



355 Franktown Road, Town of Carleton Place

Planning Rationale
Subdivision and Development Permit Application
August 17, 2022

FOTENN

Prepared for 11309455 Canada Inc

Prepared by Fotenn Planning + Design
396 Cooper Street, Suite 300
Ottawa, ON K2P 2H7

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1.0 Introduction

1.1 Application Overview

Fotenn Planning + Design (“Fotenn”), acting as agents for 11309455 Canada Inc (“Owner”), is pleased to provide this Planning Rationale in support of applications for Plan of Subdivision and Development Permit for the lands located at 355 Franktown Road (the “subject property”) in the Town of Carleton Place. The subject lands are legally described as BECKWITH CON 11 PT LOT 15 RP; 27R3135 PART 1.

1.1.1 Required Applications

Subdivision Application

The Subdivision application is required to subdivide the subject property into three blocks, Block 1 – Proposed Apartment dwellings (2 buildings and 96 residential dwellings), Block 2 – Proposed Townhome dwellings (1 townhome building and 6 townhome dwellings), and Block 3 – Existing Commercial site, to accommodate the development as proposed.

Class 3 Development Permit

A Class 3 Development Permit, which includes requested variances, is required to permit the proposed development as conceived.

The following variances are proposed:

- / Increase Exterior Side Yard Build-Within Area (Townhouse Dwellings) to 8.5 metres from between 4.5 metres and 7.5 metres; and
- / Increase Front Yard Build-Within Area (Apartment Dwellings) to 10.6 metres from between 4.5 metres and 7.5 metres.

2.0 Site and Surrounding Area

2.1 Subject Property

The subject property, municipally known as 355 Franktown Road, is located in the south-east area of the Town of Carleton Place. The property is roughly 300 metres north of the Trans Canada Highway (Highway 7), in an area that is characterized to the east of the property by commercial uses and low-rise residential uses to the north and west. The total area of the subject property is 20,657.3 square metres and has a frontage on Franktown Road of 70.96 metres. The property is presently improved by a single-storey strip mall, which includes a convenience store, frozen foods store, and pet store. Existing development on the site is to be retained on a separate parcel to be created through the subdivision process. The proposed development represents an area of 13,357.8 square metres.



Figure 1: Aerial image of subject property and surrounding area.



Figure 2: Street view of the subject property looking north on Franktown Road.



Figure 3: Image of proposed development area, existing condition.

2.2 Surrounding Context

The following land uses are located in the area surrounding the subject property:

North

Immediately north of the subject property is vacant woodlands that is subject to an active development application for future residential units. Beyond the woodland area are large-format commercial uses including a department store, grocery store, and pharmacy.

East

Immediately east of the subject property is primarily vacant land to the west of Highway 7. Development along Highway 7 is exclusively commercial uses. Included amongst these uses are several automobile dealerships, restaurants, and home improvement stores. Further east is a subdivision that is projected to continue growing to the east of Highway 7 and along Highway 15.

South

Immediately south of the subject property is a subdivision that is primarily composed of single-detached residential units. Other uses in the area include an elementary school, a community centre and car dealership.

West

To the west of the subject property is a residential subdivision that is comprised primarily of single-detached residential units. In addition to residential uses, the area includes McNeely Park and the Ottawa Valley Rail Trail.



Figure 4: Aerial view of the subject property and amenities found in the surrounding area.

3.0 Proposed Development

3.1 Development Statistics

The proposed development includes six townhouse dwellings and 96 apartment dwellings. The site includes two four-storey apartment buildings, each of which features 48 of the 96 dwellings. All townhouse dwellings are included within a single six-unit building.

Each townhouse dwelling includes two parking stalls, one in the garage and one on the driveway in front of the garage. The apartment buildings include 130 underground parking stalls and 18 at-grade stalls, including an accessible stall.

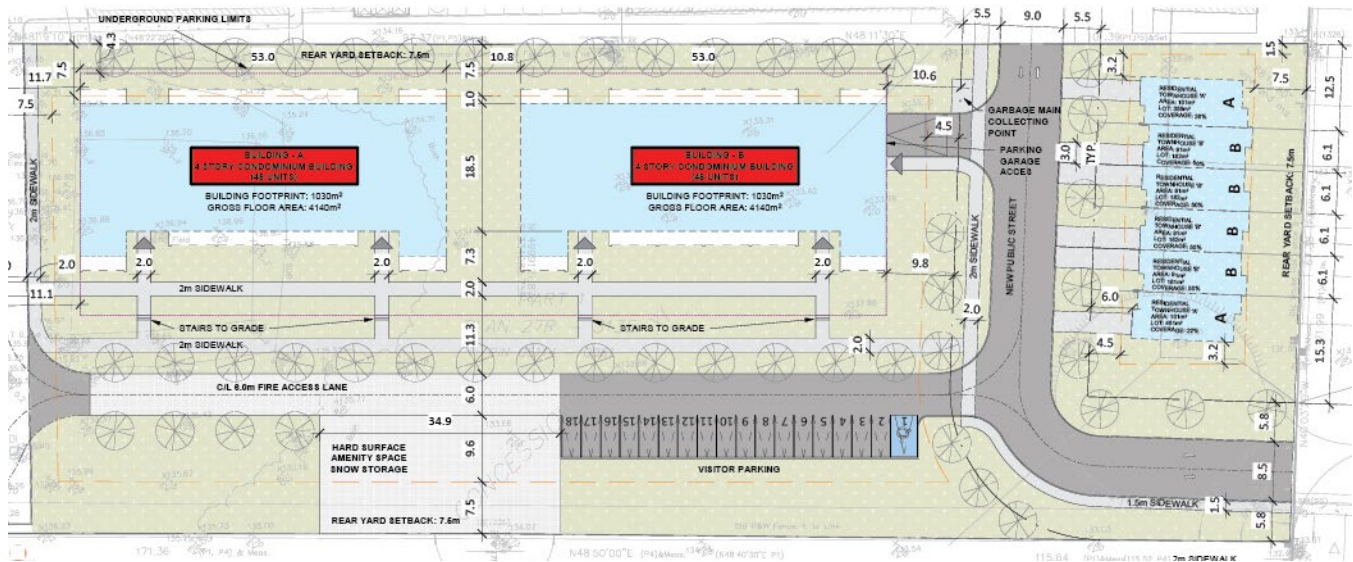


Figure 5: Proposed concept plan.

The proposed development also includes a new public road, which will connect to future development located to the north and north-east of the subject property. Additionally, a fire access lane is also proposed at the rear of the existing mall, which will provide interim access redundancy for the development to the west, which is currently subject to a subdivision application.

3.2 Building Design

3.2.1 Apartment Dwellings

Each apartment building is identical in terms of built form. Both buildings are 12 metres in height (four-storeys), with a building footprint of 1,030 square metres and a gross floor area of 4,140 square metres. Ingress and egress to the underground parking is located on the north side of Building B, connected to the new public road. The buildings include 130 underground parking stalls and 18 at-grade visitor stalls.



Figure 6: Perspective rendering of proposed apartment dwelling buildings.

3.2.2 Townhouse Dwellings

The proposed development includes one townhouse buildings, which is comprised of six individual dwellings. The exterior dwellings (noted as “A” on the Site Plan) each have an area of 101 square metres. The exterior dwelling at the north-west side of the building has a lot area of 356 square metres and lot coverage of 28%, and the dwelling at the north-east side of the building has a lot area of 461 square metres and a lot coverage of 22%. The interior dwellings (noted as “B” on the Site Plan) are identical in built form. All interior dwellings have an area of 91 square metres, a lot area of 182 square metres, and a lot coverage of 50%. The height of the building is 12 metres.



Figure 7: Perspective rendering of proposed townhome dwellings.

3.2.3 Plan of Subdivision

A Draft Plan of Subdivision will be required to create the public street and the development blocks proposed to accommodate the dwellings. Each block proposed as part of the Plan of Subdivision is identified in Figure 8 below, with the area of each block as follows:

- / Block 1 – 9,865.1 square metres
- / Block 2 – 1,556.2 square metres
- / Block 3 – 7,299.5 square metres

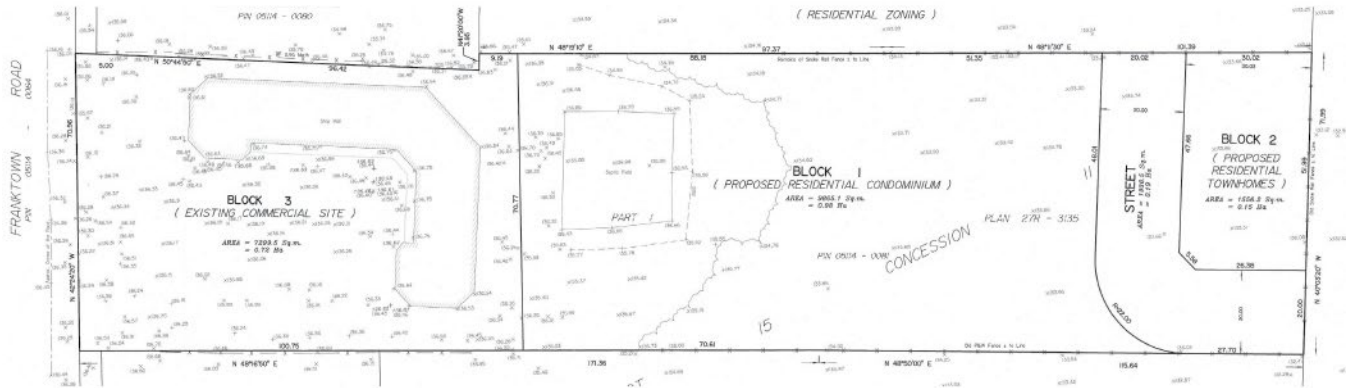


Figure 8: Proposed Draft Plan of Subdivision.

4.0 Policy and Regulatory Framework

4.1 Planning Act (1990)

The Ontario Planning Act regulates land division processes in the province. Section 51(24) of the Act contains evaluation criteria for the consideration of subdivisions. The proposed development meets the applicable criteria:

(a) The effect of development of the proposed subdivision on matters of provincial interest

- / The proposed development is consistent with matters of provincial interest in Section 2 of the Planning Act, including:
 - The orderly development of safe and healthy communities;
 - The adequate provision of a full range of housing;
 - The appropriate location of growth and development; and
 - The promotion of good built form.

(b) Whether the proposed subdivision is premature or in the public interest

- / The proposed development is reasonable, appropriate, and in the public interest, as outlined in this Planning Rationale.
- / It is anticipated that abutting plans of subdivision will be approved prior to approval of the subject applications, ensuring that road access and services will be available to service the proposed development.

(c) Whether the plan conforms to the Official Plan and adjacent plans of subdivision

- / The proposed development conforms with the policies of both the Lanark County Sustainable Communities Official Plan and Town of Carleton Place Official Plan.
- / The proposed development integrates with surrounding subdivisions, which are anticipated to be approved prior to approval of the subject applications. In particular, the public road and servicing infrastructure will be integrated with the surrounding networks.

(d) The suitability of the land for the purposes for which it is to be subdivided

- / As confirmed through a Geotechnical Investigation and Phase I Environmental Site Assessment, the subject property is suitable for the proposed development.

(e) The number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them

- / The condition and design of the public streets abutting the subject property are adequate and appropriate for the anticipated vehicular traffic generation.
- / A new public road block is proposed that will integrate with the proposed road network in the active subdivision applications on the abutting lands to the north and west.
- / The proposed public street in the subdivision features a standard cross-section for a local road in the Town of Carleton Place.

(f) The dimensions and shapes of the proposed lots

- / The proposed lots are consistent with the surrounding lot fabric and are appropriate to accommodate the proposed land uses.

(g) The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land

- / A Class 3 Development Permit application is submitted to apply site-specific performance standards to the subdivision.

(h) Conservation of natural resources and flood control

- / Stormwater management is proposed within the development, as outlined in submitted civil engineering materials.

(i) The adequacy of utilities and municipal services

- / As confirmed through submitted civil engineering plans and studies, including the Assessment of Adequacy of Services report, public services and utilities are adequate to accommodate the proposed development.

The proposed development meets the criteria for subdivisions established in the Planning Act.

4.2 Provincial Policy Statement

The Provincial Policy Statement (PPS) is issued under Section 3 of the *Planning Act* and came into effect May 1, 2020, replacing the PPS issued April 30, 2014. The PPS provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the Provincial Policy Statement sets the policy foundation for regulating the development and use of land.

The PPS provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system. The policies of the PPS that are of relevance to the proposed development are analyzed below.

1.1.1 Healthy, liveable and safe communities are sustained by:

- / promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- / 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;
- / avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- / 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;

- / ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs; and
- / promoting development and land use patterns that conserve biodiversity.

1.1.3.1 Settlement areas shall be the focus of growth and development

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- / efficiently use land and resources; and
- / 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.

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.

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 services facilities.

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:

- / permitting and facilitating:
 - 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
 - all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
- / 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;
- / 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; and
- / 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.

1.5.1 Healthy, active communities should be promoted by:

- / planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity; and

- / planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.

1.6.1 Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:

- / financially viable over their life cycle, which may be demonstrated through asset management planning; and
- / available to meet current and projected needs.

1.6.6.1 Planning for sewage and water services shall:

- / accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water 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.

1.6.6.7 Planning for stormwater management shall:

- / be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;
- / minimize, or, where possible, prevent increases in contaminant loads;
- / minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;
- / mitigate risks to human health, safety, property and the environment;
- / maximize the extent and function of vegetative and pervious surfaces; and
- / promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.

1.6.7.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.

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.

1.6.8.1 Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.

1.7.1 Long-term economic prosperity should be supported by:

- / 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 conforms with the policies of the PPS, as it provides new opportunities and choices for housing in a settlement area that is serviced by infrastructure, including central water supply, central wastewater collection, elementary schools, roads, and open space. Proposed infrastructure is appropriate to the existing and proposed context.

4.3 Lanark County Sustainable Communities Official Plan (2012)

Lanark County is the upper-tier municipality for the Town of Carleton Place. Accordingly, Lanark County is the approval authority for the Carleton Place Official Plan and has jurisdiction over land division. The Town of Carleton Place Official Plan is required to be in conformity with the Lanark County Sustainable Communities Official Plan (SCOP), adopted in 2012.



Figure 9: Schedule A – Land use, of the Lanark County Sustainable Communities Official Plan.

The Sustainable Communities Official Plan (SCOP) recognizes two predominant settlement pattern types throughout the County:

- / Settlement Areas which can consist of fully serviced Towns and Villages and partially serviced or un-serviced Villages and Hamlets; and
- / Dispersed rural and waterfront uses which are or can be developed on existing lots of record or on lots created by plan of subdivision/condominium or by consent.

The subject property is located within a designated Settlement Area, specifically the Town of Carleton Place. The historical pattern of development in Lanark County consists of fully serviced (i.e. water and waste water infrastructure) Towns and Villages, partly serviced or un-serviced Villages and Hamlets, individual lots and rural subdivisions dispersed throughout the rural area and along hundreds of water bodies.

The proposed development is located in the Town of Carleton Place on a lot on full municipal services.

The settlement policies are intended to create a planning framework which will encourage and support diversified, mixed use Settlement Areas which have developed on the basis of full or partial municipal services or which are planned population centres to be developed on the basis of sustainable private services.

The proposed development meets the following Settlement Area policies, among others:

- 2.3.1** Lanark County is home to many thriving Towns, Villages and Hamlets which provide a place to live, work and play. The following shall apply:
- / Settlement Areas are identified on Schedule A to this Plan. The limits of the Settlement Areas are in accordance with the limits established in local Official Plans.
 - / Local Official Plans shall designate Settlement Areas and shall ensure that there is sufficient land area to accommodate a broad range of land uses to meet current needs and expected population growth over a maximum twenty-year timeframe.
 - / Local Official Plans shall distinguish between fully serviced, partially serviced and un-serviced settlement areas and provide appropriate land use policies for each.
 - / Local Official Plans shall promote intensification in existing built-up areas based on the type of servicing infrastructure.
 - / Efficient development patterns will be encouraged in Settlement Areas to optimize the use of land, resources, infrastructure and public service facilities.
 - / Local land use policies shall provide for mixed use development including residential, commercial, employment lands, parks and open space and institutional uses in areas designated as a settlement area in local Official Plans.

The proposed development is located within the Settlement Area of the Town of Carleton Place and will contribute an influx of housing stock supporting expected population growth. Further the subject property is fully serviced and presents an efficient land pattern of development that will complement the future abutting development to the north and east of the subject property.

- 2.6.1** The County of Lanark's objectives respecting development in Settlement 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 in accordance with servicing capacities;
 - / To provide for neighbourhood facilities and amenities which are appropriate to a residential living environment;
 - / To ensure the provision of roads and other municipal services necessary to the development of functional neighbourhood areas; and
 - / To provide for mixed use communities with appropriate commercial, institutional and employment uses.

The proposed development will contribute to the adequate housing supply in Carleton Place through the form of a mix of housing types, both high-density and low-density. The subdivision will include the addition of a new public

road connecting to an abutting subdivision, as well as two fire access lanes. The subject property is on full municipal services.

2.6.2.3 Local Councils through the development of municipal zoning by-laws and the application, where required, of site plan control, shall regulate the development of settlement areas. The use of consent, subdivision and condominium control by the County in a cooperative process with local municipalities shall also apply.

The proposed development requires an application for subdivision, please refer Section 4.1 of this Rationale for a further discussion on the appropriateness of the subject property for Subdivision. The development also includes a Development Permit application, addressing Development Permit Bylaw and site plan control considerations.

2.6.2.4 The implementation of this Official Plan through local Official Plans, zoning regulations, subdivision and condominium control and site plan control shall consider the following criteria:

- / Permit and zone a range of residential housing types and sizes;
- / Ensure development can proceed on appropriate and verified water, waste water, storm water and transportation services;
- / Ensure adequate buffering of residential areas from incompatible non-residential uses through separation distance, landscaping or other appropriate means;
- / Identify and zone an appropriate range of commercial, institutional and employment lands;
- / Where applicable, identify and zone mixed-use areas in selected areas of the municipality;
- / Permit increased housing densities through redevelopment of existing residential and non-residential buildings to meet locally established intensification targets where infrastructures permit;
- / Permit accessory apartments in accordance with Section 16(3) of the Planning Act;
- / Provide for open space and parkland and the protection of natural heritage features;
- / Allow residential infill and redevelopment provided there is sufficient reserve capacity in water and waste water facilities;
- / Regulate the physical character of infill or redevelopment projects to ensure their compatibility with established communities;
- / When reviewing applications for redevelopment or infill, consider the impact of the proposed development on the neighbourhood in terms of parking, traffic, open space, and proposed uses.

The proposed development offers the redevelopment of underutilized land with multiple housing types on a fully serviced property that is compatible with the surrounding context and in line with the broader policies of the Lanark County Sustainable Communities Official Plan.

2.6.3 The creation of new lots in Settlement Areas shall generally occur through plans of subdivision or consent. The use of the Planning Act's consent provisions may be appropriate under certain circumstances such as infill development and where a limited number of new lots are proposed to be created. The criteria identified for land division by consent in local Official Plans shall apply.

Please refer to Section 4.1 of this Rationale for the appropriateness of a subdivision using the Planning Act's consent provisions.

4.4 Town of Carleton Place Plan (2014)

All development within the Town must be in conformity with the Town of Carleton Place Official Plan, approved in 2014. The Council's Vision for Carleton Place, as defined in Section 1.2 of the Official Plan, is:

"The Town of Carleton Place is committed to maintaining and celebrating its heritage through balanced and sustainable growth which will support a sense of place respectful of our unique historical, cultural and natural heritage where citizens can enjoy an unparalleled quality of life."

Section 1.3 sets out the Guiding Principles that apply to the proposed development. Relevant principles include:

- / Principle 2 – We will ensure that growth and development occurs through sustainable and economically viable land use development patterns which will include a broad range of uses and a balanced mix of appropriate residential densities;
- / Principle 5 – We will ensure appropriate development which will not pose a danger to public safety or health or result in negative property or environmental impacts; and
- / Principle 6 – We will ensure that effective infrastructure services will be provided by the appropriate level of government or the private sector in a cost-efficient manner which recognizes development priorities and which ensures the protection of our environment.

Section 2.0 provides an overview of the Community Design Framework, emphasizing the "vital importance that on-going changes to the built form be undertaken through high quality developments that are integrated with the surrounding community. It is these policies that are applied to all new proposed development and forms the bases for the regulatory framework for the Town's Development Permit By-law, which is discussed in detail in Section 4.5 of this Planning Rationale.

The most relevant policies to the proposed development under Section 2.3 (General Design Policies) are as follows:

2.3.1 Proposed developments shall enhance the image of the Town of Carleton Place by complementing and contributing to:

- / **the character of the area;**
- / **local landmarks;**
- / **the consistency and continuity of the area with its surroundings;**
- / **the edges of the area; and**
- / **linkages within, to and from the area.**

The proposed development proposes residential uses within an area characterized for residential growth and provides connections to an adjacent subdivision, promoting linkages and integration within the local context.

2.3.6 The design of new development shall:

- / Be complementary to adjacent development in terms of its overall massing, orientation and setback;
- / provide links with pedestrian, cycling and road networks;
- / enhance orientation and integrate newly developing areas of the Town of Carleton Place;
- / and

- / maintain and enhance valued cultural and heritage resources and natural features and functions.

The proposed development includes buildings which are appropriately sized and oriented, including street fronting townhouses, for a growing residential community in proximity to services and amenities within the adjacent Highway District. Further, the proposal sensitively accounts for and integrates with adjacent planned development through a new public road.

2.3.7 Development or redevelopment design shall strive to achieve the following:

- / provide a development pattern that supports a range of uses;
- / provide transportation connections, including pedestrian and cycling connections to adjacent areas; and
- / maintain and enhance valued historic development patterns and resources.

The proposed layout preserves the existing commercial spaces along Franktown Road while making efficient use of the remainder lands for new residential uses. These include a new public road for connections to other surrounding areas of growth.



Figure 10: Schedule A – Town of Carleton Place Official Plan.

The subject property abuts the Mississippi District Thoroughfare, which is recognized as a collection of specific roads in the Town of Carleton Place that are integral to future development. The thoroughfare has the ability to link newer areas of development and major transportation routes to the Town's core area.

Section 3.2.3.1 outlines the policies pertaining to the Mississippi District Thoroughfare and how it pertains to new development. Relevant policies that apply to the proposed development area include:

- 3.2.3.1.2** In maintaining Mississippi District Thoroughfares Council may embark on street beautification programs and shoreline improvement programs and shall ensure that all public works carried out along these Thoroughfares contribute to their preservation and enhancement. Council shall also ensure that any private development initiatives along Mississippi District Thoroughfares respect and are consistent with the local character and environmental conditions.

The portion of the subject property that fronts the Mississippi District Thoroughfare is well landscaped and presents an appealing entrance to and from the subject property.

- 3.2.3.1.3** Permitted uses on lands fronting on a Mississippi District Thoroughfare shall generally be in accordance with the land use designation shown on Schedule A and the related policies in this Plan.

The subject property is designated Residential Use on Schedule A of the Town of Carleton Place Official Plan. The proposed development seeks to add a total of 102 residential dwellings to the subject property in the form of two apartment buildings and a townhome building.

The subject property is located within the Residential District designation, as shown on Schedule A of the Official Plan. Land Use Policies for this are set out in Section 3.5 of the Official Plan. The intent of the Residential District is to promote sustainable, efficient and diverse residential neighbourhoods and provide a diverse range of housing types and densities.

The proposed development meets the following Residential District policies articulated in Section 3.5.3, among others:

- 3.5.3.1** Where land is designated Residential District on Schedule A to this Plan, a range of residential dwelling types and densities shall be permitted, including single detached, semi-detached, duplex dwellings, triplex dwellings, townhouse dwellings and apartment dwellings.

The proposed development looks to develop 96 apartment dwelling units and 6 townhouse dwelling units. Both housing types and associated densities are permitted within the Residential District designation.

Section 3.5.4 outlines Density Provisions which are intended to ensure that new development will include a mix of residential densities to address a full range of housing options.

The proposed development meets the following Density Provisions policies articulated in Section 3.5.4, among others:

- 3.5.4.2** Notwithstanding Section 3.5.4.1, where development is proposed on infill sites or sites which are the result of lot consolidations, and which infill sites or consolidated sites have areas of 3 hectares or less, residential density may be increased. In such cases density will be controlled through the regulatory framework of the Development Permit By-law

Please see Section 4.5 of this Rationale for the compliance of the proposed development to the Development Permit By-law.

- 3.5.4.3** In areas subject to Section 3.5.4.2 above, the requirement for a mix of dwelling types as required in Section 3.5.4.6 shall not apply.

Despite the above, the proposed development includes a mix of both apartment dwelling units and townhouse dwelling units.

3.5.4.4 The following residential density classifications shall apply:

- / High density: includes apartments in excess of 35 units per net hectare (14 units per net acre).
- / Medium density: includes town or row houses and apartments in a range of greater than 2 units per net hectare (9 units per net acre) up to a maximum of 35 units per net hectare (14 units per net acre).

The proposed development has an overall density of 90 units per hectare. Block 1 has density of 98 units per hectare (96 units on 0.98 hectares of land) and Block 2 has a density of 40 units per hectare (6 units on 0.15 hectares of land).

3.5.4.5 New medium or high-density residential development shall be subject to the following policies:

- / The proposed design of the residential development is compatible in scale with the character of surrounding uses;
- / The site is physically suited to accommodate the proposed development;
- / The proposed site can be serviced with adequate water and waste water services;
- / The property shall have appropriate access to an arterial or collector road maintained to a municipal standard with capacity to accommodate traffic generated from the site;
- / Sufficient off-street parking facilities is provided in accordance with the standards set out in the Development Permit By-law; and
- / The development can take place in accordance with the policies of Section 2.0.

The proposed development qualifies as a high-density residential development (>35 units / hectare). The development remains compatible with the scale of development for the surrounding area and broadly meets the Development Permit Bylaws. The property fronts an arterial road and provides sufficient parking per municipal requirements. Further, the development is fully compliant with the policies found in Section 2.0 of the Town of Carleton Place Official Plan.

3.5.4.6 New residential development shall include a mix of residential densities. Residential development which does not provide a diversity of dwelling types shall be discouraged.

The proposed development includes housing units in the form of apartment dwellings and townhouse dwellings.

3.5.4.7 Development shall be integrated with surrounding development, through connected street networks, appropriate transition of housing types and densities and through supporting infrastructure including recreational pathways and parks.

The proposed development is projected to be part of a broader development of the vacant area along Franktown Road. Coordination efforts have been made between developers to align street networks and housing types between subdivisions.

4.5 Town of Carleton Place Development Permit Bylaw (2015)

In 2015, the Town of Carleton Place passed Development Permit By-law 15-2015 (the By-law). The development permit system consolidates the functions of several separate development approvals processes into a single process, including

zoning, site plan control and minor variance approvals. The Development Permit By-law must be in conformity with the in-force local Official Plan.



Figure 11: Development Permit Schedule A - Town of Carleton Place.

Town Staff have confirmed that the proposed development is subject to a Subdivision/Condominium Application, subject to approval by Planning Committee, due to the scale and intended uses of the proposed development, as well as the requirement of both a public and private road. Approvals may be conditional on meeting specific conditions such as dedication of lands for highway widening, drainage easements and parkland conveyances.

The Development Permit By-law is structured in multiple sections. Section 3.0 contains general provisions that apply to all lands within the town; Section 6.0 contains provisions pertaining to the Residential District; and Section 14.0 contains Design Criteria. All are relevant to the proposed development.

The intent of the Residential District is to promote compatible residential development within neighbourhoods. Infill development must consider existing built forms and fit into the surrounding landscape with minimal impact. The tables below summarize development standards required under Section 6.3 and Section 3.0 of the By-law for Townhouse Dwellings and Apartment Dwellings.

Table 1 – Townhome Dwelling Development Standards

Site Provisions	Requirements	Proposed	Compliance
Lot Area Minimum	No Minimum	20,657.3 square metres	✓
Lot Coverage (Max.)	60%	<60%	✓

Lot Frontage (Min.)	5.5 metres	6.1 metres	✓
Front Yard Build Within Area	4.5 m (Min.), 7.5 m (Max.)	6.0 metres	✓
Exterior Side Yard Build Within	4.5 m (Min.), 7.5 m (Max.)	8.5 metres	✗
Interior Side Yard (minimum)	1.5 metres	5.3 metres	✓
Rear Yard Depth (minimum)	6.5 metres	7.5 metres	✓
Usable Landscaped Open Space in the rear yard (minimum)	30.0 square metres	45.75 square metres	✓
Building Height (maximum)	11.0 metres	6.0 metres	✓
Minimum Dwelling Unit Area	83.1 square metres	91.0 square metres	✓
No Encroachment Area from front or exterior side lot line	2.5 metres	5.5 metres	✓
Parking Spaces	2 spaces per dwelling	2 spaces	✓

Table 2 – Apartment Dwelling Development Standards

Site Provisions	Requirements	Proposed	Compliance
Lot Area Minimum	No Minimum	20,657.3 square metres	✓
Lot Coverage (Max.)	60%	<60%	✓
Lot Frontage (Min.)	35.0 metres	39.2 metres	✓
Front Yard Build Within Area	4.5 m (Min.), 7.5 m (Max.)	10.6 metres	✗
Exterior Side Yard Build Within	4.5 m (Min.), 7.5 m (Max.)	No Exterior Side Yard	✓
Interior Side Yard (minimum)	1.5 metres	7.5 metres	✓
Rear Yard Depth (minimum)	6.5 metres	11.7 metres	✓
Usable Landscaped Open Space in the rear yard (minimum)	20%	>20%	✓
Building Height (maximum)	14.0 metres	12 metres	✓
No Encroachment Area from front or exterior side lot line	2.5 metres	5.5 metres	✓
Parking Spaces	1.5 spaces per dwelling (1.25 + 0.25 visitor)	148 spaces	✓

As indicated in the development bylaw tables above, the proposed development is broadly compliant with the development standards for both townhouse dwellings and apartment dwellings. It should be noted that the Development Permit System is designed to incorporate flexibility and to empower Staff and Council to reasonably vary the by-law to better respond to specific applications. As set out in Section 3.44 – Variations, “Council may vary the standards, provisions and requirements of the Development Permit bylaw [...] provided that the proposal is consistent with and complies with both the Official Plan of the Town of Carleton Place and the Provincial Policy Statement 2014.”

Therefore, the following variations to the Development Permit requirements are requested, if deemed necessary:

- / To confirm and permit the proposed townhouse to be built 8.5 metres from the exterior property lot line, exceeding the permitted build within area of between 4.5 metres and 7.5 metres; and
- / To confirm and permit the proposed apartment to be built 10.6 metres from the front yard property lot line, exceeding the permitted build within area of between 4.5 metres and 7.5 metres.

4.5.1 Rationale for Requested Variances from Development Standards

Increase Exterior Side Yard Build Within Area (Townhouse Dwellings)

- / Whereas townhouse dwellings are only permitted to be between 4.5 metres and 7.5 metres from an exterior side yard, the proposed variance would increase the permitted exterior side yard distance to 8.5 metres for townhouse dwellings.
 - The proposed increase to the townhouse dwelling exterior side yard setback is slight in nature (1 metre) and has a limited effect on the surrounding proposed development. The proposed townhouses were positioned so as to better align with the proposed future development of townhouses on the abutting property to the north. By positioning the single row of townhouses to be compliant with the interior side yard build within area, the result was to be deficient on the exterior side yard build within area. Given the location of the townhouses within the broader subdivision and future development of the area, the increase of one metre from the exterior property line presents no meaningful difference to the urban form of the area. Therefore, the increase in the exterior yard build within area to 8.5 metres is a reasonable variation to the existing Development Permit Bylaw.

Increase Front Yard Build Within Area (Apartment Dwellings)

- / Whereas apartment dwellings are only permitted to be between 4.5 metres and 7.5 metres from the front yard property lot line, the proposed variance would increase the permitted front yard distance to 10.6 metres for apartment dwellings.
 - The proposed increase to the apartment dwelling front yard setback has limited effect on surrounding development. It is acknowledged that “build between” setbacks are designed to regulate development with a similar setback from property lot lines. However, the proposed apartments do not abut any proposed development, which limits any adverse effects on regulating setbacks among developments along a shared street. Therefore, the increase in the front yard build within area to 10.6 metres is a reasonable variation to the existing Development Permit Bylaw.

5.0 Supporting Studies

This section provides an overview of the technical studies that were completed in support of the application for the development of the subject property.

5.1 Archaeology Assessment

Matrix Heritage performed a Stage 1 and 2 Archaeology Assessment of the subject property. The objectives of the investigation were to assess the archaeological potential of the property in accordance with the Planning Act.

The Stage 1 assessment determined that the subject property had pre-contact Indigenous archaeological potential based on the proximity to a water source and the well drained sandy soils of the area. Additionally, the study area exhibits historic Euro-Canadian archaeological potential based the proximity to the historic Franktown road and railway, however mapping indicates no 19th century structures on the lot.

The Stage 2 assessment consisted of test pitting at 5 m intervals undertaken on April 22, 2021. The Stage 2 field assessment found no archaeological resources were present in the study area.

Based on the results of the investigation to further archaeological study is required for the subject property.

5.2 Servicing and Stormwater Management Report

MacIntosh Perry was retained to prepare a Servicing and Stormwater Management Report in support of the subject property. The main purpose of the report is to demonstrate that the proposed development has access to sufficient public services in accordance with the recommendations and guidelines provided by the Town of Carleton Place (Town), the Mississippi Valley Conservation Authority (MVCA) and the Ministry of the Environment, Conservation and Parks (MECP).

Findings from the report are as follows:

- / A new 200mm water main will be extended from the proposed Phase 2 of Coleman Subdivision to Franktown Road;
- / The FUS method estimated fire flow indicated 9,000 L/min is required for the proposed development;
- / Based on boundary conditions provided by the Town, the proposed 200 mm watermain and two private hydrants in the vicinity of the development are capable of meeting daily and fire flow demands;
- / A new 200mm sewer main will be installed and connected to the proposed stub at phase 2 of Coleman Subdivision;
- / The development is anticipated to have a peak wet weather flow of 2.93 L/s. A proposed 200 mm diameter sanitary main will collect and outlet flow to the proposed 200 mm diameter sanitary stub located within Phase 2 of the Coleman Street Subdivision. 135mm services will service the block of townhouses, extending from the Phase 2 Coleman sewer. Based on the sanitary analysis conducted in the Coleman Street Subdivision Phase 2 Servicing Report, the subdivisions sanitary network has sufficient capacity for the subject site's flow;
- / A new storm system will be installed on-site to capture storm runoff and restrict flows to predevelopment rates. The new storm system will discharge future sewer located within Phase 2 of the Coleman Street Subdivision; and

- / Storage for the 5 and 100-year storm events will be provided via surface storage.

Based on this information, it is recommended that the Town of Carleton Place approve this Servicing and Stormwater Management Report in support of the proposed development at 355 Franktown Road.

5.3 Environmental Impact Study

Bowfin Environmental Consulting was retained to perform an Environmental Impact Study. In the Town of Carleton Place, an Environmental Impact Study (EIS) is triggered when development is proposed within 50 m of a Natural Environment District, 30 m from fish habitat, or 120 m for endangered or threatened species.

The report provides a summary of the findings and an assessment of the functions and values of the natural features found within the site boundaries and its adjacent lands. It assesses the features to determine their significance following the applicable guidelines as referred to in the OP.

With respect to the potential for Endangered or Threatened habitat or species, the surveys found none (no birds or butternuts). The presence of the small piece of wetland means that there is a small potential for Blanding's turtle habitat. There was no turtle overwintering or nesting habitat, and the location of this Site is such that there is no movement corridor (lands are fully developed to the north, east and west). Precautionary measures during construction will be needed for this species (temporary exclusion fence and no clearing of vegetation during its active season).

All of the impacts can be mitigated through the use of common mitigation measures and no residual negative impacts to the natural environment are anticipated as a result of the development of the items included within this report.

5.4 Environmental Site Assessment Phase I & II

Phase I

EXP Services Inc. was retained to complete a Phase I Environmental Site Assessment (ESA) of the residential property located at 355 Franktown Road in Carleton Place, Ontario. The purpose of this Phase I ESA was to determine if past or present site activities have resulted in actual or potential contamination at the Site.

Based on the results of the Phase I ESA completed at 355 Franktown Road in Carleton Place, Ontario, EXP has identified the following area of potential environmental concern:

- / Potential contamination from an active used auto sales yard, where maintenance and auto-wrecking are occurring.

Based on the findings of the Phase I ESA, a Phase II ESA is recommended to determine if the neighbouring site to the south has impacted the soil and groundwater on the south part of the site.

Phase II

EXP completed a Phase I ESA for the subject property. The report identified the storage of various pieces of equipment and storage tanks on the neighbouring site to the south as an area of potential environmental concern to the south part of the subject site. A Phase II ESA was recommended to determine if the neighbouring site to the south has impacted the soil and groundwater on the south part of the site. The possible contaminants of concern include benzene, toluene, ethylbenzene, xylenes (BTEX), petroleum hydrocarbons (PHC) F1 to F4, and volatile organic compounds (VOC).

Based on the Phase II ESA, the soil and groundwater quality at the site in the vicinity of the off-site storage of various pieces of equipment and storage tanks has not been impacted. No further environmental assessment work is

recommended. If the well is no longer required, it should be decommissioned in accordance with Ontario Regulation 903.

5.5 Geotechnical Investigation Report

EXP Services Inc. was retained to undertake a Geotechnical Investigation Report at the property registered by the street address of 355 Franktown Road, Carleton Place, Ontario. The fieldwork for the preliminary geotechnical investigation was completed on May 25, 2021, and consisted of the excavation of thirteen (14) test pits (Test Pit Nos. 1 to 7, 7A to 13) advanced to refusal depths ranging from 0.4 m to 2.1 m below the existing ground surface.

It is recommended that the bedding for the underground services, including material specifications, thickness of cover material and compaction requirements, conforms to the municipal requirements and/or Ontario Provincial Standard Specification and Drawings (OPSS and OPSD). It is anticipated that the majority of the material required for backfilling purposes would have to be imported and should preferably conform to the specifications described in the body of the report.

A detailed investigation is recommended at the site once the lowest floors of the proposed buildings and underground parking garage and sewer inverts are known as well as clearing and grubbing are undertaken at the site. The purpose of the borehole investigation is to:

- / Establish the type and quality of the bedrock underlying the site; and
- / Establish the groundwater table versus the proposed depth of excavation.

The above and other related considerations are discussed in greater detail in the report.

5.6 Tree Conservation Report

A Tree Conservation Report was undertaken by James Lennox and Associates Landscape Architecture for the subject property. The report's inventory details the assessment of groupings of trees on the subject property and individual trees thought worthy of preservation. Tree retention is to be limited to the margins of the property, in particular in the south-east corner adjacent to the existing commercial building and parking lot.

5.7 Transportation Impact Study

CGH Transportation was retained to perform a Transportation Impact Study on the subject property. The format and methodologies applied within the report are responding to the General Guidelines for the Preparation of Traffic Impact Studies Ministry of Transportation (MTO, 2021). The study will include a description of the proposed development, a forecast of the vehicular traffic generated by the development, an operation assessment of the study area intersections, and a discussion on the site impacts and any mitigations required to support it.

The proposed development is anticipated to produce negligible transportation impacts. It is recommended that the Town of Carleton Place monitor the future volumes along Franktown Road to assess intersection operations and queuing along Franktown Road. From a transportation perspective, the proposed development is recommended to proceed

6.0 Conclusion

It is our professional planning opinion that the proposed Draft Plan of Subdivision application is appropriate, represents good planning, and is in the public interest. As outlined in the preceding sections and summarized below, the proposed development:

- / The proposed Plan of Subdivision meets the criteria for consideration in the Planning Act;
- / The proposal is consistent with the Provincial Policy Statement (2020) by providing additional housing within an established, serviced neighbourhood, which will make more efficient use of existing infrastructure and contribute to reducing the need to expand the existing settlement areas;
- / Conforms to the policies of the Lanark County Sustainable Communities Official Plan, specifically Section 2;
- / Conforms to the policies of the Town of Carleton Official Plan, specifically Sections 2 and 3;
- / The proposed variances to the Development Permit By-law maintains compatibility with the existing neighbourhood with respect to minimum lot width, rear yard setbacks, and maximum building height; and
- / The proposed development is supported by a range of technical studies, including geotechnical, civil engineering, transportation, environmental, and tree conservation reports.

Sincerely,



Tyler Yakichuk, MPlan
Planner



Jaime Posen, MCIP, RPP
Associate