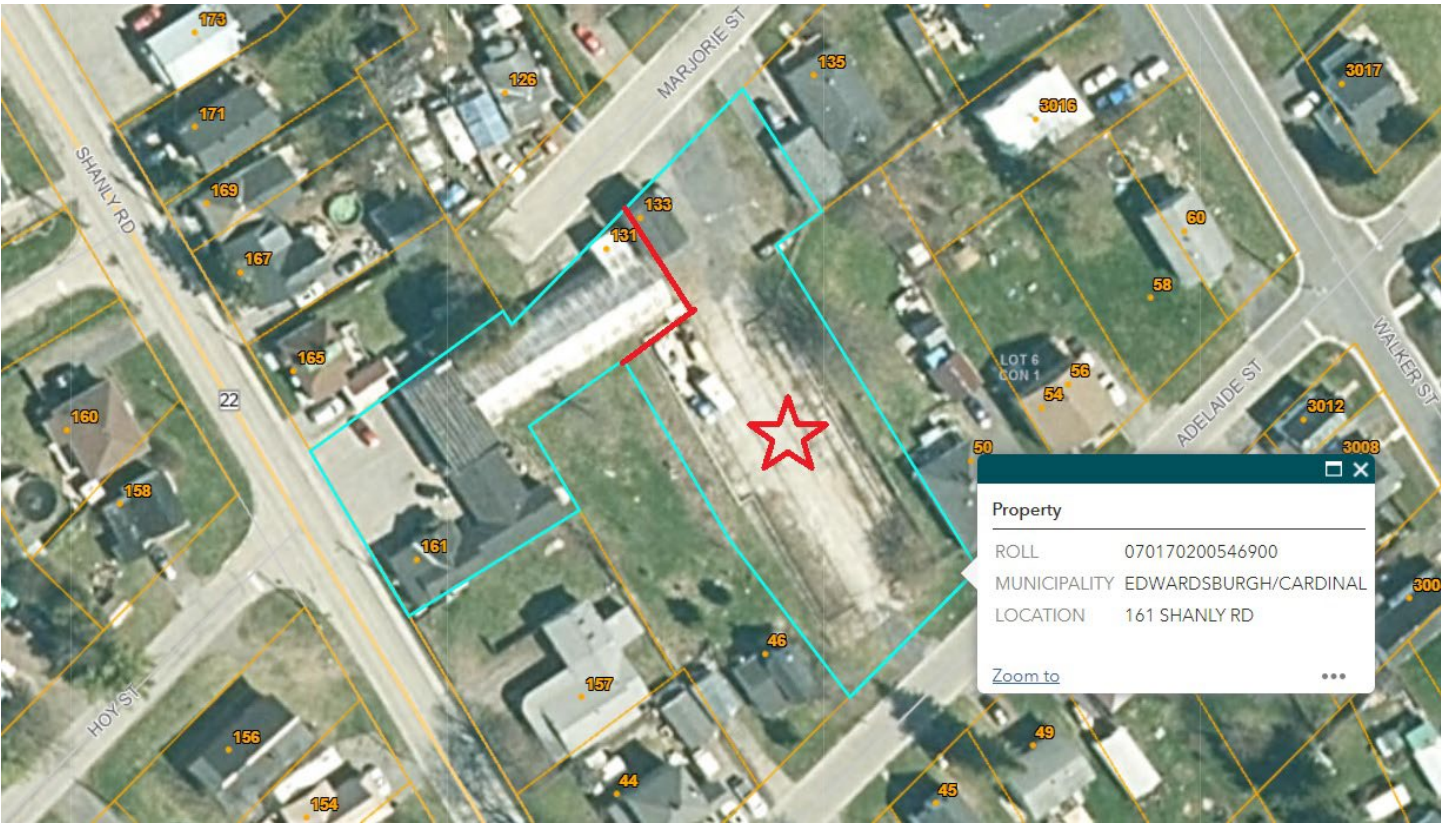
DESIGNED	ET/ACJ
REVIEWED	ET
DATE	2023.07.26

P1

Subject Site Location – Google Maps



Subject Lot Boundary – County GIS



Existing Site Entrance – Goole Maps / Streetview



Walker Road / Marjorie Street East Intersection



HCS7 Two-Way Stop-Control Report

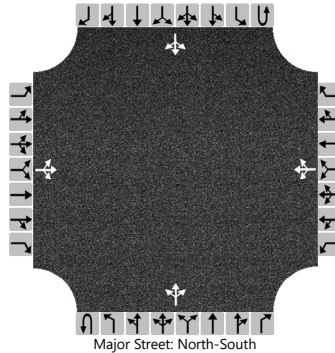
General Information

Analyst	Matthew McIntosh
Agency/Co.	The Greer Galloway Group
Date Performed	11/6/2023
Analysis Year	2023
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	161 / 163 Shanly Road Development

Site Information

Intersection	Walker / Marjorie
Jurisdiction	Cardinal
East/West Street	Marjorie Street East
North/South Street	Walker Street
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

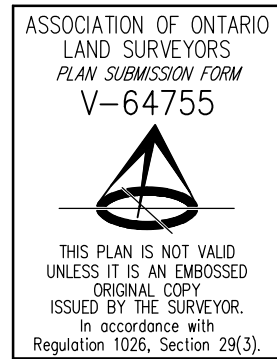
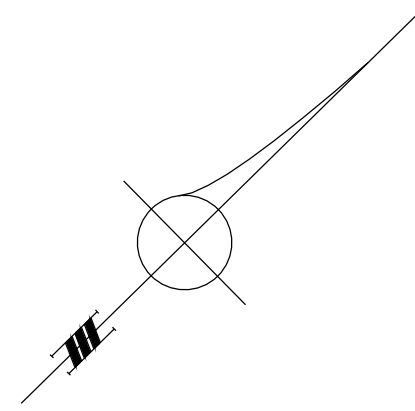
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		3	0	1		3	0	1		3	12	0		2	6	2
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			4				4			3				2		
Capacity, c (veh/h)			993				992			1605				1599		
v/c Ratio			0.00				0.00			0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.0				0.0			0.0				0.0		
Control Delay (s/veh)			8.6				8.6			7.2				7.3		
Level of Service (LOS)			A				A			A				A		
Approach Delay (s/veh)	8.6				8.6				1.5				1.5			
Approach LOS	A				A											



COPYRIGHT © IBW SURVEYORS LTD. 2023
SURVEYOR'S REAL PROPERTY REPORT
PART 1: PLAN OF SURVEY OF
LOT 374 & PART OF LOTS 363,
364, 372, 373, 375, 376, 377
& PART OF MARJORIE STREET
REGISTERED PLAN 25
FORMERLY THE VILLAGE OF CARDINAL
TOWNSHIP OF EDWARDSBURGH/CARDINAL
COUNTY OF GRENVILLE
SCALE: 1:250

PART 2: REPORT
DESCRIPTION:
PIN 68151-0069(LT), LOT 374 & PART OF LOTS 372, 373, 375,
376, 377, 363, 364 & PART OF MARJORIE STREET,
REGISTERED PLAN 25
MUNICIPAL ZONING:
THIS SURVEY DOES NOT CERTIFY ZONING COMPLIANCE.
REGISTERED EASEMENTS:
NO EASEMENTS REGISTERED ON THIS PROPERTY.
ADDITIONAL COMMENTS:
1.
2.
3.

PREPARED FOR: MADISON MULDER ENTERPRISES INC.

BEARING NOTES
BEARINGS ARE UTM GRID, DERIVED FROM OBSERVED REFERENCE
POINTS A AND B, BY REAL TIME NETWORK OBSERVATIONS, UTM
ZONE 18, NAD83(CRS)2010.
FOR BEARING COMPARISONS, THE FOLLOWING ROTATION WAS
APPLIED:
P1, P2, P3, P4 = 00°04'20" CLOCKWISE

DISTANCE NOTES - METRIC
DISTANCES AND COORDINATES ARE IN METRES AND CAN BE
CONVERTED TO FEET BY DIVIDING BY 0.3048.
DISTANCES ARE GROUND AND CAN BE CONVERTED TO GRID BY
MULTIPLYING BY THE COMBINED SCALE FACTOR OF 0.9996029.

LEGEND
DENOTES PLANTED MONUMENT
DENOTES FOUND MONUMENT
SIB DENOTES STANDARD IRON BAR
SIB DENOTES SHORT STANDARD IRON BAR
IB DENOTES IRON BAR
CM DENOTES CONCRETE MONUMENT
CC DENOTES CUT CROSS
CP DENOTES CONCRETE PIN
PB DENOTES PLASTIC BAR
IP DENOTES IRON PIPE
R DENOTES ROUND
WT DENOTES WITNESS
ACC DENOTES ACCEPTED
MEAS DENOTES MEASURED
INST DENOTES INSTRUMENT
X-X DENOTES FENCE
DENOTES SOURCE UNKNOWN
P1 DENOTES PLAN 15R-7798
P2 DENOTES PLAN 15R-8130
P3 DENOTES PLAN 15R-8679
P4 DENOTES PLAN 15R-9601
P5 DENOTES PLAN 15R-11455
P6 DENOTES PLAN 15R-11787
P7 DENOTES REGISTERED PLAN 25

ALL BEARINGS AND DISTANCES AGREE WITH CITED PLANS
UNLESS OTHERWISE NOTED.

SURVEYOR'S CERTIFICATE
I CERTIFY THAT:
1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE
WITH THE SURVEYS ACT, THE SURVEYORS ACT AND THE
REGULATIONS MADE UNDER THEM.
2. THE SURVEY WAS COMPLETED ON OCTOBER 31, 2023.

DATE: RON M. JASON, O.L.S.

CAUTION
THE WORK AND DRAWINGS HEREIN WERE COMPLETED FOR THE
EXCLUSIVE USE OF OUR CLIENT AND NO LIABILITY IS
ASSUMED TO ANY THIRD PARTIES OR SUBSEQUENT OWNERS.

INTEGRATION DATA
OBSERVED REFERENCE POINTS DERIVED FROM GPS OBSERVATIONS USING A REAL
TIME NETWORK AND ARE REFERRED TO UTM ZONE 18 (75° WEST LONGITUDE)
NAD83(CRS)2010.

URBAN ACCURACY PER SEC. 14(2), O.REG. 216/10.

POINT ID	NORTHING	EASTING
A	4959520.82	4694402.24
B	4959618.70	469536.38

CAUTION: COORDINATES CANNOT IN THEMSELVES BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.



IBWSURVEYORS.COM | 1.800.667.0696

PARTY CHIEF: BP | DRAWN BY: BM | CHECKED BY: RJ | PLOT DATE: •
FILE NAME: A-044883-1-VI SRPR | copies available at LandSurveyRecords.com





UNITED COUNTIES OF LEEDS AND GRENVILLE CONSENT GRANTING AUTHORITY

DECISION

APPLICATION B-82-23

We the undersigned members of the Consent Granting Authority of the United Counties of Leeds and Grenville; do hereby certify that the following is a decision reached by us at a hearing held at the Counties Offices, 25 Central Avenue, Brockville, Ontario on **October 11, 2023**. The said decision was reached on the application of **Denis Simard** to sever a parcel of land being; Lots 363, 364, 373 & 374, Registered Plan No. 25, Cardinal; **Township of Edwardsburgh Cardinal** having dimensions of approximately 23.73 metres by 73.67 metres with an area of 0.18 hectares.

DECISION: **GRANTED** providing the conditions as stated below are met.

REASONS:

Division of land is compatible with the intent and purpose of the Official Plan and meets the criteria in Section 51 (24) of the Planning Act providing conditions are met.

EFFECT OF WRITTEN SUBMISSIONS ON THE DECISION:

One written comment was submitted by a member of the public on this consent application to the approval authority. There were concerns about parking, placement of the downspouts from the eavestrough on a new building and the potential noise. All written comments were considered by the Consent Granting Authority.

CONDITIONS:

- (1) That all conditions imposed in the granting of this decision be met and one (1) original paper copy and one (1) digital copy of the deposited reference plan of the subject lands, which conforms substantially with the application as submitted, and the instrument relating to the transaction (deed/transfer, Service Ontario parcel register, grant of right-of-way, etc.) be presented to the Secretary-Treasurer of the Consent Granting Authority for the Certificate of Consent no later than **October 12, 2025**.
- (2) That a zoning bylaw amendment is obtained to address lot coverage deficiencies and the existing single dwelling on the retained land; and establish an appropriate zone for the severed land, to the satisfaction of the Township.
- (3) That site plan approval be obtained from the Township for the retained land, through the site plan control process.
- (4) That the buildings and portions of the buildings identified to be removed on the consent application B-82-23 be demolished, to the satisfaction of the Township.
- (5) That road widening across the severed and retained parcel to 13.1 metres from existing centerline of the road allowance of County Road 22 (if required) be conveyed to the Corporation of the United Counties of Leeds and Grenville. Should sufficient road allowance exist, a letter from a surveyor and confirmation of registration from a lawyer would meet the Counties' condition. The lands to be transferred for road widening purposes shall be free and clear of all encumbrances. The deed for this road widening is to be registered and submitted to the Consent Granting Authority prior to endorsement on the deed to the severed land.
- (6) That written release of conditions 2, 3 and 4 from the Township be submitted to the Consent Granting Authority prior to endorsement of consent on the deed for the severed land.

NOTES:

- (1) The Township had no objection providing conditions 2, 3 and 4 are complied with.
- (2) South Nation Conservation had no objection.
- (3) County Roads Department had no objection providing condition 5 is complied with.

ADDITIONAL INFORMATION:

- You will be entitled to receive notice of any changes to the conditions of the provisional consent if you have made a written request to be notified of changes to the conditions of the provisional consent.

- Any appeal to the Ontario Land Tribunal must be received by the Secretary-Treasurer of the Consent Granting Authority at the United Counties of Leeds & Grenville no later than the appeal date of this notice and it must:
 - Set out the reasons for the appeal; and,
 - Be accompanied by the fee charged under the Ontario Land Tribunal Act.

I hereby certify this to be a true and exact copy



Chair



Secretary-Treasurer

This Decision was mailed on October 12, 2023

The last date for appealing this decision is November 1, 2023

From: [Municipal Planning](#)
To: [Wendy Van Keulen](#)
Subject: RE: Notice of Zoning Amendment Application, 161-163 Shanly Rd
Date: April 4, 2024 2:18:06 PM

Thank you for your circulation.

Enbridge Gas does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions. This response does not signify an approval for the site/development.

Please always call before you dig, see web link for additional details:
<https://www.enbridgegas.com/safety/digging-safety-for-contractors>

Please continue to forward all municipal circulations and clearance letter requests electronically to MunicipalPlanning@Enbridge.com.

Regards,

Willie Cornelio CET (he/him)
Sr Analyst, Municipal Planning
Engineering

ENBRIDGE
TEL: 416-495-6411
500 Consumers Rd, North York, ON M2J1P8
enbridge.com
Safety. Integrity. Respect. Inclusion.

From: Wendy Van Keulen <wvankeulen@twpec.ca>
Sent: Thursday, March 28, 2024 7:30 AM
Subject: [External] Notice of Zoning Amendment Application, 161-163 Shanly Rd

CAUTION! EXTERNAL SENDER

Were you expecting this email? TAKE A CLOSER LOOK. Is the sender legitimate?
DO NOT click links or open attachments unless you are 100% sure that the email is safe.

Dear Municipal Partners;

The Township of Edwardsburgh Cardinal has received an application to amend the Zoning Bylaw for a property at 161-163 Shanly Road in the Village of Cardinal. This zoning amendment relates to a condition of severance for the United Counties of Leeds and Grenville file B-82-23.

Please see the attached Notice for a Public Meeting to be held on April 22, 2024 in the South Edwardsburgh Community Centre at 24 Sutton Dr., Johnstown. Your comments are welcome at any time before Council's decision, but appreciated by **April 15th** to be shared at the Public Meeting.

The following documents related to this application are available upon request:

Application forms, Feb 22, 2024

- Building Location Survey by IBW Surveyors, Oct 31, 2023
- Concept Plan by Fotenn Planning and Design, Feb 2, 2024
- Planning Report by Fotenn Planning and Design, Feb 21, 2024
- Follow Up Questions and Correspondence, Mar 14, 2024
- Phase 1 ESA by St. Lawrence Testing, Nov 29, 2022
- Traffic Brief by Greer Galloway, Nov 6, 2023

If you have any questions or require additional information, please contact me at wvankeulen@twpec.ca or at the phone number below.

Thank you,

Wendy Van Keulen
Community Development Coordinator



PO Box 129, 18 Centre Street
Spencerville, ON K0E 1X0
T: 613.658.3055 x101
www.twpec.ca