

APPENDIX "A"

APPENDIX A –

OFFICIAL PLAN AMENDMENT

DRAFT BY-LAW NO. 2026-XX

This amendment was adopted by the Corporation of the Town of Perth by By-law No. 2026-XX in accordance with the *Planning Act*, R.S.O. 1990, as amended, on the day of _____, 2026.

STATEMENT OF COMPONENTS

PART A – THE PREAMBLE contains an explanation of the purpose and basis for the amendment, as well as a description of the lands that are affected, but do not constitute part of this amendment.

PART B – THE AMENDMENT consisting of the adoption of replacement text and policies for the Western Annex Lands as illustrated in "Schedule A – Key Location Map". Changes to the Town of Perth Official Plan Schedule A – Land Use Designations and Overlays are described and illustrated in "Schedule B – Proposed Land Use Designations" attached hereto and forming part of this By-law. Changes to the Town of Perth Official Plan Schedule B – Transportation and Utility Corridors are illustrated in "Schedule C – Proposed Road Classifications" attached hereto and forming part of this By-law.

PART A – THE PREAMBLE

PURPOSE

The purpose of Official Plan Amendment No. 2026-XX is to address changes to the Town's policies and mapping to allow for the development of a planned complete community on the Western Annex Lands.

The policies in this amendment will guide the development and neighbourhood design of this complete community and will be implemented through the Zoning By-law Amendment, Site Plan Control, Part Lot Control and Plan of Subdivision approval processes.

LOCATION

The lands affected by By-law 2026-XX include the lands within the Western Annex Lands boundary shown in "Schedule A – Key Location Map". These lands are generally described as lands bounded by the Tay River to the north and east, the Town of Perth municipal boundary to the west, and the municipal boundary and Grants Creek to the south, and legally described as:

- Part of PIN 05186-0189 being: Part of Lot 25, Concession 2 Geographic Township of Bathurst
- Part of PIN 05186-0244 being:
 - Part of Lot 26 and 27, Concession 1 And
 - Part of Lot 26, Concession 2 And
 - Part of Park Lot 1 in Lot 27, Concession 2 And
 - Part of the Road Allowance between Concessions 1 & 2 (Closed by By-Law LC204235) All in the Geographic Township of Bathurst
- Part of PIN 05185-0390 being:
 - SE Part of Lot 1, Concession 1 As shown on Compiled Plan No. 8828 Geographic Township of Drummond
 - And
 - Part of the Road Allowance between Geographic Townships of Bathurst and Drummond (Closed By By-Law LC204235)

All lands are within the County of Lanark.

BASIS

The Town of Perth has been actively planning for the growth and community development of the Western Annex Lands as part of their strategy to become a fully serviced settlement area within the County of Lanark.

As part of this growth strategy, the Western Annex Lands were annexed by the Town in 2009 to provide sufficient lands for growth of the community. In 2014, the Town initiated Official Plan Amendment (OPA) No. 14 and designated a portion of these lands as Special Study Area to accommodate future residential development although a portion of these lands remained outside of the urban settlement area boundary. In 2019, the Town initiated concurrent OP amendments to the Town and County Official Plans (Town OPA No. 16 and County OPA No. 9) to establish a growth strategy for future development including expanding the urban settlement boundary to include all lands within the Town's municipal boundary, including the Western Annex Lands. The Town also adopted the "Infrastructure Master Plan – Western Annex in the Town of Perth" ("IMP") to guide the development of this area.

Continuing the implementation of the Town's growth strategy, an amendment to the Town of Perth Official Plan is proposed which would remove the Special Study Area designation and re-designate the lands as per Schedule B to this amendment. This amendment also identifies the preferred and required transportation and servicing infrastructure, consistent with the Town's IMP to deliver on the Town of Perth's growth management strategy. The proposed development concept will provide a fully serviced complete community on the Western Annex Lands that accommodates Perth's sustained growth, and provides additional housing supply and job creation. The proposed development includes a nine hole golf course

It is recognized and acknowledged that the Western Annex Lands will be developed in phases over a multi-year time horizon and that the final approval and registration of each phase will be dependent on the availability of infrastructure (roads, water, sewer, capacity) to serve the new complete community.

This amendment will:

- Amend Section 8.1.4 New Residential Area Designation, specifically Policy 8.1.4.2 a) to remove reference to the Perth Golf Course;
- Add a new Section 8.10 Western Annex Lands in the Official Plan to provide policy direction specific to the development of the Western Annex Lands. This includes policy direction and guidance on housing, parks and open space, transportation, servicing, and environmental protection; and
- Amend Schedules A and B of the existing Official Plan.

EFFECT

The effect of the proposed Official Plan Amendment is to:

- Amend Policy 8.1.4.2 a) to delete "particularly the Perth Golf Course", as the lands are not designated New Residential Area in the Official Plan Schedules.
- Add a new Section 8.10 – Western Annex Lands to provide policies specific to the development of the Western Annex Lands.
- Amend Schedule A – Land Use Designations and Overlays of the Town of Perth Official Plan to redesignate the lands within the Western Annex Lands from 'Special Study Area', 'Residential Area', 'Parks and Open Space', and 'Environmental Protection' to 'Residential Area', 'Parks and Open Space', and 'Environmental Protection', as shown in the attached "Schedule B – Proposed Land Use Designations". The majority of the lands currently designated 'Residential Area' shall remain designated 'Residential Area'.
- Amend Schedule A – Land Use Designations and Overlays of the Town of Perth Official Plan to include the 'Flood Plain Overlay (Amended Regulatory Flood Plain Mapping, updated to include Rideau Valley Conservation Authority (RVCA) approvals) as shown in the attached "Schedule B – Proposed Land Use Designations".
- Amend Schedule B – Transportation and Utility Corridors of the Town of Perth Official Plan to include proposed road classifications for the Western Annex Lands, as shown in the attached "Schedule C – Proposed Road Classification".

PART B – THE AMENDMENT

Introductory Statement

All of this part of the document entitled Part B – The Amendment, consisting of the text in "Schedule B – Proposed Official Plan Amendment Text" and changes to the Official Plan land designations illustrated in "Schedule B – Proposed Land Use Designations", and changes to the road classifications illustrated in "Schedule C – Proposed Road Classifications" attached hereto, constitutes Amendment No. 2026-XX to the Official Plan for the Town of Perth including amendments per By-law 3304-16 (OPA Amendment #16) passed April 16, 2019.

Details of the Amendment

The Official Plan Amendment will:

- i) Amend Policy 8.1.4.2 a) as provided in the attached text;
- ii) Add Section 8.10 entitled 'Western Annex Lands' to the Town of Perth Official Plan as provided in the attached text;
- iii) Amend Schedule A – Land Use Designations and Overlays of the Town of Perth Official Plan to have the Western Annex Lands re-designated from 'Special Study Area', 'Residential Area', 'Parks and Open Space', and 'Environmental Protection' to 'Residential Area', 'Parks and Open Space', and 'Environmental Protection' as shown in the attached "Schedule B – Proposed Land Use Designations". The majority of the lands currently designated 'Residential Area' shall remain designated 'Residential Area';
- iv) Amend Schedule A – Land Use Designations and Overlays of the Town of Perth Official Plan to include the 'Flood Plain Overlay (Amended Regulatory Flood Plain Mapping, updated to include RVCA approvals) as shown in the attached "Schedule B – Proposed Land Use Designations"; and,
- v) Amend Schedule B – Transportation and Utility Corridors of the Town of Perth Official Plan to add the proposed road classifications for the Western Annex Lands as shown in attached "Schedule C – Proposed Road Classification".

Implementation and Interpretation

The implementation and interpretation of this Amendment shall be in accordance with all other relevant policies of the Official Plan for the Town of Perth. In the event of a conflict with policies in other sections of the Official Plan not referencing these lands, the policies of Section 8.10 will take precedence.

Schedule B - Proposed Official Plan Amendment Text

Amend Section 8.1.4 - New Residential Area Designation

- Subsection 8.1.4.2 Development Concept, Policy a) be amended to delete "particularly the Perth Golf Course."

Proposed New Section 8.10 – Western Annex Lands:

8.10 Western Annex Lands

8.10.1 General Scope

A new comprehensively planned complete community will be developed west of the Tay River. The Western Annex Lands are intended to be a walkable, complete community inspired by the Town's rich heritage character that provides diverse housing options, institutional, commercial and neighbourhood serving uses and quality recreational opportunities with strong connections to the Tay River, Downtown Perth and the Highway 7 corridor. The permitted level of development and required phasing of the Western Annex Lands will be dependent on the provision of new transportation infrastructure including a bridge over the Tay River (the "Second Crossing") connecting the Western Annex Lands to Sunset Blvd/Christie Lake Road at a location acceptable to the County (where required) and approved under the *Environmental Assessment Act* process and improvements to the Peter Street Bridge. This complete community will be developed based on the policies below. Development shall conform with all other applicable policies of the Official Plan, though in the event of a conflict with other Official Plan policies that do not reference the Western Annex Lands, the policies of Section 8.10 shall prevail. This development will take place over many years and through appropriate phasing to ensure orderly development. Phasing may be implemented through: holding symbols in the implementing zoning by-law(s); phased registration; conditions of draft approval imposed upon any phase of the plan of subdivision; or a combination thereof.

8.10.2 Goal

To create a compact, walkable complete community that provides quality park and trail amenities, protects the surrounding natural heritage, and results in the efficient use of municipal services.

The policies contained in Sections 8.10.1 to 8.10.11 apply to the Western Annex Lands shown on Schedule A – Land Use Designations and Overlays as amended.

8.10.3 Objectives

1. Provide for a full range of housing types and densities, to support a variety of lifestyles and to meet diverse housing needs, including affordable housing.
2. Create a multi-modal transportation network that provides safe and convenient connections to neighbourhood destinations within the Western Annex, to Downtown Perth, the Highway 7 corridor and other adjacent neighbourhoods, including improvements to the existing Peter Street bridge and a new second bridge providing access to the Western Annex Lands.
3. Protect, maintain, and enhance the Tay River corridor, environmentally significant wetlands, significant wildlife habitat and surrounding natural heritage features.
4. Provide active and passive recreational opportunities for all ages and abilities that foster community connections, encourage active lifestyles, and enhance community well-being.

5. Encourage a high standard of urban design that contributes to a strong sense of place, environmental protection, and functionality with regards to parking, snow removal, landscaping and Accessibility for Ontarians with Disabilities Act, 2005 (AODA requirements).
6. Ensure safe access and egress through the provision of a second crossing to the Western Annex Lands, the twinning of the Peter Street Bridge and construction of the Multi Use Pathway associated with the Peter Street Bridge.
7. Require all development to be on full municipal water and sanitary services.
8. Ensure the build out of the Western Annex Lands is accomplished through appropriate phasing, which may be implemented through: holding symbols in the implementing zoning by-law(s); phased registration; draft approval conditions imposed upon any phase of the plan of subdivision; or a combination thereof.
9. Maintain a private nine-hole golf course within the Western Annex Lands.

8.10.4 Residential Area Designation

8.10.4.1 Permitted Uses in the Residential Area Designation

The following uses are permitted in the 'Residential Area' designation:

1. Residential uses
2. Parks and recreational facilities
3. Home Based Businesses
4. Institutional uses, including but not limited to, day care centres, libraries, places of worship, and schools
5. Golf course clubhouse and accessory buildings / structures
6. Small-scale neighbourhood-serving commercial uses
7. Municipal services and utilities, including but not limited to, transportation infrastructure, stormwater ponds, sanitary systems, and water infrastructure

8.10.4.2 Residential Policies

1. Enable compact, efficient development that supports a full range of housing types.
2. Permit a full range of housing types, sizes, and densities to meet diverse household needs, including the provision of affordable housing. Medium and high density housing including rowhouses, stacked townhouses, traditional street oriented townhouses and apartment buildings are encouraged to help achieve the housing mix targets as set out below.
3. Approximately 1,000 primary residential units (exclusive of additional residential units) shall be permitted on the Western Annex Lands and density shall generally meet the following built form mix at full build out, provided that lots are appropriately sized to ensure functionality in accordance with the implementing zoning:
 - a) No more than 60% of the total development shall be singles and semi-detached dwellings.
 - b) No more than 65% of the total development shall be townhouses, stacked townhouses and/or apartment dwellings.

- c) Notwithstanding (a) and (b),
 - (i) a minimum of 20% of the total development shall be townhouses, and
 - (ii) a minimum of 10% of the total development shall be stacked townhouses and/or apartment dwellings.
- 4. Conformity with Policy 8.10.4.2.3 shall be demonstrated at the time each phase is finally approved for registration to ensure the full built out mix is ultimately achieved.
- 5. Permit additional dwelling units in all single-detached, semi-detached, rowhouse and townhouse dwellings where required parking can be provided, as a means of increasing rental housing options and supporting affordable home ownership, and to support diverse housing needs.
- 6. Require the provision of a dedicated block of a minimum size of 1.5 acres (0.6 ha) on the plan of subdivision, to accommodate affordable residential units as defined by the Development Charges Act 1997.
- 7. Support small-scale, pedestrian-oriented, neighbourhood-serving institutional and commercial uses, as a separate use from the proposed housing units, as stand-alone buildings or as a mixed use in an apartment building or in the affordable housing block. Non-residential uses may also be permitted associated with the Golf Course use.
- 8. Permit home based business uses where they are secondary to the primary residential use, and where required parking is available as required in the implementing zoning by-law. Home based businesses shall follow the requirements outlined in the Town of Perth Official Plan and Zoning By-law.
- 9. Parks and recreational facilities shall be subject to the policies of the 'Parks and Open Space' designation in Section 8.10.5 and will respect the Parkland By-law.
- 10. Ensure logical progression of the planned and orderly phasing of the development and future build out based on housing demand. Phasing may be implemented through: holding symbols in the implementing zoning by-law(s); phased registration; draft approval conditions imposed upon any phase of the plan of subdivision; or a combination thereof.
- 11. Institutional uses within the Residential Area designation should be located to have access from two public roadways, at least one of which should be a Collector Road. Primary accesses for such institutional uses shall not be located along a Local Road. Secondary accesses for such institutional uses may be located along a Local Road provided that the Local Road has a width of no less than 18 m.

8.10.5 Parks and Open Space Designation

8.10.5.1 Permitted Uses in the Parks and Open Space Designation

The following uses are permitted in the 'Parks and Open Space' designation:

- 1. Neighbourhood parks, community parks, natural green spaces, golf course, active transportation trails and accessory uses including limited parking areas.
- 2. Municipal services and utilities, including but not limited to, stormwater ponds, sanitary systems, and water infrastructure.
- 3. Medium and high density residential units are encouraged to front on streets that are in the vicinity to parks and open spaces.

8.10.5.2 Parks and Open Space Policies

The following policies shall apply to the 'Parks and Open Space' designation and the parks and recreational facilities permitted within the 'Residential Area' designation:

1. Locate neighbourhood and community parks such that residents will generally have access to a park within a convenient 5-minute walk of each dwelling.
2. Parks shall have frontage onto public roads, and park features shall be sited to ensure visibility from the street to promote a sense of safety and security and to ensure public accessibility.
3. Parks shall be designed to offer amenities in keeping with the needs of the Town of Perth.
4. The retention of existing mature trees in good health within parks is encouraged to provide shade, neighbourhood cooling, and other environmental benefits.
5. An integrated system of trails for all ages and abilities that encourages all-season use, and connects the community to natural features, existing trails, and Downtown Perth shall be provided, with regard for the Town's Active Transportation Plan.
6. The location of stormwater management ponds shall be determined at draft plan approval stage. Parkland blocks and open space lands shall be identified at draft plan stage.
7. Parking spaces provided within the Parks and Open Space designations to support park uses may be included in the required parkland contribution, while parking spaces serving as overflow or visitor parking for residential uses shall not count towards the required parkland contribution.
8. All parkland pathways and structures shall comply with the Accessibility for Ontarians with Disabilities Act, 2005.

8.10.6 Environmental Protection Area Designation

8.10.6.1 Permitted Uses in the Environmental Protection Area Designation

The following uses are permitted in the 'Environmental Protection Area' designation:

1. Conservation uses
2. Existing golf course, clubhouse, and accessory buildings / structures, and their continued operation
3. Low impact recreational trails and boardwalks
4. Temporary structures with no long-term impact that support educational activities
5. Passive recreational activities that do not require site alteration
6. Flood mitigation works and infrastructure
7. Linear servicing and transportation infrastructure, including but not limited to roadways and bridges which have been approved through a Municipal Class Environmental Assessment (MCEA) process

8.10.6.2 Environmental Protection Policies

1. Ensure all natural heritage features and their functions are identified in an Environmental Impact Statement (EIS) written by a qualified professional and to the satisfaction of the Town, including Grants Creek Provincially Significant Wetland (PSW), the Tay River and tributaries, significant woodlands, significant wildlife habitat, habitat for threatened and endangered species, fish habitat and important linkages between them. These features and their functions shall be protected, and enhanced, where possible. Development shall have no negative impacts on the natural features or on their ecological function, in accordance with recommendations arising from a site-specific EIS

conducted according to best industry practices, guidelines and protocols and approved by the Town of Perth and, where applicable, in consultation with the authorities having jurisdiction

2. Development adjacent to water bodies shall be setback 30 metres except where it can be shown that a net benefit can be achieved to enhance, restore, or protect the values or functions associated with the feature.
3. The use of alternative low impact development techniques for stormwater management is encouraged where suitable conditions exist to support groundwater recharge and reduce stormwater runoff. The Town shall not support any projects proposed in the Source Water Protection Area without supportive comments from the Rideau Valley Conservation Authority (RVCA).
4. Trail development that uses environmentally sensitive design principles and construction practices will be supported along the Tay River corridor and within the setback buffer of the Grants Creek PSW as approved by the Rideau Valley Conservation Authority (RVCA). Trail users shall be encouraged to stay on the designated path through signage and trail design to avoid damage to adjacent sensitive environments.

8.10.7 Natural Hazards

Natural hazards are lands that could be unsafe for development due to flooding due to being located at or below the 1:100 year flood elevation, erosion, river meander, unstable slopes, sensitive marine clays or organic soils. The following policies apply to lands within the 'Flood Plain Overlay (Amended Regulatory Flood Plain Mapping, updated to include RVCA approvals as shown on Schedule A - Land Use Designations and Overlays.

8.10.7.1 Permitted Uses in the Flood Plains, Hazardous Lands, and Hazardous Sites

1. Flood or erosion mitigation works
2. Linear servicing and transportation infrastructure, including but not limited to roadways and bridges
3. Passive non-structural uses which do not affect flood flows
4. Non-structural recreational uses including pathways and golf course playing surfaces
5. Non-structural conservation and education activities
6. Uses with permission from the appropriate authorities

8.10.7.2 Natural Hazard Policies

1. Development is not permitted in lands subject to natural hazards unless it is:
 - a) associated with and supports a permitted use;
 - b) approved by the Town of Perth; and/or
 - c) approved under the Conservation Authorities Act if applicable.
2. Site alterations are not permitted on lands subject to natural hazards unless approved under the Conservation Authorities Act where applicable and are one of the following:
 - a) flood or erosion control work;
 - b) municipal linear infrastructure that has satisfied Municipal Class Environmental Assessment (MCEA) process;
 - c) a waterside dock or deck for public use
 - d) supports restoration or improvements to the natural environment; or

- e) a site alteration which mitigates, removes, or reduces the hazard risk without adverse impacts in accordance with provincial guidelines and policies.
3. The flood plain boundary shown on Schedule A – Land Use Designations and Overlays as amended is determined by the Rideau Valley Conservation Authority (RVCA). Changes to the flood plain boundary shall not require an Official Plan Amendment or a Zoning By-law Amendment, and shall be confirmed through the normal permitting process with the Rideau Valley Conservation Authority (RVCA).

8.10.8 Phasing

Phasing may be implemented through: holding symbols in the implementing zoning by-law(s); phased registration; draft approval conditions imposed upon any phase of the plan of subdivision; or a combination thereof.

Development shall only proceed in accordance with the following phasing policies:

1. No development of any dwelling units in Phase 1 shall be permitted until such time as the Peter Street Bridge is improved to provide sufficient twinning to meet the Town of Perth operating standards for vehicular circulation, emergency services and construction traffic. This policy shall not preclude earthworks, grading or early servicing requirements that are approved through a pre-servicing agreement in advance of the Peter Street Bridge improvements. Safe access for pre-servicing shall be provided to the satisfaction of the Town.
2. Development in Phase 1 shall not exceed 200 units (inclusive of additional residential units) with the Peter Street Bridge Multi-Use Pathway (MUP), or 100 units without the MUP. Adequate firefighting capacity must be verified by the Town of Perth prior to each phase to identify necessary network improvements and triggers for storage capacity.
3. Prior to the development of any phase, the Town of Perth shall be satisfied that adequate water supply for firefighting and required pressure is available for that specific phase.
4. Development in any phase shall not proceed until such time as adequate water and sewer services have been demonstrated to the satisfaction of the Town.
5. No development of any dwellings outside of Phase 1 shall be approved until the Second Crossing has been constructed. Without limiting the generality of the foregoing statement, this policy shall not preclude earthworks, grading, early servicing requirements in advance of the Second Crossing being constructed, provided safe access for pre-servicing work can be provided to the satisfaction of the Town.

8.10.9 Transportation Network

The following policies shall apply to the Western Annex Lands, in conformity with the policies in the Official Plan regarding residential design principles, the policies in Section 8.1.3.10 related to transportation and access and street layout, the policies in Section 8.1.4.5 regarding safe access, as well as the objectives and policies in Section 5.5 which reflect the intent of Council to provide for a safe and functional transportation network that facilitates the movement of motorized, non-motorized and pedestrian traffic.

Development of the Western Annex Lands is constrained by the fact that there is currently only one vehicular access point to the lands comprised of a bridge crossing to Peter Street (the "Peter Street Bridge"). Development of the Western Annex Lands shall not proceed without the completion of the Peter Street Bridge improvements and a Second Crossing.

8.10.9.1 Transportation Policies

1. Development shall establish a street network based on a modified grid that provides a well-connected, integrated, and efficient transportation network that supports safe and convenient movement of pedestrians, cyclists, and vehicles within the Western Annex and connecting to Downtown Perth, the Highway 7 corridor and other adjacent neighbourhoods. The Second Crossing shall be designed to a minimum of a collector road standard.
2. Consistent with Section 8.1.3.10(a)(24) of the Official Plan which requires safe access points for residential development, improvements to the Peter Street Bridge shall include the twinning of the bridge and a multi-use pathway and sidewalk to accommodate existing and future transportation demand as well as improvements to Peter Street.
3. The planning and design of the Second Crossing shall be confirmed through the completion and approval of subsequent phases of the Municipal Class Environmental Assessment (MCEA) process, to the satisfaction of the Town.
4. Ensure that parks and neighbourhood services and amenities are easily accessible by people of all ages and abilities using all modes of transportation and stacked townhouses and apartment buildings shall generally be located adjacent to such facilities.
5. Short block lengths are encouraged to promote efficient transportation patterns and a walkable neighbourhood design. Block lengths that are longer than 250 m and that have poor permeability with respect to the street pattern shall provide pedestrian pathways for convenient travel between adjacent streets.
6. Alternative design standards are supported where they lessen environmental impact, are designed for low travel speeds and promote a safe and comfortable pedestrian environment.
7. Street trees, which may be located on public or private property, with enhanced landscaping on corner lots, shall be required for all public roads to provide shade, reduce heat absorption, and provide an attractive streetscape.
8. Any development proposal in the Western Annex Lands will be required to demonstrate that the required minimum parking rates as prescribed in the Town's Zoning By-law for residential and non-residential uses, including visitor parking can be accommodated through on and off-street parking. Any variances from the prescribed parking rates must be supported by a parking study.
9. Privately owned and maintained off-street parking and driveways are encouraged in order to reduce the number of individual driveways and increase the availability of functional, all season on street parking.

8.10.9.2 Street Hierarchy

The street classification shown in Schedule B - Transportation and Utility Corridors as amended shall be applied to lands in the Western Annex Lands based on the function and level of service required for each municipal street and adjacent land uses.

1. Any private streets provided shall ensure appropriate function and linkages with public roads.

2. Collector streets shall serve as the primary route connecting local roads within the Western Annex Lands and connecting the Western Annex Lands to Downtown Perth, the Highway 7 corridor, and adjacent neighbourhoods. Collector streets shall have a 23.0 metre right-of-way and accommodate a sidewalk on one side and dedicated on-street cycling lanes on each side of the street to encourage active transportation to neighbourhood destinations and into Downtown Perth and be generally consistent with the cross-section shown in **Figure 1**. The Town of Perth shall determine the side of street on which to locate the sidewalk.
3. Local streets are intended to provide a comfortable pedestrian experience with relatively low levels of local vehicular traffic. The local street network shall facilitate logical, direct, permeable, and safe neighbourhood connections and shall have right-of-way widths between 16.75 metres and 18.5 metres.
 - a) 18.5 metre Road Right-of-way: These routes will connect pedestrians from the collector road and community open spaces to areas throughout the neighbourhood. These streets provide a sidewalk along one side of the street, one drive lane in each direction, and parking on one side and shall be generally consistent with the cross-section shown in **Figure 2**.
 - b) 16.75 metre Road Right-of-Way: These streets provide a sidewalk along one side of the street, one drive lane in each direction, on-street parking on one side, street trees in a grassed boulevard on both sides of the street and shall be generally consistent with the cross-section shown in **Figure 3**.

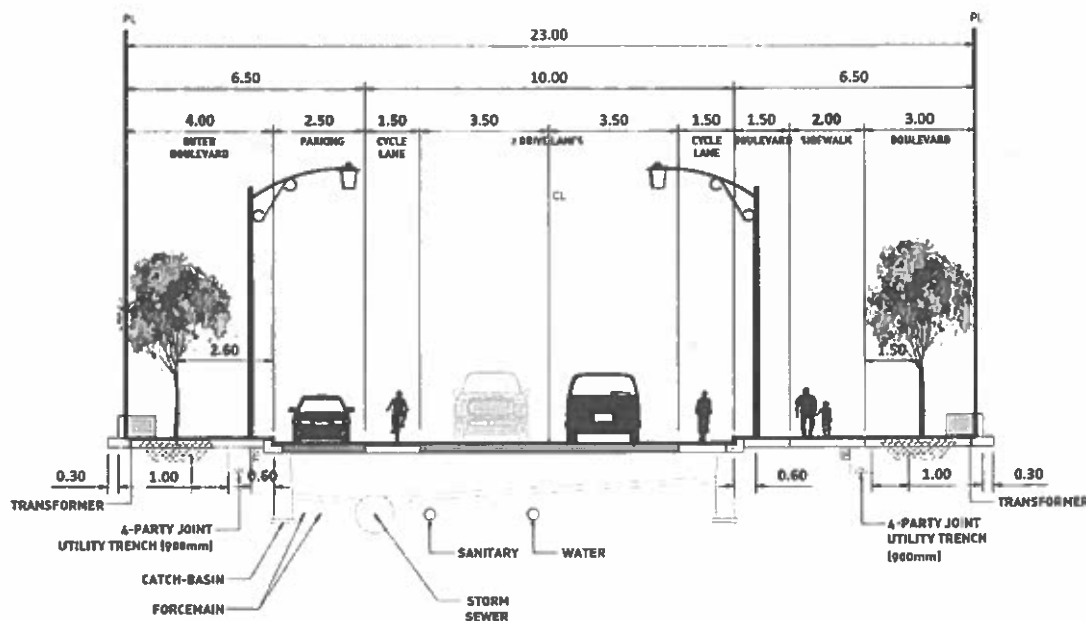


Figure 1. Collector Street with 23 m ROW

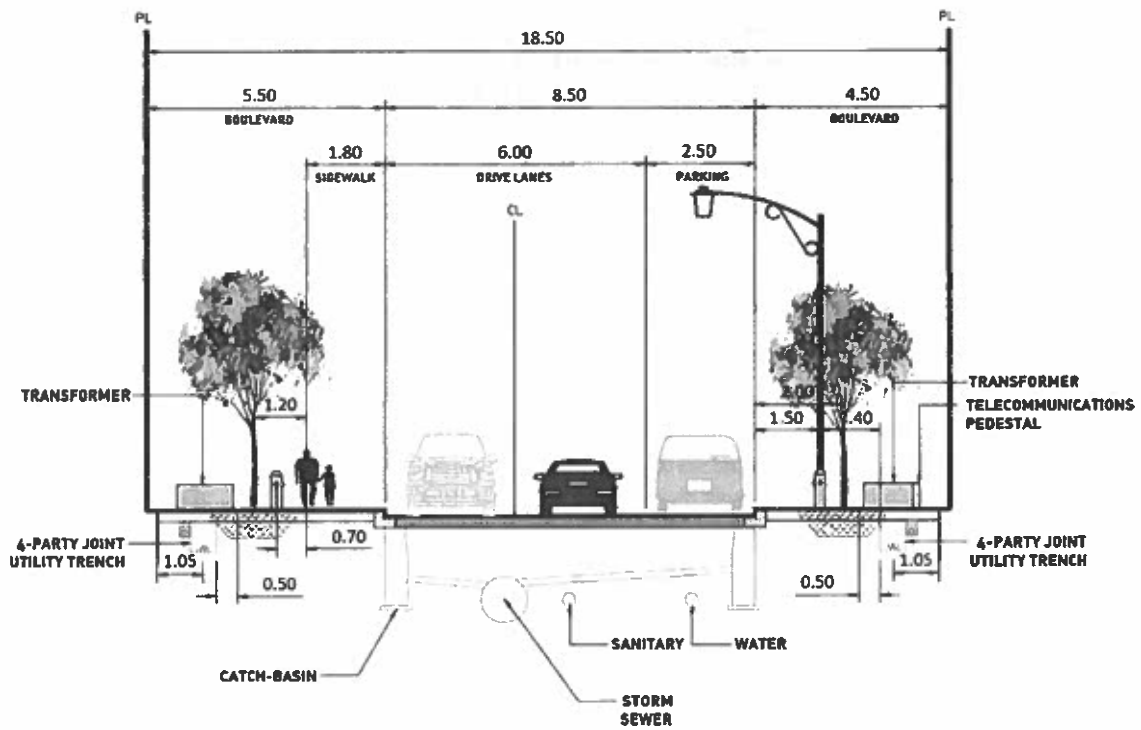


Figure 2. Local Street with 18.5 m ROW

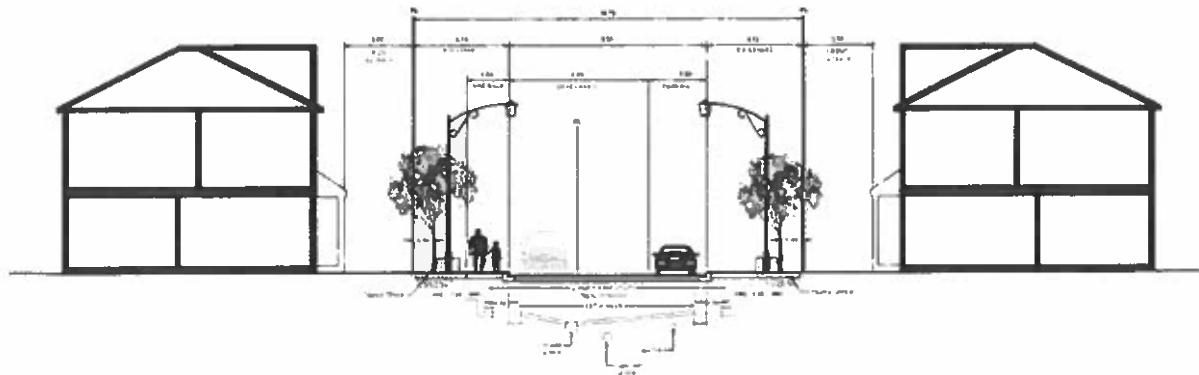


Figure 3. Local Street with 16.75 m ROW

8.10.10 Community Design Policies

The design of the Western Annex Lands community shall have regard for the residential design principles in Section 8.1.3.10 of the Official Plan, in particular with respect to the: integration of the Tay River and its tributaries and Grant's Creek Provincially Significant Wetland into the subdivision design; energy conservation and sustainability through the orientation and massing of buildings; built form with a human scale; adequate street lighting; adequate vehicular access for fire protection; the provision of landscaping and open space; the mix and range of housing forms; and the location of multi-residential uses adjacent to parks. In addition, non-residential uses shall give consideration to appropriate massing and design, lighting, vehicular access and fire protection, the provision of landscaping and parkland dedication. The following policies shall apply to the Western Annex Lands:

1. Consideration for community gateways should be explored with the Town and County of Lanark at the entrance to the Peter Street Bridge and at the Second Crossing.
2. Landscape features shall be integrated throughout the Western Annex as a defining character element. This will include enhanced landscaping plans in the 23 m rights-of-ways and on all corner lots, with native, drought-tolerant tree species.
3. Building design shall contribute to a sense of place and an attractive public realm.
4. Porches and stairs may be permitted to encroach into the front yard of residential uses provided that landscaping, appropriate greenspace/amenity space, parking and snow storage have been addressed to the satisfaction of the Town of Perth.
5. (a) The ratio of new trees to units within the Western Annex Lands shall be
 - (i) no less than 1 tree for 1 residential unit for single detached, semi-detached, and street townhouse units; and
 - (ii) no less than 1 tree per 3 residential units for stacked townhouses, apartments, or other similar high density development.

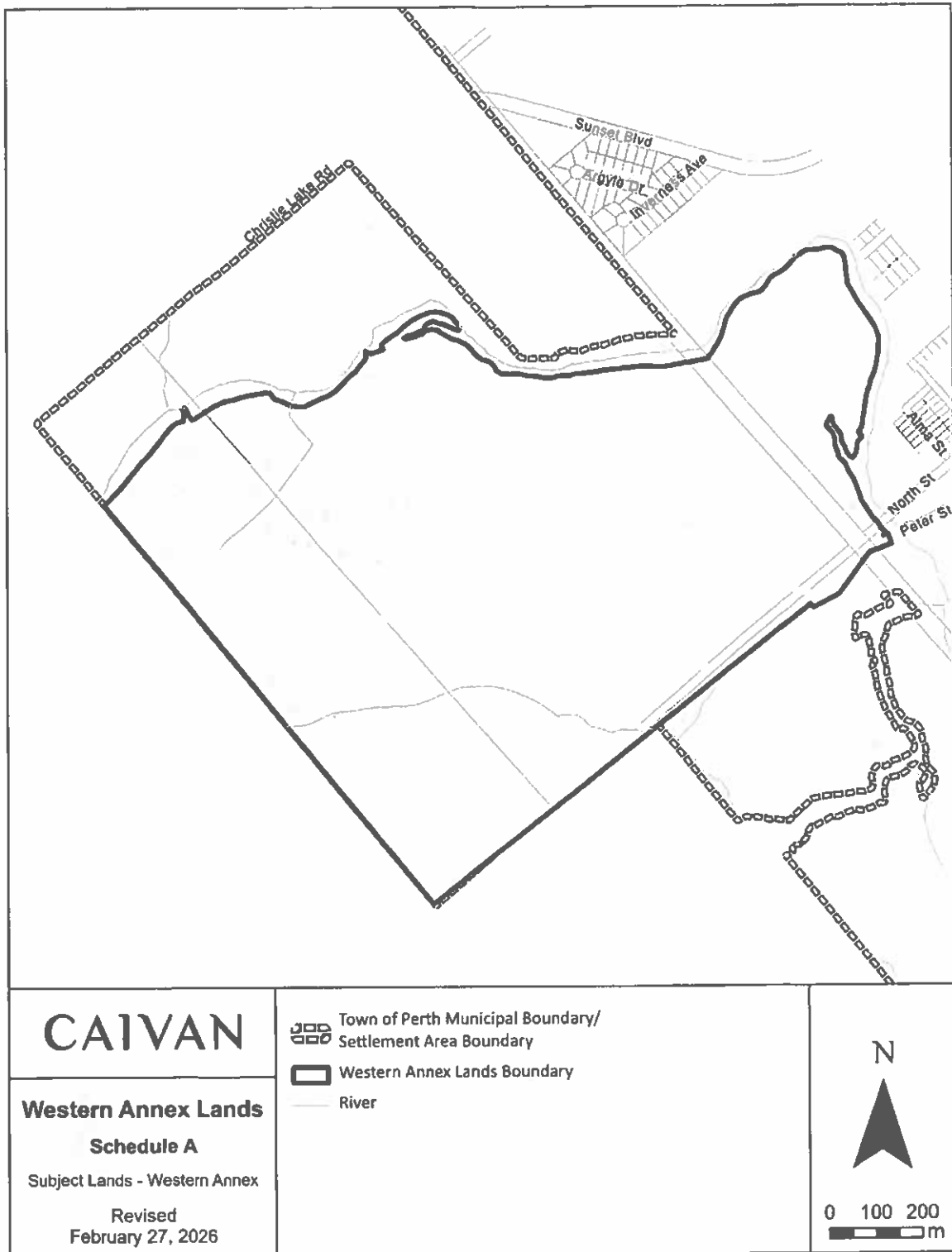
(b) Trees shall be provided in the public road right-of-way adjacent to the lot or block, or on the respective lot or block. In all cases, the planted tree(s) shall not interfere with potential permitted projections, servicing, driveways, sidewalks or easements/ROWs and sufficient soil depth and space shall be available to ensure the health of the tree(s).

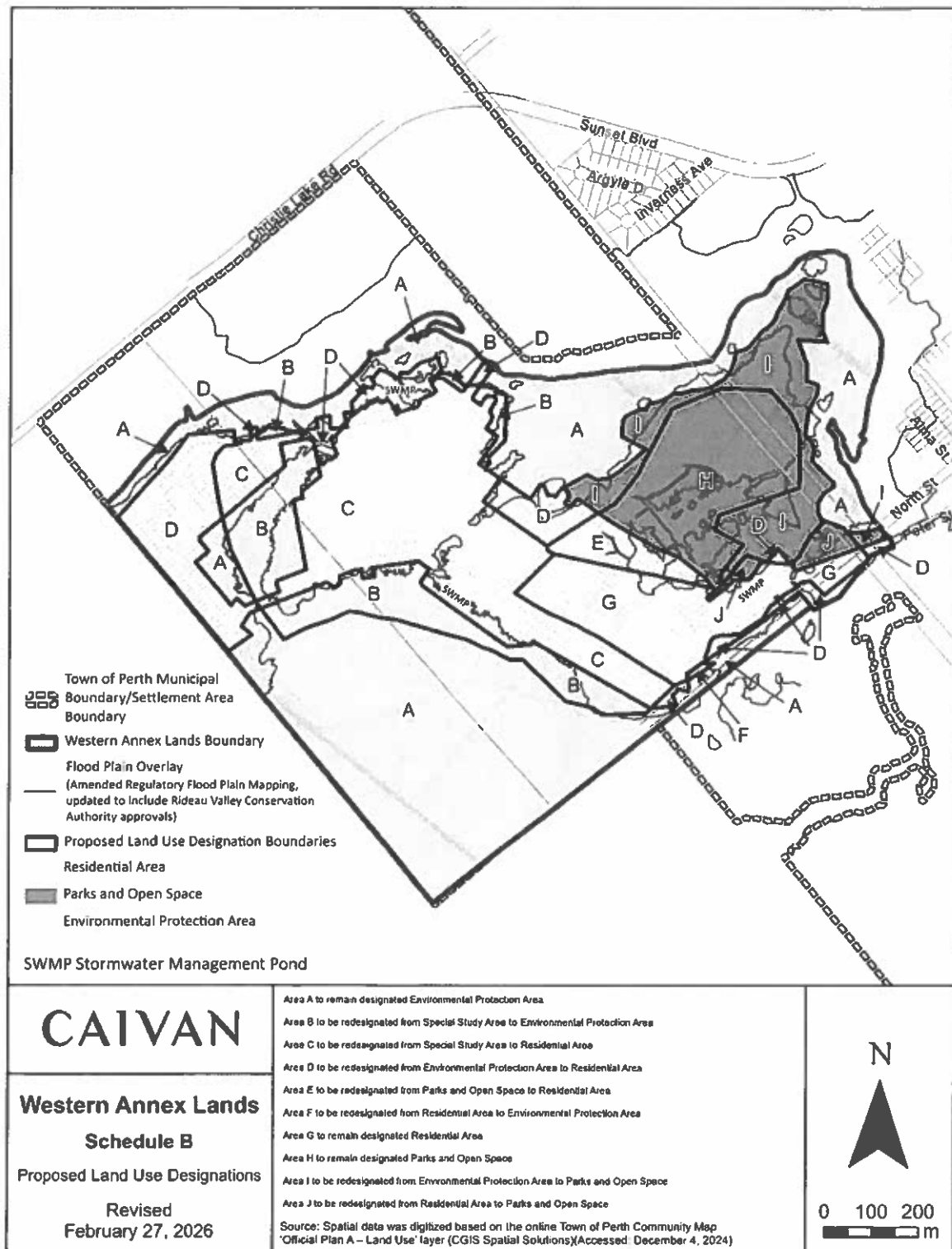
(c) Where tree planting in accordance with (b) is not possible, the planted tree(s) may be located elsewhere within the Residential Area Designation in the Western Annex Lands, subject to Town's approval of a Landscape Plan as specified in the Draft Approval Conditions.
6. All building types shall be designed to provide for a rich and diverse streetscape.

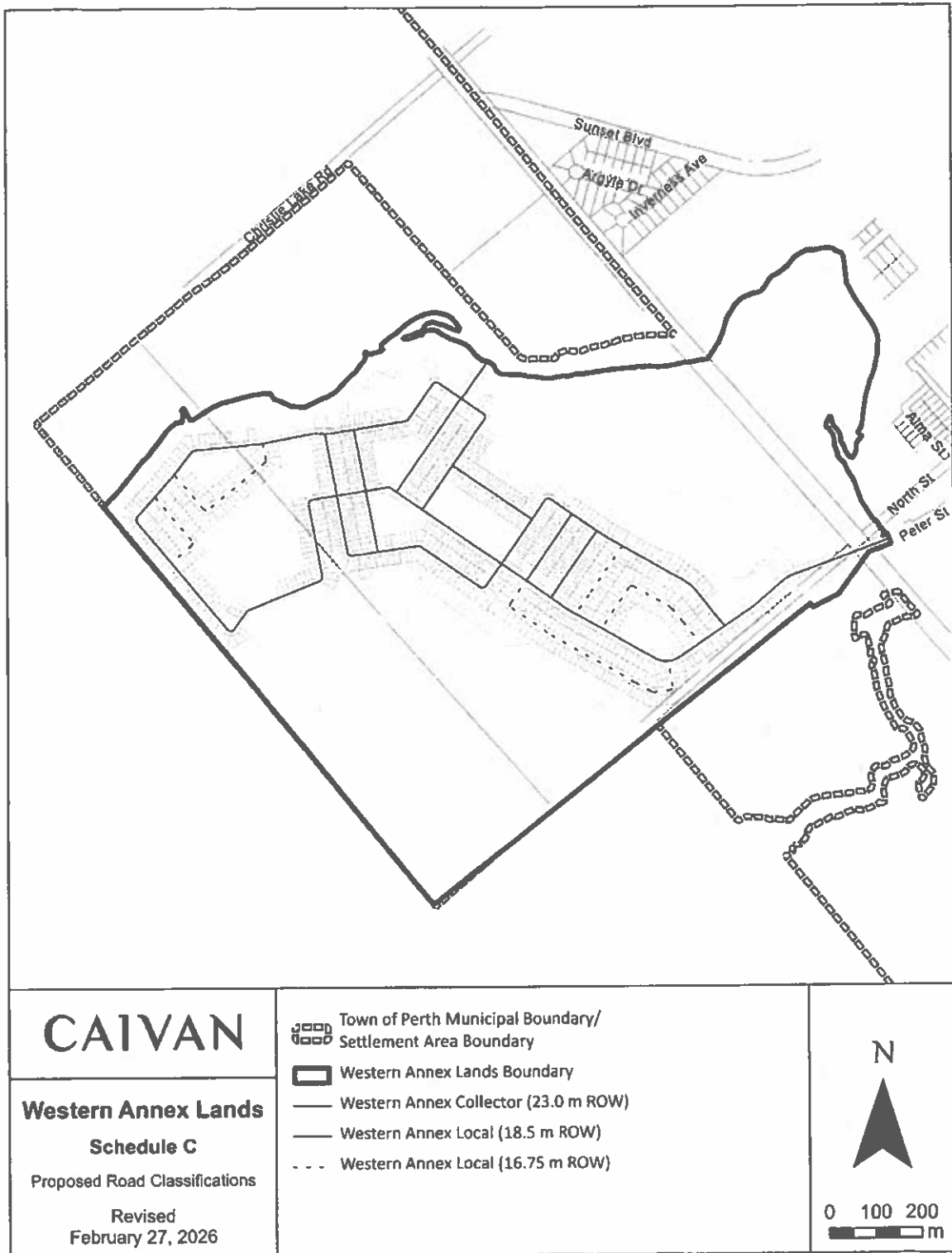
8.10.11 Implementation Policies

1. The policies in this section are specific to the Western Annex Lands.
2. The boundaries of the land use designations established in the Western Annex Lands are intended to be approximate and shall be considered as absolute only where they coincide with roads, rivers, lot lines, or other clearly defined physical features.
3. Precise boundaries of the land use designations established in the Western Annex Lands as shown on Schedule A, as amended, shall be determined at the time of detailed design approval. Generally, revisions to reflect site specific conditions shall be permitted without requiring an Official Plan Amendment.

4. The Flood Plain Overlay as reflected on Schedule A reflects flood plain mapping, inclusive of cut/fills, as approved by the Rideau Valley Conservation Authority (RVCA). Future revisions to the Flood Plain Overlay may be implemented without amendment to the Official Plan nor an amendment to the Zoning By-law provided that such revisions are approved by the RVCA. Schedules may be updated by Town as house-keeping amendments.
5. Notwithstanding the policies in Section 5.2 and Appendix 7 of the Official Plan regarding the allocation of servicing capacity to greenfield development areas, the servicing strategy for the Western Annex Lands permits up to 200 residential units as part of the first phase of development provided that sufficient supporting studies/ reports, plan have been provided and the construction of the twinned Peter Street Bridge and Multi Use Pathway has been substantially completed to the satisfaction of the Town of Perth. Subsequent phases of development shall be subject to approvals as appropriate by the authority having jurisdiction. Substantially complete means that the project has reached a stage where it is fit for its intended use (cars, pedestrians, bikes) with final items such as final lift of asphalt, landscaping, minor road painting and signage not complete.
6. Notwithstanding Policy 8.10.3.9, should the private nine-hole golf course and its operations cease, the lands shall remain as Open Space and parkland, as per the designation on Schedule A unless and until the designation is changed through an approved Official Plan Amendment.







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