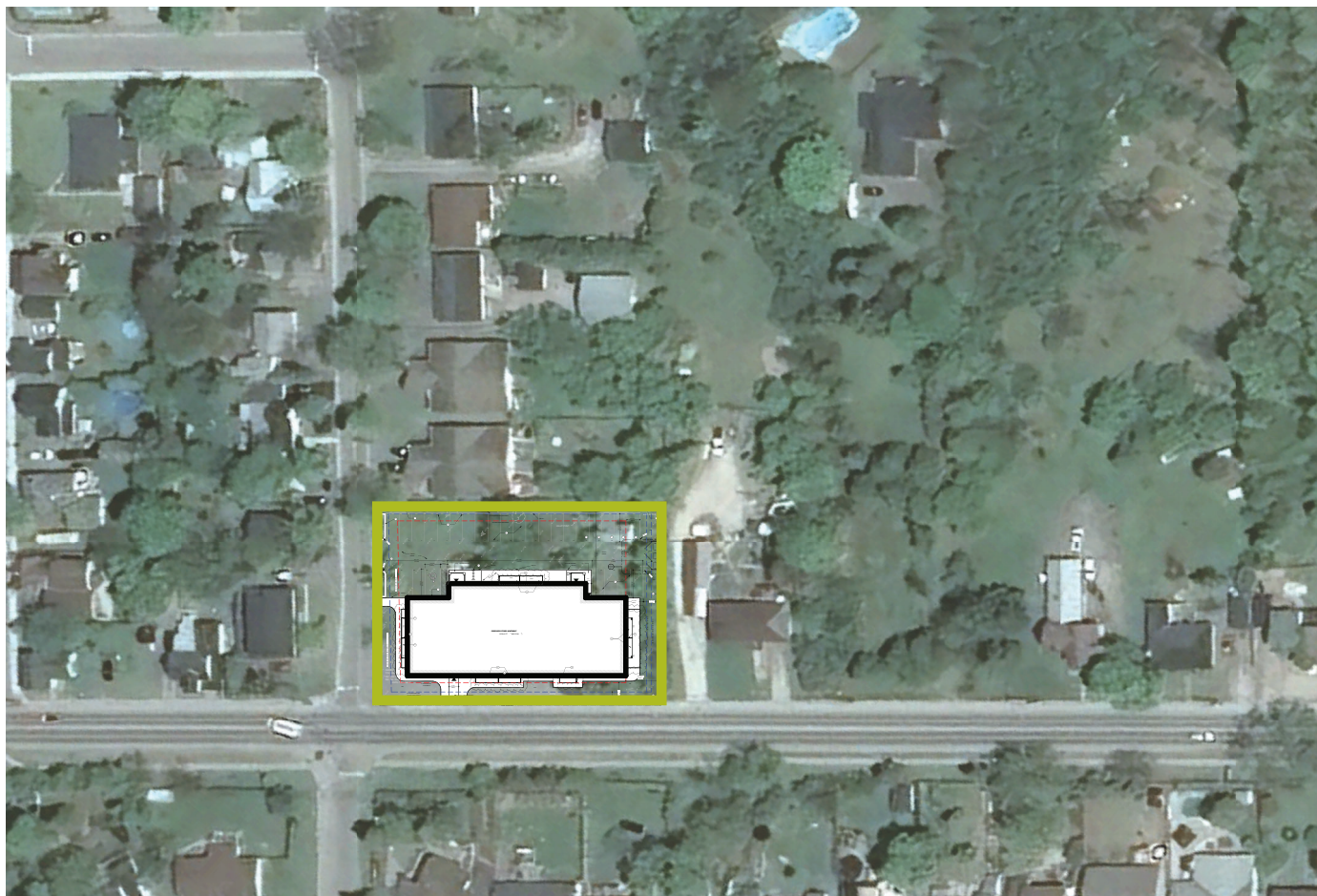


# PLANNING JUSTIFICATION REPORT

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*CANADIAN CAPITAL DEVELOPMENTS  
255 FRANKTOWN ROAD, CARLETON PLACE*



Submitted By:

**RFA Planning Consultant Inc.**

202-211 Dundas Street East, Belleville, Ontario, K8N 1E2

OCTOBER, 2025

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## 1. INTRODUCTION

### 1.1 255 Franktown Road Development

RFA Planning Consultant Inc. was retained by Canadian Capital Developments Inc., on behalf of 255 Franktown Road Inc. to provide professional planning services for a Class II Development Permit Application to the Town of Carleton Place Development Permit By-law No. 15-2015 for the lands known municipally as 255 Franktown Road. This Planning Justification Report has been prepared in support of the Class II Development Permit Application.

The subject lands are currently vacant and are located on the south eastern corner of the Franktown Road and Nelson Street East intersection. The lands were previously developed with a single-detached dwelling and accessory building, and historically been used for residential uses.

The subject lands are designated as “Residential District” on Schedule “A” of the Official Plan. Franktown Road is identified as “Mississippi Thoroughfare” on Schedule “A” of the Official Plan. Franktown Road is also identified as an “Arterial Road” on Schedule “B” of the Official Plan. The subject lands are within the “Residential District” of Town of Carleton Place Development Permit By-law 15-2015.

The proposed development is for a new two (2) storey apartment building, consisting of twenty (20) dwelling units. The proposed twenty (20) apartment dwellings will consist of twelve (12) one-bedroom units and eight (8) two-bedroom units. The proposed building will be setback 6 metres from Franktown Road and 6 metres from Nelson Street East. All parking will be located on the east side of the apartment building in the interior side yard, and will be accessed from Nelson Street East. The proposed parking area will accommodate 28 vehicles and 16 bicycles. A 1.5-metre-wide landscape strip (consisting of a PVC privacy fence and coniferous shrub plantings) is proposed along the eastern property line to provide a buffer between the abutting residential property and proposed parking area.

The subject Class II Development Permit Application requests to permit reductions to the Development Permit By-law for minimum parking requirements and landscape buffer width. More specifically, parking is proposed for 28 vehicles, which is equivalent to 1.4 parking spaces per unit, below the required 1.5 spaces per unit minimum. A 1.5-metre-wide landscape buffer is proposed along the eastern property line, which is below the required minimum width of 2.0 metres. These reductions are analyzed in this Report, below.

## 1.2 Site Summary and Context

### 1.2.1 Legal Description

The subject property is legally described as Part of Lot 15, Concession 11, Being Part 1 on Plan 26R787, Except Part 1 on 26R2801, Former Township of Beckwith, Now in the Town of Carleton Place, County of Lanark. The subject lands have been assigned Property Identification Number (PIN) 05114-0068. **Figure 1** below, provides the Property Index Map from the Ontario Land Registry Office, which illustrates the configuration of the subject property within the surrounding lot fabric. The site is municipally known as 255 Franktown Road.



FIGURE 1: PROPERTY INDEX MAP

### 1.2.2 Site Area and Frontage

The subject property has an area of 2,616.6 square metres (0.6 acres) with 42.7 metres (140.1 feet) of frontage on the south side of Nelson Street East and 61.7 metres (202.4 feet) on of frontage on the east side of Franktown Road.

**Table 1**, below, provides a background summary of the subject property.



TABLE 1: BACKGROUND SUMMARY

PIN 05114-0068	
<b>Legal Description</b>	Part Lot 15, Concession 11, Part 1 Plan 26R787, Except Part 1 26R2801, Former Township of Beckwith, Town of Carleton Place, County of Lanark
<b>Civic Address</b>	255 Franktown Road
<b>Lot Area</b>	2,616.6 square metres
<b>Lot Frontage</b>	42.67 metres (Nelson Street East) 61.65 metres (Franktown Road)
<b>Access</b>	Nelson Street East (south side)
<b>County of Lanark Official Plan Designations</b>	"Settlement Area" (Schedule A – Land Use Designations)
<b>Town of Carleton Place Official Plan Designations</b>	"Residential District"; "Mississippi Thoroughfare" (Schedule A); "Arterial Road" (Schedule B)
<b>Development Permit By-law 15-2015</b>	"Residential District" (Schedule A)

### 1.2.3 Site Location

The subject lands are located on the southeast corner of the intersection of Nelson Street East and Franktown Road. The site is located approximately 265 metres southwest of the intersection of Franktown Road and Coleman Street, and is approximately 726 metres northwest of the Franktown Road and Highway 7 intersection. The subject property is located approximately 765 metres from the Downtown District and approximately 1.3 kilometres to the Mississippi River.

### 1.2.4 Surrounding Land Uses

The surrounding land uses are indicated below:

To the north: Semi-Detached and Single-Detached Dwellings on Nelson Street East (Residential District);

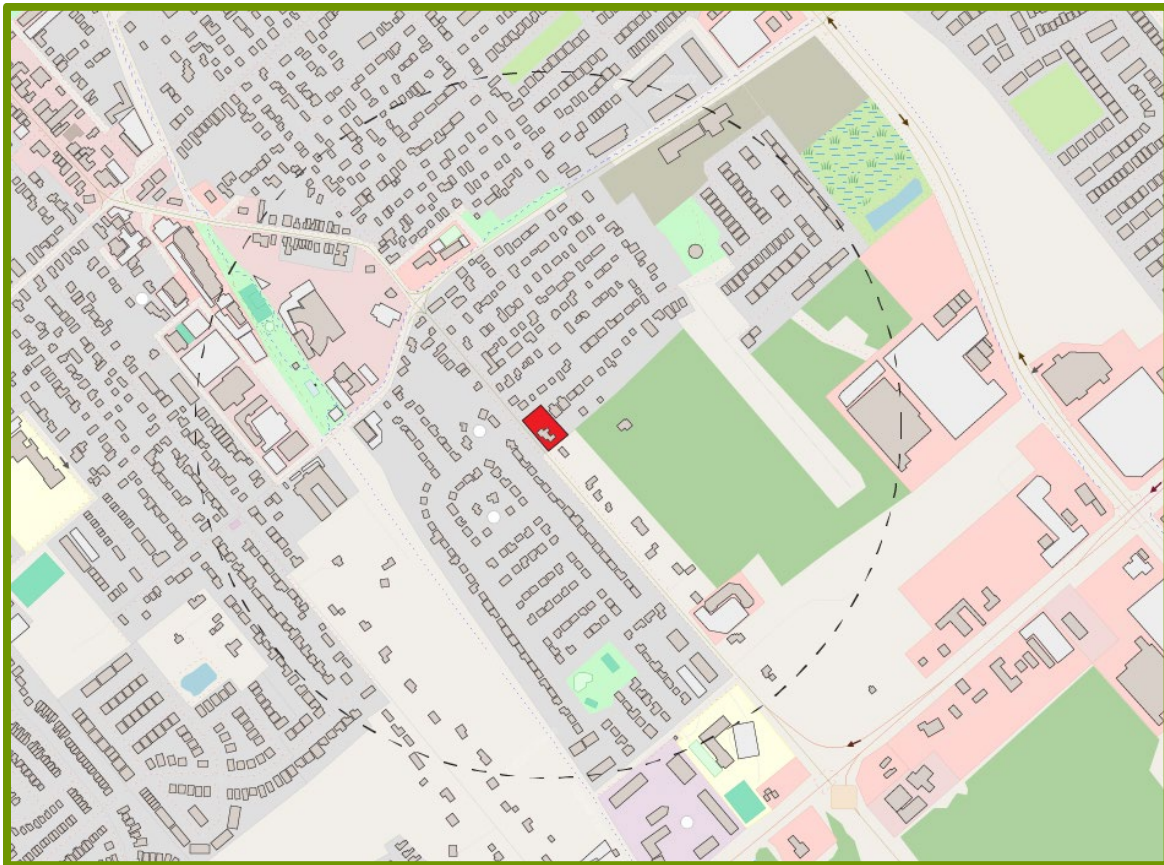
To the south: Single-Detached Dwellings on Franktown Road and Julian Street (Residential District);

To the east: Semi-Detached and Single-Detached Dwellings on Nelson Street East (Residential District);

To the west: Single-Detached Dwellings (Residential District).

In the larger neighbourhood context, there is a mix of building types which include single-detached dwellings, semi-detached dwellings, townhouse dwellings (117 – 123 Antrim Street) and apartment dwellings (200 Nelson Street East). There are also neighbourhood commercial uses in close proximity to the site (165 and 205 Franktown Road) and other commercial uses along Coleman Street.

Within 500 metres of the property (being a 5 to 7 minute walk), there are a number of commercial services and recreational amenities. Commercial services in the area consist of a mix of grocery store (Freshco on Lansdowne Avenue), fast food restaurants (Subway and Tim Hortons on Coleman Street), personal and professional shops (on Lansdowne Avenue). Recreational amenities in the area consist of the Coleman Central Park (243 Nelson Street East), Train Station Park (132 Coleman Street), McNeely Park (24 Alexander Street) and Carleton Junction Park (42 Moore Street). The site is also located within 500 metres of the Ottawa Valley Recreational Trail and Trans Canada Trail. **Figure 2**, below shows the nearby commercial uses (light pink), parks / trails (green / light green) with the 500 metres (black dash circle) of the site (red).



**FIGURE 2: SURROUNDING COMMERCIAL AND RECREATIONAL USES**

### **1.2.5 Site Context**

The subject lands are currently vacant. Previously, the site was development with a single-detached dwelling, which was demolished by the current property owner earlier in 2025. The subject lands are generally flat with a slightly lower elevation than the Franktown Road sidewalk. It is anticipated that all existing vegetation on-site will be removed to accommodate the proposed development. There is an existing wood fence along the eastern property boundary.

An existing public sidewalk and overhead hydro line traverse along the Franktown Road frontage of the property. A hydro pole supported by guy wires exists on Nelson Street East at north east corner of the property.

Along the Franktown Road frontage of the subject lands, there is a combination of depressed sidewalk, standard-height sidewalk and mountable curbs. Catch basins exist along the frontages of the property on Franktown Road and Nelson Street East. It is understood that there is municipal water and sanitary sewer available from Nelson Street East. There is an existing fire hydrant on the north eastern corner of the Nelson Street East and Franktown Road intersection.

A site visit was conducted on August 8, 2025. The subsequent site visit photographs depict the existing conditions of and surrounding the subject lands.

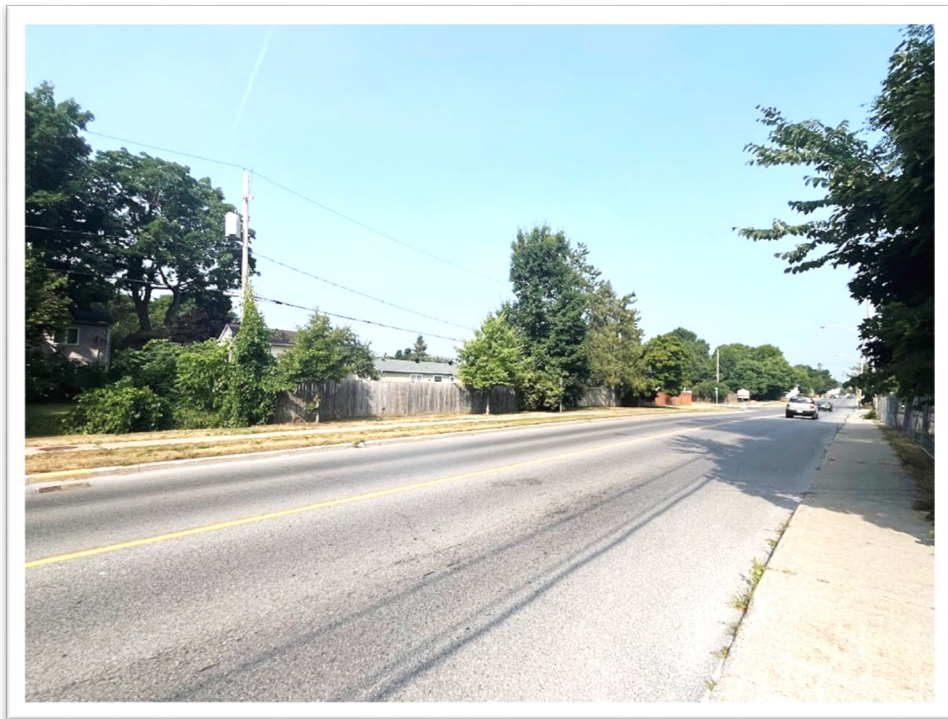


**255 Franktown Road** – View looking south from Nelson Street East.





**255 Franktown Road** – View from Franktown Road looking to the east.



**Franktown Road** – View of Franktown Road looking northwest from the subject property.





**255 Franktown Road** – View of Nelson Street East looking east from subject property (right).



**255 Franktown Road** – View of subject property looking west from eastern property line; Franktown Road (background).

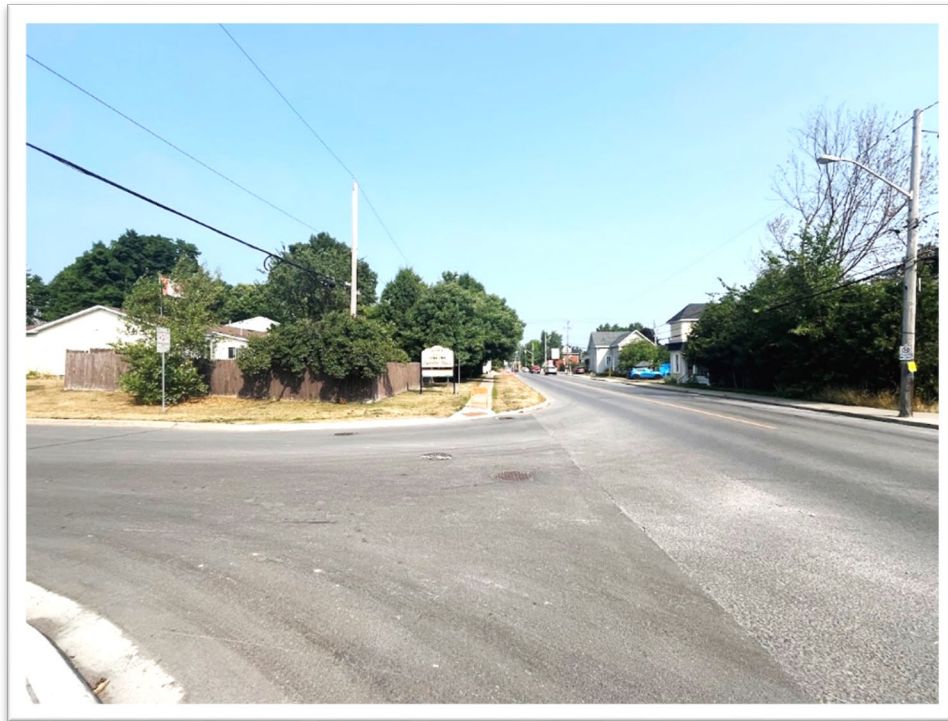




**255 Franktown Road** – View of subject lands looking east from west property line.



**255 Franktown Road** – View of subject lands looking south from north property line.



**Franktown Road / Nelson Street East** – View of intersection of Franktown Road and Nelson Street East looking north.



**Franktown Road/Nelson Street East** – View of intersection of Franktown Road and Nelson Street East looking south.



## 2. THE 255 FRANKTOWN ROAD DEVELOPMENT

### 2.1 Development Summary

**Figure 3 – Site Plan** dated September 23, 2025, prepared by Bell+Associates Architects illustrates the proposed development subject to this Class II Development Permit Application.

The Site Plan illustrates the proposed twenty (20) unit apartment building, including the building footprint, entrances, patios, parking area, refuse area, landscaped areas and sidewalk configuration. **Table 2** below summarizes the land use of the Site Plan as follows:

**TABLE 2: LAND USE SUMMARY**

<b>Land Use</b>	<b>Area (m<sup>2</sup>)</b>	<b>Area (%)</b>
<b>Building Footprint</b>	885.2	33.8
<b>Asphalt Parking</b>	800.1	30.6
<b>Walkway and Patio</b>	128.0	4.9
<b>Soft Landscaping</b>	803.3	30.7
<b>Total Site Area</b>	2,616.6 m <sup>2</sup>	100.0 %
<b>Residential Density – 77 units per gross hectare</b>		

The proposed 20-unit apartment building is to consist of twelve (12) one-bedroom units and eight (8) two-bedroom units. The proposed apartment building will be two (2) storeys in height, or 6.8 metres. The Site Plan illustrates the proposed outdoor living areas for each unit in the form of patios for the ground level units and balconies for the second storey units. Each unit will have direct access to either a private-individual patio or balcony. The ground floor patios will be buffered from the public realm with deciduous tree, coniferous tree and deciduous shrub plantings.

The proposed apartment building will be accessed from Nelson Street East as illustrated on the Site Plan. The proposed vehicular entrance will be approximately 7.5 metres from the eastern lot line. The entrance and parking aisle will be 6.0 metres wide to accommodate two-way vehicular traffic. The proposed parking area will accommodate 28 motor vehicles, with parking spaces measuring 2.8 metres wide by 6.0 metres long. One (1) Type A accessible parking space and access aisle are provided. The parking area will be hard surfaced with asphalt and curbs. The Site Plan also illustrates four (4) Electric Vehicle Charging spaces.



The Site Plan illustrates four (4) common entrances to the apartment building, one facing Franktown Road and three facing the parking area, which are connected to the parking area and Franktown Road public sidewalk with concrete walkways. Each ground-floor unit will feature an exterior door to access their respective private individual patio, but they are not intended for primary access to the building or ground-floor units.

A Landscape Plan has also been provided to illustrate the landscaping details for the proposed development and is shown below in **Figure 4**. The Plan proposes deciduous and coniferous trees, deciduous and coniferous shrubs and perennial plantings along the perimeter of the property. More specifically, the plan proposes to provide ten (10) trees to contribute to the streetscape and pedestrian comfort along Franktown Road and Nelson Street East. Tree plantings are proposed to consist of Sugar Maples, Balsam Fir and Sunburst Locust. The Plan illustrates a 1.8 metre high PVC privacy fence along the southern and eastern property lines, which will abut existing residential uses. The Plan proposes to flank the vehicular access of Nelson Street East with assorted annual flower plantings to provide an entrance feature. The Plan proposes a total landscaped area of 803.3 square metres (35.6 %) on-site, which will also include grassed areas, walkways and at-grade patios. Along the eastern property line, a 1.5-metre-wide landscape strip is proposed with a new 1.8-metre-tall PVC privacy fence, which is to abut the east and south property lines.

The Site Plan provides for a 6.0 metre x 6.0 metre site triangle on the corner of Franktown Road and Nelson Street East. The purpose of the site triangle is to ensure adequate lines-of-sight for traffic safety and is to generally be kept clear of tall vegetation, fences or landscaped features which would block sight lines. The proposed tree plantings will be located outside of the site triangle, which will be grassed only.

Storm water for the site is to be managed with quantity controls and quality treatment. On-site runoff will be conveyed to an underground chamber for detention and treatment prior to be released to the municipal storm water sewer on Nelson Street East. With respect to quantity control, the storm water management system will ensure that post development runoff rates will be equal or less than the pre-development runoff rates using an inlet control device. With respect to quality treatment, an oil and grit separator will remove 80 % of total suspended solids.

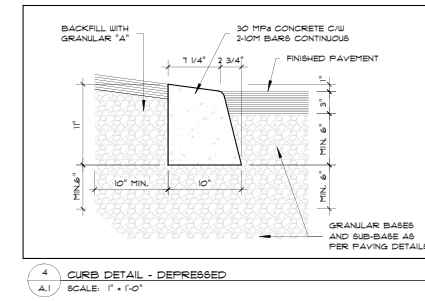
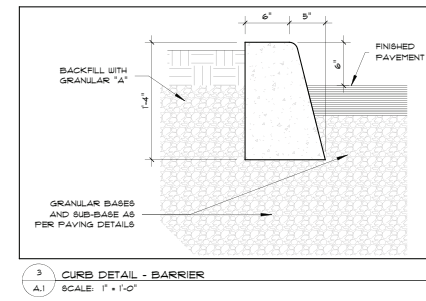








Figure 3: Site Plan

PRELIMINARY- NOT FOR CONSTRUCTION

ZONING CHART		LEGEND	
ZONE:	GROUP C (3.2.2.55)	1	ACCESSIBLE PARKING SIGNAGE ON POST. SEE LANDSCAPE PLAN
LOT AREA (MIN.):	26,40.56 m <sup>2</sup>	2	CONCRETE SIDEWALK
TOTAL BUILDING AREA	889.22 m <sup>2</sup>	3	NEW CONCRETE CURB
GROSS BUILDING	1,704.38 m <sup>2</sup>	4	NEW SOD
BUILDING HEIGHT	6.84 m	5	HYDRO POLE
FRONT YARD SETBACK (MIN.):	4.5 M	6	PROPOSED NEW PARKING
EXTERIOR SIDE YARD (MIN.):	4.5 M	7	NEW ASPHALT PARKING
INTERIOR SIDE YARD (MIN.):	3 M	8	VISITOR PARKING
REAR YARD DEPTH (MIN.):	1.5 M	9	ELECTRIC CHARGING STATION
SOFT LANDSCAPING	30.1 %	10	POLE SITE LIGHTING (FINAL SITE LIGHTING TO BE CONFIRMED ON PHOTOMETRIC PLAN)
HARDSCAPE (INC. ASPHALT PARKING):	39.3 %	11	BICYCLE RACK 2-DEEDED MAGNUM MBR300 & RING (B) CAPACITY RACK C/1 GRAPHIC FINISH SURFACE POLISHED TO 3.3m x 3.3m x 2.8m CONCRETE PLAC (BY OTHERS)
TOTAL NUMBER OF UNITS	20	12	1.8m HIGH SOLID PRIVACY FENCE (COLOUR: MEDIUM GRAY)
NUMBER OF STANDARD PARKING SPACES	28	13	UNIT PAVERS (TBS) OVER COMPACTED GRANULAR BASE
1.28 PER DRIVING UNIT x 1.28 x 20 = 25 (.25 PER DRIVING UNIT x .25 x 20 = 5 (VISITOR))		14	GARDEN (REFER TO LANDSCAPE PLAN)
NUMBER OF BARRIER FREE PARKING SPACES	1	15	STONE FINISH RAISED GARDEN
PARKING STALL x BARRIER FREE DIMENSIONS	2.75m x 6m x 3.3m x 4m	16	PRIVACY SCREEN (TSD)
BICYCLE PARKING	16		
SYMBOL LEGEND			
	PROPOSED BUILDING/ADDITION		
	PROPERTY LINE		
	SITE SETBACKS		
	BARRIER FREE PARKING SYMBOL PAINTED ON ASPHALT IN BLUE/ WHITE SCHEME		
	BARRIER FREE TRANSFER SPACE PAINTED ON ASPHALT IN YELLOW		
	PROPOSED FENCE. REFER TO LANDSCAPE PLAN.		

NOTES:

- REFER TO GENERAL NOTES FOR ALL TYPICAL CONSTRUCTION NOTES & DETAILS. WHEN DRAWINGS OR NOTES REFERENCE O.B.C. IN ALL CASES PLEASE REFER TO THE LATEST VERSION OF THE ONTARIO BUILDING CODE 2012.
- THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH EACH OTHER, SPECIFICATIONS & OTHER CONTRACT DOCUMENTS.

LEGEND:

(1)	EXTERIOR DOOR & WINDOW TAG (SEE SCHEDULE)
(1)	DOOR TAG (SEE SCHEDULE on A.O.C.)
WI	INTERIOR WALL TYPE (SEE A.O.s)
PI	EXTERIOR PARTITION WALL TYPE (SEE A.O.s)
FI	FLOOR TYPE (SEE A.O.s)
RI	ROOF TYPE (SEE A.O.s)
PI	POST TYPE (SEE A.O.s)
LI	LINTEL TYPE (SEE A.O.s)

LEGEND:

FI	PAD FOOTING TYPE (SEE A.O.D.)
WFI	WALL FOOTING TYPE (SEE A.O.D.)
SCD	SMOKE/CARBON DETECTOR TO O.B.C. 9.10.19
①	CONSTRUCTION NOTE (SEE FLOOR PLANS)
⌚	EXHAUST FAN (VENT TO EXTERIOR)
+	NON-FREEZE HOSE BIB

PROJECT NORTH



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MAINTAINED ARCHITECTS

---

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ARCHITECTURE

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bellarchitecture.ca

VERSION NO.	1
SEAL:	

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[illegible]

PROJECT	APARTMENT BUILDING 255 FRANKTOWN RD. CARLETON PLACE
CLIENT	CANADIAN CAPITAL DEVELOPMENTS - AARON DOBBY
DRAWING	SITE PLAN

SCALE AS INDICATED  
DRAWN BY AIT  
DATE JUNE 2025  
CHKD BY JCB  
APPRD BY JCB  
PROJECT NO. 225-01  
SHEET NO.  
**A.1**





A - SUGAR MAPLE



B - BALSAM FIR



C - SUNBURST LOCUST



D - MOCK ORANGE



E - ANTHONY WATERER SPIREA



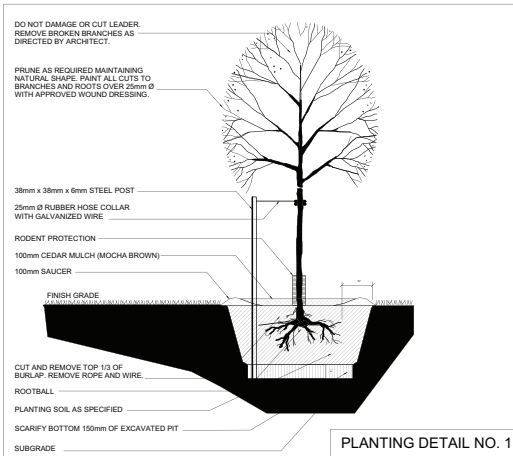
F - COMMON BOXWOOD



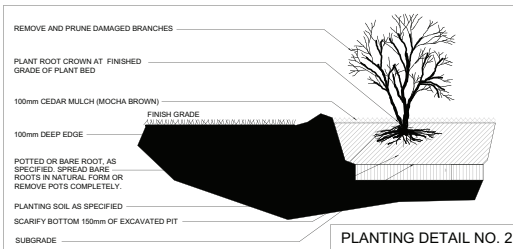
G - DAYLILY



H - COMMON JUNIFER

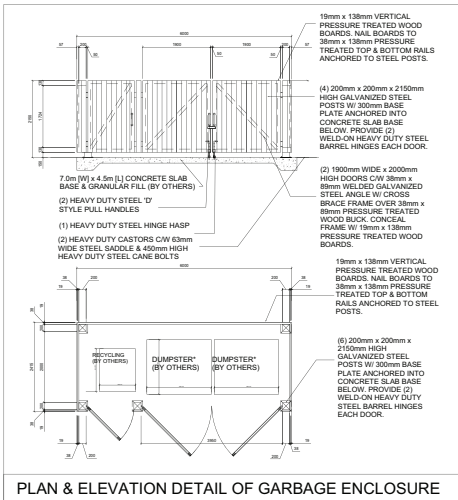


PLANTING DETAIL NO. 1



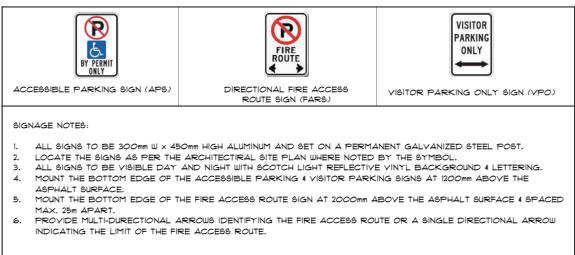
PLANTING DETAIL NO. 2

2 PLANTING DETAILS  
SCALE: N.T.S.

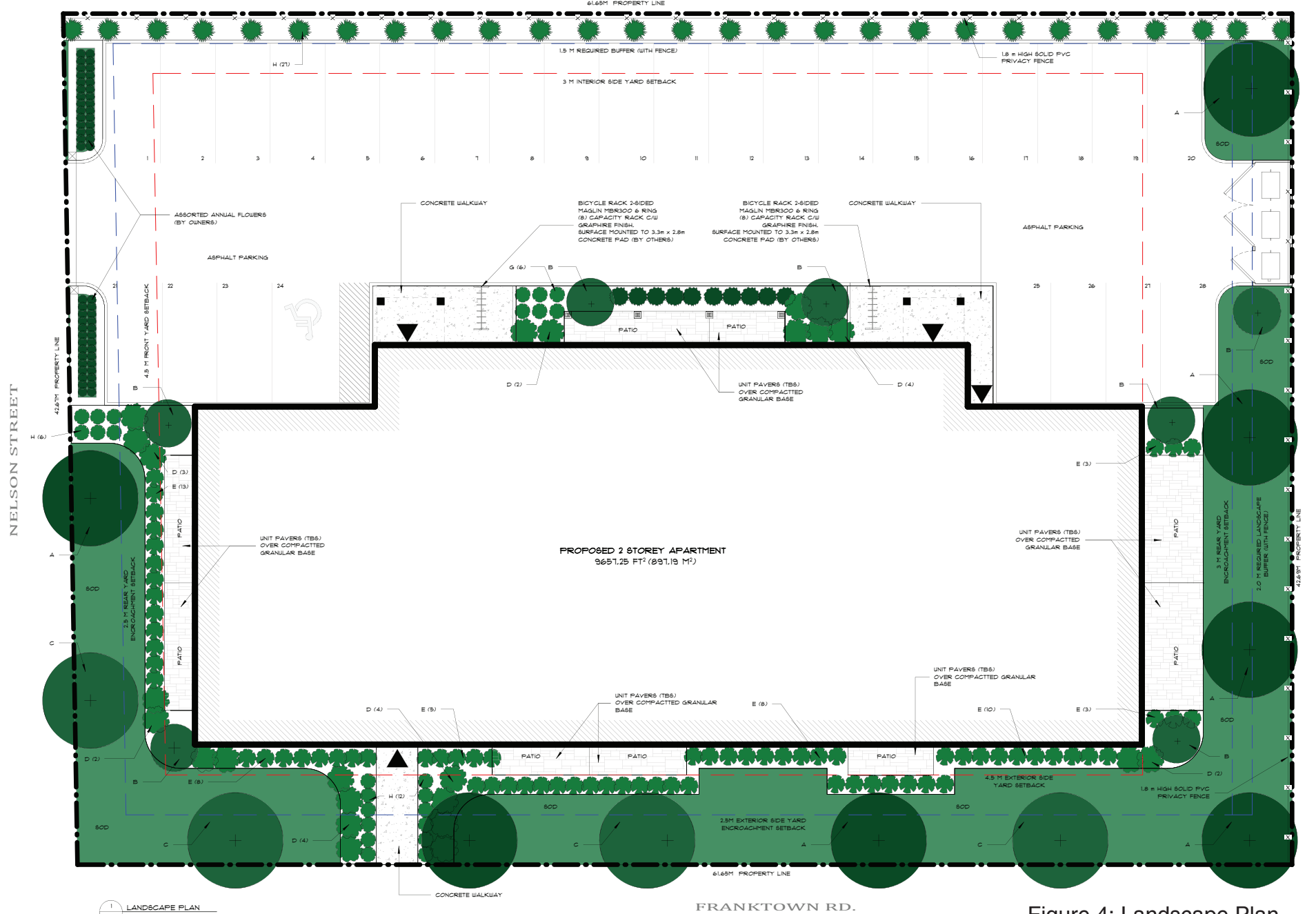


PLAN & ELEVATION DETAIL OF GARBAGE ENCLOSURE

3 GARBAGE ENCLOSURE DETAILS  
SCALE: N.T.S.



LANDSCAPING PLANTING SCHEDULE						
TAG	TYPE	NAME	SPECIES	QTY	SIZE	REMARKS
A	DECIDUOUS TREE	SUGAR MAPLE	ACER SACCHARUM	1	60cm CALIPER	8MB SINGLE STEM
B	CONIFEROUS TREE	BALSAM FIR	ABIES BALSAMICA	1	180cm	8MB
C	DECIDUOUS TREE	SUNBURST LOCUST	GLEDOTSOA TROACANTHOS	4	60cm CALIPER	8MB SINGLE STEM
D	DECIDUOUS TREE	MOCK ORANGE	PHILADELPHUS X VIRGINIALIS (DWARF)	12	50cm HEIGHT	POTTED, 180cm O/C
E	DECIDUOUS SHRUB	ANTHONY WATERER SPIREA	SPIREA BOMALDA ANTHONY WATERER	11	50cm HEIGHT	POTTED, 60cm O/C
F	CONIFEROUS SHRUB/HEDGE	COMMON BOXWOOD	BUXUS SEMPERVIRENS	10	180cm HEIGHT	POTTED, 60cm O/C
G	PERENNIAL	DAYLILY	HEMEROCALLIS	26	10cm POT	POTTED, 50cm O/C
H	CONIFEROUS SHRUB/HEDGE	COMMON JUNIFER	JUNIFERUS COMMUNIS	21	20cm POT	POTTED, 50cm O/C



1 LANDSCAPE PLAN  
SCALE: 1" = 10'-0"

Figure 4: Landscape Plan

NOTES:

- REFER TO GENERAL NOTES FOR ALL TYPICAL CONSTRUCTION NOTES & DETAILS. WHEN DRAWINGS OR NOTES REFERENCE O.B.C. IN ALL CASES PLEASE REFER TO THE LATEST VERSION OF THE ONTARIO BUILDING CODE, 2019.
- THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH EACH OTHER, SPECIFICATIONS & OTHER CONTRACT DOCUMENTS.

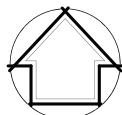
LEGEND:

- EXTERIOR DOOR & WINDOW TAG (SEE SCHEDULE)
- DOOR TAG (SEE SCHEDULE ON A.O.C.)
- EXTERIOR WALL TYPE (SEE A.O.C.)
- INTERIOR PARTITION WALL TYPE (SEE A.O.C.)
- FLOOR TYPE (SEE A.O.C.)
- ROOF TYPE (SEE A.O.C.)
- POST TYPE (SEE A.O.C.)
- LINTEL TYPE (SEE A.O.C.)

LEGEND:

- PAD FOOTING TYPE (SEE A.O.C.)
- WALL FOOTING TYPE (SEE A.O.C.)
- SMOKE/CARBON DETECTOR TO O.B.C. 9.10.13
- CONSTRUCTION NOTE (SEE FLOOR PLANS)
- EXHAUST FAN (VENT TO EXTERIOR)
- NON-FREEZE HOSE BIB

PROJECT NORTH:



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REVISIONS

NO.	ITEM	DATE
1	ISSUED FOR SITE PLAN APPLIC.	09/23/2019
2	RE-ISSUED - SITE PLAN APPLIC.	10/06/2019

PROJECT APARTMENT BUILDING 255 FRANKTOWN RD. CARLETON PLACE	CLIENT CANADIAN CAPITAL DEVELOPMENTS - AARON DOBBY
DRAWING LANDSCAPE PLAN	

SCALE: AS INDICATED	DRAWN BY: AIT
DATED: JUNE 2019	CHECKED BY: JCB
APPROVED BY: JCB	PROJECT NO.: 228-01
SHEET NO.: L1	

PRELIMINARY - NOT FOR CONSTRUCTION

## 2.2 Supporting Technical Studies

In support of the proposed development and Class II Development Permit Application, the following supporting studies, drawings and documents have been completed under separate cover:

- Site Plan;
- Landscape Plan;
- Building Elevations;
- Servicing Plan;
- Grading and Drainage Plan;
- Survey Plan;
- Servicing Report;
- Phase I and II Environmental Site Assessments;
- Urban Design Brief.

The placement of the building and overall site plan design has had regard to the Servicing Report, Phase I and II Environmental Site Assessments and Urban Design Brief, which are summarized below.

### 2.2.1 Servicing Report

A Service Report (FSR) has been prepared by Jp2g Consultants Inc., which analyzes existing sanitary, water and storm water conditions, and provides design recommendations to service the proposed redevelopment. Jp2G confirms there is a 200 millimetre diameter sanitary main along Nelson Street East. The proposed redevelopment will generate approximately 0.11 L/s total sanitary flow based on twenty (2) dwelling units, with peak flows at 0.88 L/s. This represents 4.2 % of the sanitary capacity on Nelson Street East, and is not regarded as resulting in any downstream capacity constraints. Jp2g recommends a new 150-millimetre sanitary service lateral connection to the existing manhole on Nelson Street West. It is important to note the Carleton Place Wastewater Treatment Plan is currently operating at 82 % capacity and that the municipality is currently undertaking a Class Environmental Assessment to upgrade plant capacity.

Regarding water service, Jp2g confirm there is a 300 millimetre diameter water main along Nelson Street East and an existing hydrant within 90 metres of all entrances. Jp2g indicate both Franktown Road and Nelson Street East provide adequate staging for fire fighting and that a 150 L/s supply at a pressure of 50-80 psi can be provided. Jp2g recommends a new 150-millimetre water service lateral connection,



which will be sufficient to provide adequate fire fighting volumes and pressures for the proposed 20-unit apartment building.

Regarding storm water management, Jp2g confirms runoff from the site currently drains to the adjacent roadways, which is conveyed along roadside gutters and collected periodically by catch basins. Jp2g analyzes 5-year and 100-year storm events while recognizing the site is a developed parcel of land. They indicate the proposed redevelopment will result in additional hard surfaces that will require quantity control to ensure runoff rates remain at pre-development levels. This will be accomplished by installing an inlet control device, pipe and cultec 180 XLHD chamber system underground, together with use of the surface parking area up to an elevation of 136.95. All roof leaders and downspouts will be tied into the proposed storm water management facilities. Further to pre-consultation quality treatment is required to provide 80 % Total Suspended Solids (TSS) removal. This will be accomplished by installing an Oil-Grit Separator, which is able to provide upwards of 93 % TSS removal.

Based on their analysis with respect to water, sanitary and storm water management, Jp2g confirms the proposed in-fill redevelopment can be adequately serviced with no anticipated adverse impacts.

### **2.2.2 Phase I and II Environmental Site Assessments**

Phase I and II Environmental Site Assessments (ESA) were conducted by Paterson Group for the subject lands municipally addressed 255 Franktown Road, in the Town of Carleton Place, Ontario. Phase II ESA is intended to address potentially contaminating activities (PCAs) identified in the Phase I ESA, or new potential environmental concerns (APECs) through subsurface testing and groundwater analysis.

Subsurface investigations were undertaken on April 17 and April 21, 2025, involving the advancement of four boreholes (BH1-25 to BH4-25) to depths of approximately 6.05 to 6.30 metres below ground surface, terminating within the underlying limestone bedrock. Each borehole was subsequently equipped with a groundwater monitoring well to assess subsurface groundwater conditions.

The field investigation revealed that the subsurface profile consisted of fill materials, including silty sand, gravel, and topsoil, underlain by varying deposits such as sandy silt, glacial till, weathered bedrock, and competent limestone.

Based on the intended post-development land use, the assessment applied the Ministry of the Environment, Conservation and Parks (MECP) Table 6 Residential/Parkland/Institutional (RPI) Generic Site Condition Standards for Shallow Soils in a Potable Groundwater Condition.

A total of seven (7) soil samples and five groundwater samples (including duplicates) were collected for laboratory analysis, which indicated that soil at boreholes BH1-25 and BH3-25 contained concentrations of various metals, including antimony, boron, cobalt, lead, and zinc, as well as the PAH fluoranthene, exceeding MECP Table 6 standards. Groundwater samples revealed exceedances of benzene and ethylbenzene in BH4-25, while all other groundwater parameters were within applicable limits.

Given these findings, Paterson Group recommends that the identified contaminated soil be remediated prior to or during the proposed redevelopment of the site for a two-storey, twenty-unit residential building. Contaminated soil must be disposed of at a licensed waste disposal facility in accordance with Ontario Regulation 347/558, following leachate analysis of a representative sample. All excess soil generated on site must be managed in compliance with Ontario Regulation 406/19 on On-Site and Excess Soil Management.

With respect to groundwater, further delineation of the contamination is advised, beginning with the retesting of BH3-25. Depending on the extent and volume of impacted groundwater, treatment options may include off-site removal by a licensed pumping contractor for smaller volumes or the installation of an on-site treatment system for larger volumes. The existing groundwater monitoring wells should remain in place for continued observation and be registered under O. Reg. 903. When monitoring wells are no longer required, decommissioning must occur (O. Reg. 903).

In conclusion, the Phase II ESA found that localized soil and groundwater contamination exists on the property, primarily associated with metals, PAHs, and petroleum-related compounds. Although, the overall level of concern is moderate and manageable, appropriate remediation and confirmatory testing will be necessary before residential redevelopment proceeds, which can be implemented by prospective Site Plan Agreement. These measures will ensure that the site meets MECP standards for residential use and poses no significant environmental or health risks.

### **2.2.3 Urban Design Brief**

An Urban Design Brief has been prepared by RFA Planning Consultant Inc. to demonstrate how the proposed redevelopment of 255 Franktown Road meets the Urban Design Guidelines for the Town's Official Plan and the Development Permit By-law regulations. The Brief focuses on the built form, architectural features, landscape treatment, and site circulation.

The proposed two-storey, twenty-unit residential redevelopment is designed to respond to its surrounding context and represents a high standard of urban design that is complementary to the existing residential neighbourhood and achieves a balance of the Town's policies for growth and intensification being situated in the Residential District and along the Mississippi Thoroughfare.

The proposed development provides of two exterior cladding materials, consisting of stone (grey) and cement-board siding (two tones of blue with white trimmed windows and doors), creating a new threshold condition and a similar design language throughout the surrounding neighbourhood.

The building will have windows and doors on all sides, maximizing natural light exposure throughout the day and enhancing both its connection to the street and the surrounding context. This will effectively support passive-solar heating through strategic window placement while creating comfortable interior spaces. The at-grade patios and second-storey balconies at all sides of the building further benefit from this exposure, offering a variety of sunlit areas throughout the day.

The Landscape Plan design complements the architecture through a balanced integration of soft landscaping, featuring native plantings and low-maintenance greenery.

Elements such as street-facing windows, continuous walkways, native plantings, and private, individual amenity spaces near the street foster a sense of openness and community interaction. Together, these design strategies collectively enhance the public realm and strengthens the proposed design with its surrounding context.

Overall, the proposed development reinforces and enriches the established community character of Carleton Place. Through its contextually responsive architecture, high-quality materials and cohesive site design, the project represents both an optimal use of land and a model of good urban design within the Town.

### 3. POLICY CONTEXT

#### 3.1 Planning Act, R.S.O. 1990 (As Amended)

The subject land use planning application shall have regard to Section 2 of the *Planning Act*, which provides general direction for all land use planning decisions made in the Province of Ontario, as follows:

##### ***Section 2 - Provincial Interest***

*The Minister, the council of a municipality, a local board, a planning board and the tribunal, in carrying out their responsibilities under the Planning Act, shall have regard to, among other matters, matters of provincial interest such as:*

- a) the protection of ecological systems, including natural areas, features and functions;*
- b) the protection of the agricultural resources of the Province;*
- c) the conservation and management of natural resources and the mineral resource base;*
- d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*
- e) the supply, efficient use and conservation of energy and water;*
- f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- h) the orderly development of safe and healthy communities;*
- j) the adequate provision of a full range of housing, including affordable housing;*
- l) the protection of the financial and economic well-being of the Province and its municipalities;*
- o) the protection of public health and safety;*
- p) the appropriate location of growth and development;*
- q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- r) the promotion of built form that,*
  - i. is well designed,*
  - ii. encourages a sense of place, and*
  - iii. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*

The policies and direction of Section 2 of the *Planning Act* form the basis of the Provincial Policy Statement, which is analyzed below in Section 4.2 of this Report. It is our professional planning opinion that the proposed development has appropriate regard to the above-noted matters of provincial interest.

#### 3.2 Provincial Planning Statement (2024)



The Provincial Planning Statement (PPS), issued under the authority of Section 3 of the *Planning Act*, came into effect on October 20, 2024 and applies to all decisions of *Planning Act* applications. It provides policy direction on matters of provincial interest relating to land-use planning and development. All decisions related to land use planning matters “shall be consistent with” the PPS.

**Table 3**, below, demonstrates how the Class II Development Permit Application is consistent with the PPS. Relevant policies are listed in the left column of the chart in *italics*, while the planning analysis is provided in the right column.


**TABLE 3: PROVINCIAL PLANNING STATEMENT AND ANALYSIS**

PPS POLICY	PLANNING ANALYSIS
<b>2.0 BUILDING HOMES, SUSTAINING STRONG AND COMPETITIVE COMMUNITIES</b>	
<b>2.1 PLANNING FOR PEOPLE AND HOMES</b>	
<i>3. At the time of creating a new official plan and each official plan update, sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years, informed by provincial guidance. Planning for infrastructure, public service facilities, strategic growth areas and employment areas may extend beyond this time horizon.</i>	The subject lands are designated in the Town’s Official Plan as “Residential District”. The proposed redevelopment of an existing residential parcel will intensify the site from its former use, and will contribute to the long-term needs of the Municipality.
<i>4. To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:</i>  <i>b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.</i>	The proposal will result in the redevelopment of an existing residential parcel with available municipal services providing a variety of housing options and densities within the Town of Carleton Place.
<i>6. Planning authorities should support the achievement of complete communities by:</i>	a) The proposed redevelopment will contribute to providing a

PPS POLICY	PLANNING ANALYSIS
<p><i>a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, longterm care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;</i></p> <p><i>b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and</i></p> <p><i>c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.</i></p>	<p>range of housing options within the Town of Carleton Place. The proposed redevelopment will contribute to the Town's ability to meet the long-term need of housing and specifically rental housing units.</p> <p>b) Fifteen (15 %) of the proposed dwelling units will provide accessible dwelling units that comply with the requirements of the Ontario Building Code. The proposed elevator will facilitate additional building accessibility.</p> <p>c) The proposed redevelopment will provide an alternative option of housing tenure for residents within the Town of Carleton Place.</p>
2.2 Housing	
<p><i>1. Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:</i></p> <p><i>a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;</i></p> <p><i>b) permitting and facilitating:</i></p>	<p>a) The proposed redevelopment consists of twenty (20) residential dwelling units which will be available for long-term rent at market rates. The proposed development will provide an alternative housing option for residents of the Town of Carleton Place.</p> <p>b)</p>

PPS POLICY	PLANNING ANALYSIS
<p><i>1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and</i></p> <p><i>2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;</i></p> <p><i>c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and</i></p>	<p>1. The proposed development will provide for twenty (20) new residential dwelling units for the purpose of long-term rental units. The proposed development will provide an additional housing tenure option for residents and future residents, while meeting the social, health, economic and wellbeing requirements of residents.</p> <p>2. The proposed development will result in residential intensification from the redevelopment of an underutilized site within the Town of Carleton Place. This will introduce new housing options within an existing residential neighbourhood and an increase in long-term rental dwelling units within an urban area.</p> <p>c) The proposed redevelopment will result in an increased density on the site and more efficiently use vacant land, resources, infrastructure and public service facilities. The proximity of site within walking distance to existing commercial services and recreational amenities will support active transportation to these nearby services and amenities.</p>



PPS POLICY	PLANNING ANALYSIS
2.3 SETTLEMENT AREAS AND SETTLEMENT AREA BOUNDARY EXPANSIONS	
2.3.1 General Policies for Settlement Areas	
<p><i>1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.</i></p>	<p>The subject lands are located within the Settlement Area of the Town of Carleton Place. The PPS encourages growth and development within Settlement Areas. </p>
<p><i>2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:</i></p> <ul style="list-style-type: none"> <li><i>a) efficiently use land and resources;</i></li> <li><i>b) optimize existing and planned infrastructure and public service facilities;</i></li> <li><i>c) support active transportation;</i></li> <li><i>d) are transit-supportive, as appropriate; and</i></li> </ul>	<p>The proposed redevelopment will result in residential intensification of a vacant parcel that will efficiently use the land, optimize existing infrastructure and public service facilities. The site's proximity to commercial services and recreational amenities and the proposed density will support active transportation and transit in the Town of Carleton Place.</p>
<p><i>3. Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.</i></p>	<p>The proposed redevelopment will result in residential intensification of the site which will contribute to the achievement of complete communities by providing a mix of rental housing options within close proximity to public service facilities.</p>
<p><i>4. Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.</i></p>	<p>The Town of Carleton Place Official Plan identifies an <u>average</u> gross density target of 22 units per gross hectare for development / redevelopments within the Residential District. The proposed redevelopment will provide a density of 77 units per gross hectare and is subject to the Town's Infill policies, which have been analyzed below.</p>

PPS POLICY	PLANNING ANALYSIS
CHAPTER 3: INFRASTRUCTURE AND FACILITIES	
3.1 General Policies for Infrastructure and Public Service Facilities	
<p><i>1. Infrastructure and public service facilities shall be provided in an efficient manner 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:</i></p> <ul style="list-style-type: none"> <li><i>a) are financially viable over their life cycle, which may be demonstrated through asset management planning;</i></li> <li><i>b) leverage the capacity of development proponents, where appropriate; and</i></li> <li><i>c) are available to meet current and projected needs.</i></li> </ul>	<p>The subject lands are located within an existing residential neighbourhood with available municipal services. The proposed redevelopment is considered financially viable as it will use existing available infrastructure.</p>
<p><i>2. Before consideration is given to developing new infrastructure and public service facilities:</i></p> <ul style="list-style-type: none"> <li><i>a) the use of existing infrastructure and public service facilities should be optimized; and</i></li> <li><i>b) opportunities for adaptive re-use should be considered, wherever feasible.</i></li> </ul>	<p>The proposed redevelopment will utilize existing infrastructure and public service facilities, which optimize their use by adding users.</p>
<p><i>4. Public service facilities should be planned and co-located with one another, along with parks and open space where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation.</i></p>	<p>The proposed redevelopment does not require new public service facilities and will contribute to existing parks and open space facilities through cash-in-lieu of parkland. The proposed redevelopment will facilitate the more efficient use existing public service facilities and parkland within the Town by adding users.</p>

PPS POLICY	PLANNING ANALYSIS
<b>3.2 Transportation Systems</b>	
<i>1. Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.</i>	The subject lands have frontage on Franktown Road and Nelson Street East. The proposed redevelopment will be accessed through a Local Street (Nelson Street East) so as to mitigate any potential negative impacts to Franktown Road, a designated Arterial Road.
<i>2. Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.</i>	The proposed redevelopment will more efficiently use existing transportation infrastructure by intensifying a property fronting onto a designated Arterial Road (Franktown Road), but accessed from Nelson Street East.
<b>3.6 Sewage, Water and Stormwater</b>	
<p><i>1. Planning for sewage and water services shall:</i></p> <p><i>a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;</i></p> <p><i>b) ensure that these services are provided in a manner that:</i></p> <ol style="list-style-type: none"> <li><i>1. can be sustained by the water resources upon which such services rely;</i></li> <li><i>2. is feasible and financially viable over their life cycle;</i></li> <li><i>3. protects human health and safety, and the natural environment, including the quality and quantity of water; and</i></li> </ol>	<p>a) The proposed redevelopment will utilize existing municipal water and sewage services, resulting in the efficient use and optimization of these existing systems by adding users.</p> <p>b)</p> <ol style="list-style-type: none"> <li>1. The proposed redevelopment will be serviced by existing municipal systems of which capacity for the proposed additional twenty (20) units is confirmed.</li> <li>2. Adding users to existing municipal services will contribute their feasibility and financial success.</li> <li>3. The proposed redevelopment is not anticipated to result in any impacts on human health and safety or the environment as it is occurring on an existing urban-serviced lot with no surface</li> </ol>



PPS POLICY	PLANNING ANALYSIS
<p><i>4. aligns with comprehensive municipal planning for these services, where applicable.</i></p> <p><i>c) promote water and energy conservation and efficiency;</i></p> <p><i>d) integrate servicing and land use considerations at all stages of the planning process;</i></p> <p><i>e) consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply; and</i></p> <p><i>f) be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5. d</i></p>	<p>water features within a reasonable distance.</p> <p>4. The proposed redevelopment will utilize existing services within the urban serviced area of the Town of Carleton Place.</p> <p>c) The proposed redevelopment will be constructed to current Ontario Building Code water and energy efficiency standards.</p> <p>d) The proposed redevelopment has considered servicing as part of the preparation of this Class II Development Permit Application with the Functional Servicing Study prepared in support.</p> <p>e) The proposed redevelopment will occur on full municipal services of which sufficient servicing capacity is confirmed for the proposed twenty (20) dwelling units.</p> <p>f) This redevelopment will occur in accordance with the servicing options outlined in policy 3.6.2 of the PPS and further analyzed below.</p>
<p><i>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. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.</i></p>	<p>The proposed redevelopment will be serviced by municipal water and municipal sewage. New lateral connections will be made to the existing mains within the Nelson Street East road allowance.</p>

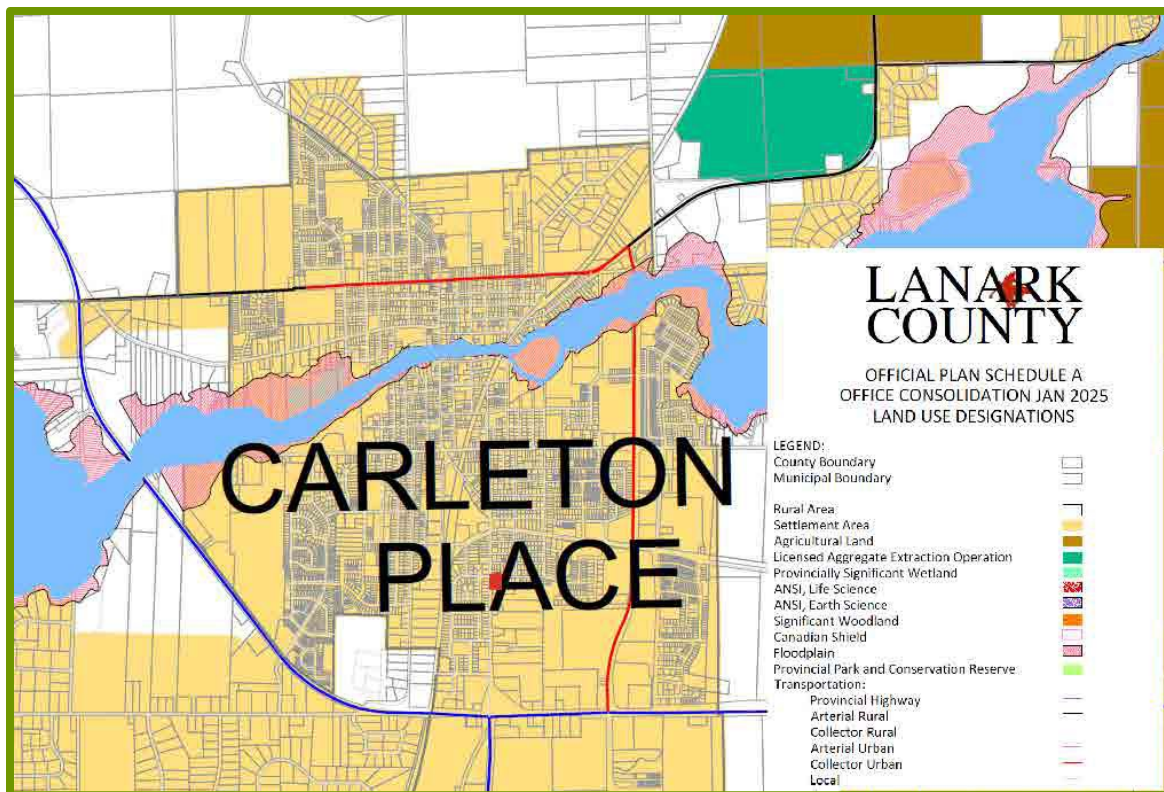
PPS POLICY	PLANNING ANALYSIS
<p><b>8. Planning for stormwater management shall:</b></p> <ul style="list-style-type: none"> <li><i>a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;</i></li> <li><i>b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;</i></li> <li><i>c) minimize erosion and changes in water balance including through the use of green infrastructure;</i></li> <li><i>d) mitigate risks to human health, safety, property and the environment;</i></li> </ul>	<ul style="list-style-type: none"> <li>a) There are existing storm-water sewers along Nelson Street East. The proposed redevelopment will outlet to the existing storm water infrastructure on Nelson Street East.</li> <li>b) As part of the subject Class II Development Permit Application and design of the proposed redevelopment, storm water management has been taken into consideration. A Stormwater Management Report has been prepared in support to ensure that post development runoff rates will be equal or less than the pre-development runoff rates using an inlet control device. An oil-grit separator will be used to ensure 80 % removal of total suspended solids quality treatment.</li> <li>c) The Site Plan proposes to provide 31 % of the site for soft landscaping to contribute to permeability of the site. Water balance on-site will be maintained through underground quantity control.</li> <li>d) The Stormwater Management Report has considered the effects of the run-off generated from the proposed redevelopment. Stormwater is intended to be conveyed detained on-site and conveyed to the existing Stormwater infrastructure and to ensure the pre-development Stormwater flows are maintained.</li> </ul>

PPS POLICY	PLANNING ANALYSIS
<p>e) <i>maximize the extent and function of vegetative and pervious surfaces;</i></p> <p>f) <i>promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and</i></p> <p>g) <i>align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.</i></p>	<p>e) The Site Plan provides 31 % of the subject propose for soft landscaping, maximizing vegetative and pervious surfaces.</p> <p>f) The storm water management plan will follow the Town's requirements. Limited options for low-impact development are possible given functional requirements of the proposal.</p> <p>g) The proposed redevelopment will collect runoff on-site and convey to the existing municipal storm sewer.</p>
4.6 Cultural Heritage and Archaeology	
<p>1. <i>Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.</i></p>	<p>The site is currently vacant and does not contain any built heritage resources which are designated under Part IV or Part V of the Ontario Heritage Act.</p>
<p>2. <i>Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.</i></p>	<p>The subject lands are currently vacant and previously contained a single detached dwelling, detached garage and associated parking areas. The subject lands have been subject to historic disturbance and are not anticipated to contain significant archaeological resources.</p>
<p>3. <i>Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.</i></p>	<p>A review of the Town's properties designated under Part IV of the Ontario Heritage Act was conducted. It was determined that there are no properties designated under the Ontario Heritage Act adjacent to the subject lands.</p>



### 3.3 Lanark County Sustainable Communities Official Plan (2012)

The Lanark County Sustainable Communities Official Plan (SCOP) was adopted in 2012 and promotes the integration of sustainable practices into land use planning across Lanark County. The County's SCOP includes provisions for settlement patterns, rural areas, infrastructure, natural heritage features, resources, public health and safety. The Town of Carleton Place is designated as "Settlement Area" on Schedule "A" Land Use Designations of the Official Plan. **Figure 4**, below, provides an excerpt of Schedule "A" of the Official Plan.



**FIGURE 4: EXCERPT OF SCHEDULE A - LAND USE DESIGNATIONS OF LANARK COUNTY OFFICIAL PLAN (SUBJECT LANDS HIGHLIGHTED IN RED)**

The SCOP identifies two settlement pattern types in Lanark County: Settlement Areas and Dispersed Rural and Waterfront Uses (Section 2.2). The subject lands are located within Carleton Place, a fully serviced Town and designated "Settlement Area". The SCOP promotes intensification of existing built-up areas based on the type of servicing infrastructure available (Section 2.3.1.4). The Plan encourages efficient development patterns within Settlement Areas to optimize the use of land, resources, infrastructure and public service facilities (Section 2.3.1.5). The proposed redevelopment is considered intensification within an existing built-up area that is appropriate for existing infrastructure, and, an efficient development pattern that optimizes use of the land, infrastructure and public service facilities.

The Lanark County SCOP provides a broad set of policies local municipalities should consider in their local Official Plans for Settlement Areas. The SCOP suggests that local Official Plans and Zoning regulations should consider permitting increased housing densities through redevelopment of existing residential and non-residential buildings to meet locally established intensification targets where infrastructure permits (Section 2.6.2.4.6). The proposal will provide increased housing density through redevelopment intensification that is supported by available infrastructure. The Plan also suggests that local Official Plans and Zoning regulations should consider regulating physical character of infill or redevelopment projects to ensure compatibility with established communities (Section 2.6.2.4.10). The proposed redevelopment has considered the physical character of the neighborhood to inform the building's design. This has been analyzed in more detail by the Urban Design Brief and Section 3.4 of this Report, below.

The Lanark County SCOP provides a broad range of policies for development within the Settlement Areas of the County, but generally defers specific policy direction to local Official Plans. The proposed development and Class II Development Permit Application conforms to the policies of the Lanark County SCOP.

### **3.4 Town of Carleton Place Official Plan (2013)**

The Town of Carleton Place Official Plan was adopted by Town of Carleton Place Council in 2013. The Town of Carleton Place Official Plan provides a policy framework to guide all land use planning decisions and development within the Town to 2033.

The subject lands are designated as “Residential District” on Schedule “A” of the Official Plan. Franktown Road is identified as “Mississippi Thoroughfare” on Schedule “A” of the Official Plan. Franktown Road is also identified as “Arterial Road” on Schedule “B” of the Official Plan. **Figure 5**, below, provides an excerpt of Schedule “A” of the Town’s Official Plan.

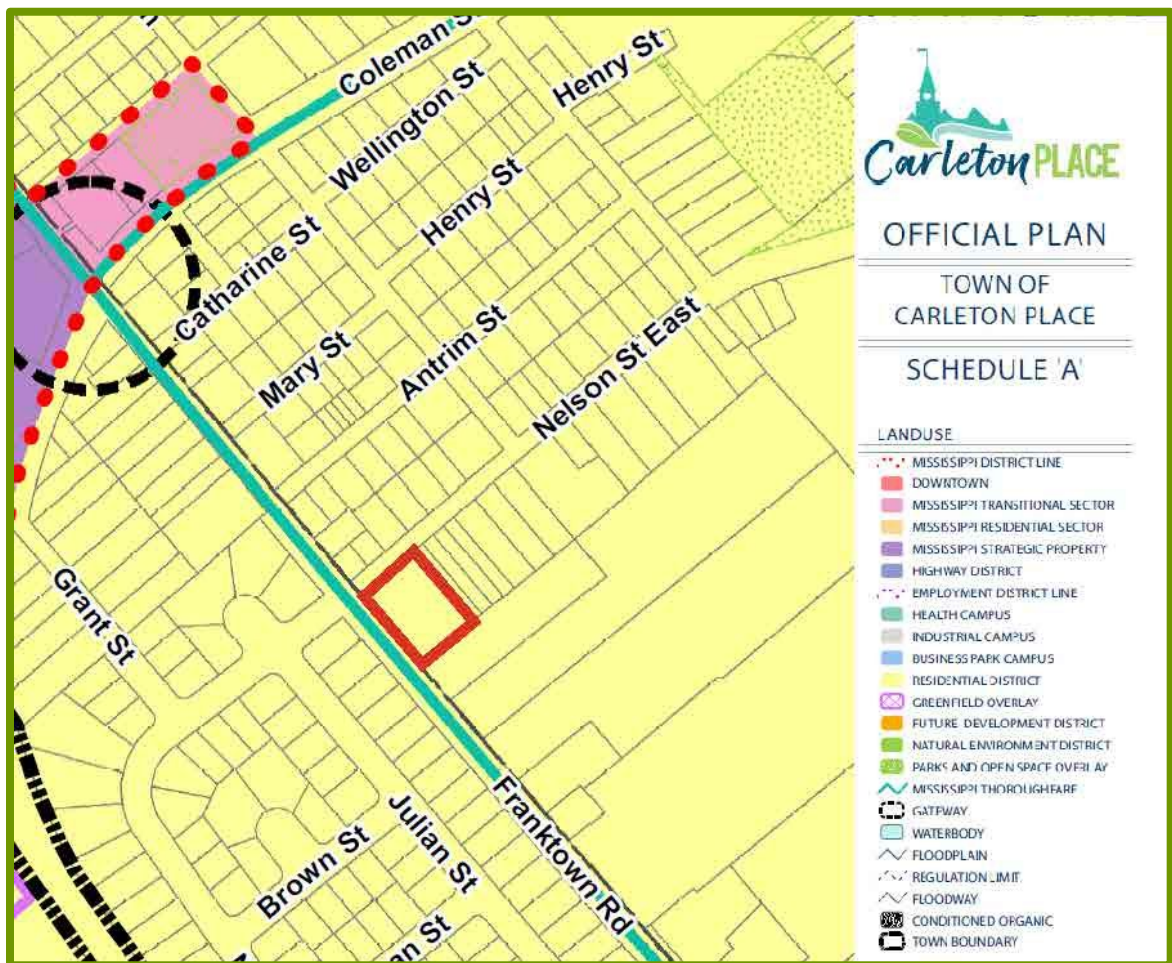


FIGURE 5: EXCERPT OF SCHEDULE A – TOWN OF CARLETON PLACE  
OFFICIAL PLAN (SUBJECT LANDS OUTLINED IN RED)

The proposed development conforms to the policies of the Town's Official Plan. **Table 4**, below, provides a planning analysis on how the requested Class II Development Permit Application conforms to the Town of Carleton Place Official Plan. The left column of the chart lists the relevant policies in *italics*, while the planning analysis is provided in the right column.



TABLE 4: TOWN OF CARLETON PLACE OFFICIAL PLAN AND ANALYSIS

TOWN OF CARLETON PLACE OFFICIAL PLAN POLICY	PLANNING ANALYSIS
<b>2.0 COMMUNITY DESIGN FRAMEWORK</b>	
<b>2.2 General Design Policies</b>	
<p><i>1 Proposed developments shall enhance the image of the Town of Carleton Place by complementing and contributing to:</i></p> <ul style="list-style-type: none"> <li>• <i>the character of the area;</i></li> <li>• <i>local landmarks;</i></li> <li>• <i>the consistency and continuity of the area with its surroundings;</i></li> <li>• <i>the edges of the area; and</i></li> <li>• <i>linkages within, to and from the area.</i></li> </ul>	<p>The proposed redevelopment will positively contribute to enhancing the character of the area and will be consistent with residential uses in the area.</p> <p>The proposed development will also positively enhance Franktown Road, one of the main linkages to and from the area that also serves as the edge of the existing residential neighbourhood..</p>
<p><i>2 Significant views and vistas of landmarks and features, such as the Mississippi River, shall generally not be obstructed, dominated or marred by a proposed development or infrastructure undertaking.</i></p>	<p>There are no significant views or vistas of landmarks and features within a reasonable distance of the site.</p>
<p><i>3 The municipality encourages the development or redevelopment of buildings and spaces that establish a pedestrian scale by promoting:</i></p> <ul style="list-style-type: none"> <li>• <i>the placement of continuous horizontal features on the first two stories adjacent to the road;</i></li> <li>• <i>the repetition of landscaping elements, such as trees, shrubs or paving modules; and</i></li> <li>• <i>the use of familiar sized architectural elements such as doorways and windows.</i></li> </ul>	<ul style="list-style-type: none"> <li>• The proposed two-storey building will provide continuous horizontal features adjacent to the road through the proposed patios, balconies, windows, doors and stone banding.</li> <li>• The Landscape Plan provides consistent tree and shrub plantings along the street line and front and exterior yards.</li> <li>• The proposed redevelopment uses familiar sized doorways and windows throughout the building to establish a pedestrian scale.</li> </ul>

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<p><b>6</b> <i>The design of new development shall:</i></p> <ul style="list-style-type: none"> <li>• <i>Be complementary to adjacent development in terms of its overall massing, orientation and setback;</i></li> <li>• <i>Provide links with pedestrian, cycling and road networks;</i></li> <li>• <i>Enhance orientation and integrate newly developing areas of the Town of Carleton Place; and</i></li> </ul>	<ul style="list-style-type: none"> <li>• The proposed new development is in an existing residential neighbourhood. The proposed redevelopment will be two stories in height, which is consistent with surrounding dwellings. The new building has been oriented towards Franktown Road and Nelson Street East, within the setback requirements of the Town's Development Permit By-law. Separation from the abutting semi-detached dwelling has been maximized.</li> <li>• The proposed redevelopment will provided links to the pedestrian and road network. Pedestrian linkages will be provided directly to Franktown Road and this linkage will be near the intersection of Nelson Street East. Access to the road network is proposed on Nelson Street East to limit conflicts on Franktown Road.</li> <li>• The proposed building has been oriented towards Franktown Road and Nelson Street East, which will enhance the relationship to the street, and contribute positively to the streetscape. It will be similar to development north and south of the site along Franktown Road that is closer to the road, providing a variation that is desirable.</li> </ul>

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<ul style="list-style-type: none"> <li><i>Maintain and enhance valued cultural and heritage resources and natural features and functions</i></li> </ul>	<ul style="list-style-type: none"> <li>The proposed redevelopment will result in residential intensification on an existing parcel of urban-serviced land. The proposed redevelopment of this site will not impact natural features or functions. The site is not located adjacent to any designated buildings under the Ontario Heritage Act and therefore the design is not anticipated to impact those resources.</li> </ul>
<p><i>7 Development or redevelopment design shall strive to achieve the following:</i></p> <ul style="list-style-type: none"> <li><i>provide a development pattern that supports a range of uses;</i></li> <li><i>Provide transportation connections, including pedestrian and cycling connections to adjacent areas; and</i></li> <li><i>maintain and enhance valued historic development patterns and resources.</i></li> </ul>	<ul style="list-style-type: none"> <li>The proposed redevelopment consists of twelve (12) one-bedroom units and eight (8) two-bedroom units to provide a range of housing options.</li> <li>The proposed redevelopment will not include any new transportation connections to adjacent areas, but is proximate to exiting pedestrian networks and cycling connections (Trans Canada Trail and Ottawa Valley Recreational Trail).</li> <li>The proposed development will enhance the development pattern of Franktown Road and the entrance to the Mississippi Transitional Sector by intensifying a vacant property to re-establish the street wall.</li> </ul>

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<p><b>8</b> <i>Proposed development within an established neighbourhood shall be designed to function as an integral and complementary part of that area's existing development pattern by having regard for:</i></p> <ul style="list-style-type: none"> <li>• <i>massing;</i></li> <li>• <i>building height;</i></li> <li>• <i>architectural proportion;</i></li> <li>• <i>volumes of defined space;</i></li> <li>• <i>lot size;</i></li> <li>• <i>position relative to the road; and</i></li> <li>• <i>building area to size area ratios.</i></li> </ul>	<ul style="list-style-type: none"> <li>• The subject lands are located on the edge of an established residential neighbourhood and abut an Arterial Road.</li> <li>• The proposed redevelopment of the site has had regard for the site's location on the edge of an established neighbourhood and frontage on an Arterial Road. The redevelopment will complement the existing development pattern by having similar massing and two-storey building height as the surrounding dwellings.</li> <li>• The subject lands are an existing lot of urban-serviced land and the proposed redevelopment does not propose any changes to the lot configuration. The proposed redevelopment is suitable for the lot area and building area relative to lot area as most performance standards can either be met or exceeded.</li> <li>• The proposed redevelopment will orient the building towards the Nelson Street East and Franktown Road allowances, bringing the building closer to these roads and contributing to the pedestrian scale.</li> </ul>
<p><b>10</b> <i>The Town shall promote and encourage building facades to be visually interesting through extensive use of street level entrances and windows. Functions that do not directly serve the public, such as loading bays and blank walls, should not be located directly facing the street.</i></p>	<p>The design of the proposed building provides a building façade that is visually interesting by using street-level doors, windows, patios and balconies to animate and articulate. A street-level entrance directly to Franktown Road is also proposed.</p>



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<p><i>12 The design and development of new residential, commercial and employment generating uses shall accommodate postal services. Accordingly, where centralized mail delivery is provided, such areas should be designed to provide focal points and amenity areas to the surrounding neighbourhood.</i></p>	<p>Postal services can be provided through a community mailbox on-site within the parking area of the development.</p>
<b>2.2 Design for Energy Conservation</b>	
<p><i>Energy efficiency and conservation will be encouraged by approving developments that:</i></p> <ul style="list-style-type: none"> <li>• incorporate energy efficient arrangements, such as through the orientation of buildings and the capacity to provide alternative energy supplies;</li> <li>• provide for pedestrian and bike path facilities;</li> <li>• have a compact pattern of development that clusters compatible uses within close proximity to one another;</li> <li>• <i>convert and reuse buildings.</i></li> </ul>	<ul style="list-style-type: none"> <li>• Construction of the proposed redevelopment will comply with current Ontario Building Code for energy efficiency standards.</li> <li>• The proposed redevelopment will provide a pedestrian connection to Franktown Road and will provide bicycle parking facilities.</li> <li>• The proposed redevelopment is considered compact of urban development near existing amenities.</li> <li>• Conversion and re-use of the former building was not feasible given the extent of the proposed redevelopment.</li> </ul>
<b>3.0 LAND USE POLICIES</b>	
<b>3.1 Mississippi District</b>	
<b>3.1.4.5 Mississippi Thoroughfares</b>	
<p><i>1. Mississippi Thoroughfares shall be maintained to:</i></p> <ul style="list-style-type: none"> <li>• <i>promote and present an attractive and unifying image of the Town of Carleton Place;</i></li> <li>• <i>maintain a sense of welcome and arrival for residents and visitors; and</i></li> </ul>	<p>Franktown Road is identified as a Mississippi Thoroughfare on Schedule “A” of the Official Plan.</p> <p>The proposed redevelopment will present an attractive streetscape and the image for the Town of Carleton Place with the proposed high-quality building, site layout and landscape plan; together with complementing the Town’s infrastructure by adding users.</p>

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<ul style="list-style-type: none"> <li>• <i>complement and enhance the Town's investment in major infrastructure.</i></li> </ul>	
<p><i>2. In maintaining Mississippi Thoroughfares Council may utilize Community Improvement Plans to undertake "Complete Streets", street beautification programs and shoreline improvement programs and shall ensure that all public works carried out along these Thoroughfares contribute to their preservation and aesthetic enhancement. Council shall also ensure that any private development initiatives along the Mississippi Thoroughfares respect and are consistent with the local character and environmental conditions.</i></p>	<p>The proposed redevelopment will respect and be consistent with the local character of the area through the proposed aesthetic enhancement and tree plantings included on the Landscape Plan.</p>
<p><i>3. Permitted uses on lands fronting on a Mississippi Thoroughfare shall generally be in accordance with the land use designation shown on Schedule A and the related policies in this Plan.</i></p>	<p>The subject lands are identified as "Residential District" on Schedule "A" of the Official Plan. The proposed development consists of a new apartment dwelling, conforming to the policies of the Residential District.</p>
<p><i>4. Higher order intersections (ie. arterial and collector) in the Mississippi Thoroughfare have the potential to create community hubs and gateways through intensified development.</i></p>	<p>The proposed development is located at a "lower order" intersection consisting of Franktown Road (Arterial road) and Nelson Street East (Local Road).</p>
<p><i>5. Development along the Mississippi Thoroughfare shall be required to "front" on the corridor with a high-quality urban design and public realm improvements.</i></p>	<p>The proposed redevelopment will front on Franktown Road and places the new building closer to Franktown Road to provide public realm improvements. This also allows for animating the public realm with patios close to the roadway to facilitate social interaction.</p> <p>The proposed development also proposes generous landscaping details for new trees and shrubs along Franktown Road (and Nelson Street).</p>

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	<p>East), which will contribute to public realm.</p> <p>The proposed building design will result in high-quality urban design through the selection of façade materials.</p>
<p><i>6. Where existing developments back onto the Mississippi Thoroughfare, the Town shall develop a common landscaping standard to buffer the public space from individual properties.</i></p>	<p>The proposed Landscape Plan provides for various tree and shrub plantings to delineate the public and private space.</p>
<p><i>8. New vehicular access points onto the Mississippi Thoroughfare shall be limited and the use of reciprocal access easements shall be encouraged.</i></p>	<p>The proposed development will not include vehicular access on Franktown Road. Vehicular access is proposed from Nelson Street East only.</p>
<b>3.4 Residential District</b>	
<b>3.4.1 Objectives</b>	
<ul style="list-style-type: none"> <li><i>• To encourage the development of “15 Minute City” design principals and provide living, working, commerce, healthcare, education and entertainment uses within a 15-minute walk;</i></li> </ul>	<p>The site location will contribute to the objective of developing a 15-minute city. As identified in Section 1.2.4 of this Report, there are a number of services located within 500 minutes (being a 5 to 7 minute walk).</p>
<ul style="list-style-type: none"> <li><i>• To promote sustainable, efficient and safe residential neighbourhoods; and</i></li> </ul>	<p>The proposed development will achieve the promotion of sustainable, efficient and safe residential neighbourhoods through the proposed site design and layout. The proposed development will result in an efficient use of existing municipal services and urban lands for a compact development on an Arterial Road. The proposed windows, doors, patios and balconies facing Franktown Road will contribute to a safe community with “eyes on the street”.</p>

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<ul style="list-style-type: none"> <li>• <i>To provide a diverse range of housing types and densities to meet the needs of the community.</i></li> </ul>	<p>The proposed development will directly contribute to providing a range of housing types and densities to meet the needs of the community of Carleton Place. The proposed development will contribute twenty (20) new rental apartment dwelling units in an established residential neighbourhood.</p>
<b>3.4.2 Permitted Uses</b>	
<p><i>The following uses shall generally be permitted in the Residential District:</i></p> <ul style="list-style-type: none"> <li>• <i>Residential Uses, as permitted in the Development Permit By-law</i></li> <li>• <i>Additional Residential Units (in primary and secondary buildings/structures)</i></li> <li>• <i>Parks and Recreational facilities</i></li> <li>• <i>Schools and Places of Worship</i></li> <li>• <i>Home-based Business</i></li> <li>• <i>Community and social service facilities</i></li> <li>• <i>Institutional Uses</i></li> <li>• <i>Local and neighborhood commercial uses</i></li> </ul>	<p>The proposed redevelopment consists of a twenty (20)-unit residential apartment dwelling. Residential uses are permitted within the Residential District of the Official Plan and an Apartment Dwelling is permitted within the Development Permit By-law.</p>
<b>3.4.3 General Policies</b>	
<p><i>1. Where land is designated Residential District on Schedule A to this Plan, a range of residential dwelling types shall be permitted, including single detached, semi-detached, duplex dwellings, triplex dwellings, townhouse dwellings and apartment dwellings. Distinct neighbourhoods may be restricted to specific types of dwellings based on existing neighbourhood conditions as specified in the Development Permit By-law.</i></p>	<p>The subject lands are designated as “Residential District” on Schedule “A” of the Official Plan.</p> <p>The proposed Apartment Dwelling is a permitted use within the Residential District of the Official Plan. The Development Permit By-law also permits Apartment Dwellings, which is analyzed in Section 4.5 of this Report, below.</p>



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<p><i>6. Where lots designated Residential District have frontage on a Mississippi Thoroughfare, new high density residential uses and new commercial uses may be permitted provided that such new development can be undertaken in accordance with the policies of Section 2.0.</i></p>	<p>The subject lands front onto Franktown Road which is identified as a “Mississippi Thoroughfare” on Schedule A of Town’s Official Plan. The Residential District encourages new high density residential uses in accordance with Section 2.0 of the Plan. We have analyzed Section 2.0 above and confirm the proposed redevelopment can be undertaken in accordance with those policies. The proposed high density residential use is appropriate for the subject lands.</p>
<p><i>7. All development or redevelopment within the Residential District shall be encouraged to implement Low Impact Development (LID) features.</i></p>	<p>Given the size constraints of the site, Low-Impact Development features are not generally feasible. The Site Plan allocates 35.6 % of the property to remain landscaped open space, maximizing permeability while balancing functionality.</p>
<p><i>11. All developments and redevelopments, not proposed through a plan of subdivision, within the Residential District shall develop at an average density target of 22 units per gross hectare unless otherwise specified in the Specific Area Policies of Section 3.5.4. On a site by-site basis, residential built form classifications shall be evaluate by gross density and shall apply as follows:</i></p> <p><i>c) High-Density Uses – shall include planned unit townhomes, stacked townhomes, back-to-back townhomes and apartment dwellings greater than 30 units per gross hectare and not exceeding 90 units per gross hectare. Developments in excess of 90 units per gross hectare will be subject to an</i></p>	<p>The proposed redevelopment will not occur through a plan of subdivision.</p> <p>The proposed low-rise apartment dwelling built form and density of 77 dwelling unit per gross hectare are considered a “high-density use,” which are permitted. On these bases, no amendment to the Town’s Official Plan is required.</p>

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<p><i>Official Plan Amendment and supporting studies to justify the intensified land use on available infrastructure.</i></p>	
<p><b>13.</b> All new high-density uses shall be subject to the following minimum siting requirements:</p> <p><b>a)</b> The proposed design of the residential development is compatible in scale with the character of surrounding uses as demonstrated through an Urban Design Brief;</p> <p><b>b)</b> The site is physically suited to accommodate the proposed development;</p>	<p>a) The proposed redevelopment is compatible with the scale and character of the surrounding residential uses. This has been demonstrated through an Urban Design Brief prepared in support under separate cover. The proposed height, design and materials are consistent and compatible with the surrounding residential uses in the neighbourhood.</p> <p>b) The site is physically suited to accommodate the proposed residential intensification. The subject Class II Development Permit Application will require reductions to parking space landscape strip requirements. These reductions will allow for the proposed development to be located far enough from Franktown Road to accommodate at-grade patios and balconies. These will contribute to the design of the building and Franktown Road streetscape. The site is physically suited to accommodate the proposed development as lot coverage and landscaped open space requirements can be achieved on the site.</p>

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<p><i>c) The proposed site can be serviced with adequate water and wastewater services;</i></p> <p><i>d) 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;</i></p> <p><i>e) Sufficient off-street parking facilities is provided in accordance with the standards set out in the Development Permit By-law; and</i></p>	<p>c) There are existing municipal water and wastewater services available to the subject property. The proposed redevelopment can be serviced with adequate water and wastewater services.</p> <p>d) The subject property has frontage on Franktown Road which is identified as an Arterial Road on Schedule “B” of the Official Plan. The proposed redevelopment will be accessed from a Local Road (Nelson Street East), which is considered appropriate. There are no apparent capacity concerns of Nelson Street East or Franktown Road to accommodate traffic generated from the proposed redevelopment.</p> <p>e) The current Development Permit By-law (15-2015) requires 1.5 spaces per Apartment Dwelling unit (30 spaces) for the proposed redevelopment based on 20 units. The Site Plan provides 28 parking spaces. With this, the Owner agrees to enter into a cash-in-lieu of parking agreement for the remainder of the required parking spaces. It is important to note, the new Development Permit By-law (53-2025), which is currently under appeal and not yet in effect, proposes 1.25 spaces per unit, requiring only 25 parking spaces. On these bases, the proposed redevelopment is considered to provide adequate parking for the proposed apartment dwellings.</p>

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f) <i>The development can take place in accordance with the policies of Section 2.0.</i>	f) The proposed redevelopment can take place in accordance with the policies of Section 2.0 of the Town's Official Plan, which has been analyzed and confirmed above.
15. <i>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.</i>	The proposed redevelopment will occur on an existing parcel of urban-serviced residential land. The proposed redevelopment will be an appropriate transition of similar housing types and densities along Franktown Road. The proposed redevelopment will be connected to supporting infrastructure, and nearby pathways and parks.
<b>3.4.4.1 Infill Policies</b>	
1. <i>Infill policies shall apply to all residential development that occurs outside a new plan of subdivision. Typically, this form of development occurs through the redevelopment of properties, the repurposing of buildings or land, or the development of vacant land parcels of land and may</i>	The proposed redevelopment is considered as infill. A new plan of subdivision is not being proposed. The redevelopment is occurring on an existing, serviced, residential parcel.
2. <i>The intent of infill policies is to preserve the character of existing neighbourhoods and limit intensification and infill to those which conform to the prevailing character of the neighbourhood with respect to density, lot size and shape, massing, form and landscaped open space.</i>	The proposed redevelopment will contribute to the character of the existing neighbourhood, which consists of other similar massing, forms and densities. The lot size and shape will not be changing as a result of the redevelopment.
3. <i>The average lot size, orientation, and form of new structures must therefore demonstrate conformity with the typical lot size and building forms of the neighbourhood and streetscape. In evaluating the character of the neighbourhood, analysis shall be conducted of properties within</i>	The proposed redevelopment will occur on an existing lot within the urban boundary, there are no changes proposed to the lot configuration of the lands. The proposed redevelopment will be oriented towards the streets and



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<i>the same block as the subject lands. If the infill development is proposed to comprise the entire block of land, the analysis shall include the blocking fabric immediately north, south, east and west of the site.</i>	complement the existing neighbourhood.
<i>4. In reviewing new development and redevelopment, priority shall be given to providing at grade landscaped amenity space in accordance with the provisions of the Development Permit By-law. Supplemental landscape and amenity space on decks, rooftops and balconies shall be encouraged.</i>	The proposed redevelopment includes at-grade landscaped areas and private-individual amenity space for the ground-level units. Private-individual balconies are also proposed for the second storey units.
<p><i>5. New development and redevelopment will be required to consider the available infrastructure and public amenities available to support the intensification of the site. Infrastructure considerations are to include:</i></p> <ul style="list-style-type: none"> <li><i>a. Adequate off-street and on-street parking;</i></li> <li><i>b. Proximity to recreational opportunities including parks and trails;</i></li> <li><i>c. Adequacy of available water and sanitary capacity within the neighbourhood; and</i></li> </ul>	<ul style="list-style-type: none"> <li>a. The Site Plan illustrates 28 parking spaces which will provide 1.4 spaces per unit. The proposed parking ratio is adequate for the intended uses given the forthcoming new Development Permit By-law. Cash-in-lieu of parking is proposed for the two (2) deficient parking spaces, which will contribute to the Town's parking reserve fund.</li> <li>b. The subject lands are located within an area that is in close proximity to a number of recreational opportunities. The proposed redevelopment is located within 500 metres of four (4) existing parks and two trails (Ottawa Valley Recreational Trail and Trans Canada Trail).</li> <li>c. It is confirmed there is available water and sanitary sewer capacity within the neighbourhood.</li> </ul>

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<p><i>d. Existing drainage and grading patterns of the site and post-development stormwater management.</i></p>	<p>d. The proposed redevelopment will maintain existing drainage and grading patterns of the surrounding area and manage post-development storm water flows. A Servicing Report and Grading / Drainage Plan have been prepared to adequately address runoff control and treatment. Post development runoff rates will be equal or less than the pre-development run-off rates.</p>
<p><i>6. Consideration of negative impacts of new development and redevelopment on adjacent private properties shall also be considered and shall include but are not limited to:</i></p> <p><i>a. Privacy impacts adjacent properties;</i>  <i>b. Removal of on-street parking; and</i>  <i>c. Shadow impacts on private amenity spaces.</i></p>	<p>a. Privacy impacts on adjacent properties have been considered. The proposed redevelopment will include a landscape strip with a 1.8-metre-tall privacy fence to buffer adjacent residential properties. The building height has also been limited to two storeys, which is consistent with existing building heights of the area.</p> <p>b. The proposed redevelopment will not remove on-street parking in the area.</p> <p>c. Minimal shadow impacts are anticipated on private amenity spaces given the height the proposed building and separation distances to adjacent residential properties.</p>

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<p><i>7. Residential infill developments shall be calculated on a gross hectare basis and shall be defined as the total area of land on which the resident use is proposed. Gross densities shall be in accordance with Section 3.5.3.11.</i></p>	<p>The redevelopment will consist of a built form of a low-rise apartment dwelling which is considered a “medium density use” but will consist of twenty (20) units over 2,616 sq. metres. This equates to a density of 1 unit per 130.8 square metre, resulting in a gross density of 77 units per gross hectare.</p> <p>The proposed redevelopment has considered Section 3.4.3.11 of the Official Plan for high density uses.</p>
4.0 MUNICIPAL AMENITIES AND GREEN INFRASTRUCTURE	
4.1.5 Tree Canopy	
<p><i>1. Street trees and the preservation of the urban tree canopies shall be protected and enhanced through all development proposals. Accordingly, a tree preservation plan shall be required in support of development applications</i></p>	<p>The proposed redevelopment includes generous landscaping with ten (10) new trees to be planted along the Franktown Road and Nelson Street East frontages. The proposed redevelopment will enhance the urban tree canopy within the Town of Carleton Place.</p>
<p><i>4. In order to ensure the continued resilience of the Town’s tree canopy, annual plantings undertaken by either the Town or through approved landscape plans in new developments shall demonstrate the establishment of an ecologically diverse canopy composed of native and hardy species of trees. While ornamental and non-native varieties may be permitted, these species shall not constitute the fundamental tree canopy.</i></p>	<p>A Landscape Plan has been prepared in support of the proposed redevelopment. The Plan illustrates ten (10) new trees along the frontage of Franktown Road, which will consist of Sugar Maples, Balsam Fir and Sunburst Locust species.</p> <p>The Sugar Maple is considered a native species in Eastern Ontario. The proposed mix will allow for a diverse canopy of native and hardy species of trees.</p>

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<b>4.3 Built Infrastructure</b>	
<b>4.3.2 General Policies</b>	
<i>5. Opportunities for adaptive re-use should be considered, wherever feasible, before consideration is given to developing new infrastructure and public service facilities.</i>	The site is located within the urban boundary and proposed to use existing municipal water and sewage services.
<b>4.3.3 Transportation</b>	
<b>4.3.3.3 Arterial Roads</b>	
<i>1. Lot creation for residential purposes with direct access to an Arterial Road shall not be permitted.</i>	Franktown Road is identified as an “Arterial Road” as per Schedule “B” of the Town’s Official Plan. The proposed redevelopment will not result in direct access for vehicular traffic on Franktown Road.
<i>2. Residential projects with frontage on an arterial road may be permitted in accordance with the land use designation, provided that access is provided through a local public street or condominium road maintained year round. The review process shall ensure that adequate measures are included in the subdivision design to mitigate any potential negative impacts related to the proximity of the arterial to the residential development.</i>	The proposed redevelopment will be accessed from Nelson Street East which is considered a local public street.
<i>3. All development which could have an impact on the efficiency of arterial roads shall be required to submit a traffic impact study and the proponent will be responsible for the implementation of any required roadway improvements.</i>	The proposed redevelopment is not anticipated to have an impact on the function of Franktown Road.



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<b>4.3.3.5 Local Roads</b>	
<p><i>Local Streets are identified on Schedule B. Generally new development and lot creation on local streets may be permitted in accordance with the relevant policies of this Plan and the requirements of the Development Permit By-law. The minimum width of any street right of way shall be 20 metres. A reduced right of way standard may be accepted through the development review process provided that the right-of-way widths can accommodate all of the required servicing infrastructures for the proposed development and provided that the approval authority is satisfied that the reduced widths will not result in lower quality development. In all new developments a sidewalk on at least one side of the street shall be required as will linkages to the Town's pathway system</i></p>	<p>Nelson Street East is identified on Schedule "B" of the Town's Official Plan as a "Local Road". Vehicular access to the proposed redevelopment will occur from Nelson Street East.</p>
<b>4.3.5 Water, Wastewater and Stormwater Services</b>	
<b>4.3.5.1 General Policies</b>	
<p><b>1.</b> <i>All development shall generally occur on the basis of full municipal water and wastewater services.</i></p>	<p>The proposed redevelopment will occur on full municipal water and wastewater services.</p>
<p><b>3.</b> <i>Development will not be encouraged where such development would result in, or could lead to, unplanned expansions to existing water and wastewater infrastructures.</i></p>	<p>The proposed redevelopment will not require an unplanned expansion to existing water or wastewater infrastructure, as existing services are available.</p>
<p><b>4.</b> <i>Development shall generally be directed to areas where water and wastewater services can reasonably be extended.</i></p>	<p>The proposed redevelopment is in an area where there is existing water and wastewater services are available without extension.</p>

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5. <i>The allocation of infrastructure capacity for infill and economic development purposes is encouraged.</i>	The infrastructure capacity for the proposed redevelopment is confirmed. It is recognized that servicing allocation for the proposed infill development is encouraged.
6. <i>Stormwater management will be required for all new development in accordance with guidelines which may be developed by the Ministry of the Environment, Conservation and Parks, the Mississippi Valley Conservation or the Town of Carleton Place. Stormwater management may not be required for small scale developments such as lots created through the consent process or minor developments subject to a development permit where there is no impact on the watershed.</i>	A Servicing Report and Grading / Drainage Plan have been prepared in support of the proposed redevelopment to ensure adequate quantity control and quality treatment.
<b>4.3.7 Innovative Technologies</b>	
1. <i>Strategies or initiatives related to water conservation, energy conservation, air quality protection and integrated waste management;</i>	The proposed redevelopment will feature an integrated waste management area for recycling and garbage.
2. <i>Opportunities for energy efficiencies, alternative energy production and distribution networks, demand management strategies and land use patterns and designs which support energy conservation and natural solar gain.</i>	The proposed redevelopment will consider options for energy conservation where appropriate. The proposed new apartment building will be constructed to Ontario Building Code standards related to energy efficiency.
3. <i>Innovative building and community designs that contribute to low carbon design, energy, and resource conservations;</i>	The site location is located within walking distance to a number of existing commercial services and recreational amenities, which is anticipated to contribute to lowering carbon emissions by supporting active transportation. The proposed 77 dwelling unit per gross hectares density is considered transit supportive the same.

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<i>5. Evaluating the use of photovoltaic, solar-thermal surfaces and low albedo materials in new buildings;</i>	The proposed redevelopment proposes an asphalt parking area of 30.6 % of the site, which has been minimized to reduce heat island effects.
<i>6. Integration of green infrastructure to complement existing infrastructure such as low impact design and best management practices to manage natural hazard risks;</i>	The proposed redevelopment has incorporated generous landscaping and permeable areas to facilitate runoff infiltration.
<b>5.0 SAFETY AND SECURITY POLICIES</b>	
<b>5.3 Contaminated Lands</b>	
<b>5.3.1 Policies</b>	
<i>1. In order to ensure that there will be no adverse effects from any proposed development, Environmental Site Assessments (ESA) and remediation of contaminated lands are required by this Plan prior to any activity or development occurring on a site that is known or suspected to be contaminated.</i>	A Phase I and II Environmental Site Assessment have been prepared in support of the proposed redevelopment. It is important to note Residential uses are already permitted through the Development Permit By-law, and there is no change of use to a more sensitive land use proposed.
<i>2. Where there is evidence that a site may be contaminated due to the previous use of the property, Council shall require a Phase I Environmental Site Assessment (ESA). Where a Phase I ESA reveals that a site may be contaminated, a Phase II ESA will be required. A Phase I or II ESA is an assessment conducted in accordance with Part XV.I of the Environmental Protection Act and Ontario Regulation 153/04 or their successors by or under the supervision of a qualified person to determine the location and concentration of contaminants on the site proposed for development.</i>	The Phase II Environmental Site Assessment has found evidence of contamination, and recommends soil removal and disposal at a licensed waste disposal facility. The majority of the site will be excavated and soil removed for the proposed redevelopment.

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<p><i>3. Prior to a development being approved on a site where information reveals that the site may be or is contaminated, the applicant will provide a Record of Site Condition in accordance with Part XV.I of the Environmental Protection Act and Ontario Regulation 153/04 or their successors. The Record of Site Condition, which details requirements related to site assessment and clean-up, must be acknowledged by the Ministry of the Environment, Conservation and Parks and registered on title of the subject lands confirming that the site has been made suitable for the proposed use. The Record of Site Condition and MOECP acknowledgment will be provided to the Town as part of the Development Permit review process.</i></p>	<p>The Phase II Environmental Site Assessment completed by the Paterson Group, has confirmed that a Record of Site Condition (RSC) is not required in support of the proposed redevelopment as there is no change in land use with the site already being permitted for residential uses, and that it can continue to be utilized for residential uses.</p>
<b>6.0 IMPLEMENTATION</b>	
<b>6.6 Development Control</b>	
<b>6.6.3 Development Criteria</b>	
<p><i>Council shall consider the following development criteria when reviewing the compatibility and appropriateness of any new development or redevelopment, when considering amendments to the Development Permit By-law and in considering, where applicable, the requirements for a Class 1, 2 or 3 Development Permit:</i></p> <ol style="list-style-type: none"> <li><i>1. The provision of safe access onto or from a Town, County or provincial road;</i></li> <li><i>2. Adequate access to, and provision of, off-street parking;</i></li> </ol>	<ol style="list-style-type: none"> <li>1. The site has frontages on both Franktown Road and Nelson Street East. Vehicular access will be from Nelson Street East, which is a local road. The proposed access is considered a safe entrance and appears to have adequate separation from Franktown Road.</li> <li>2. The proposed redevelopment will include 28 parking spaces at a ratio of 1.4 spaces per unit and is deficient by two (2) parking spaces. The proposed deficiency will be addressed through cash-in-lieu of parking. The proposed redevelopment is considered to have adequate off-street parking given the new Development Permit By-law,</li> </ol>



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<p>3. <i>Barrier-free access to public and commercial buildings and the designation of parking space for physically challenged persons;</i></p> <p>4. <i>Access and maneuvering of emergency vehicles in providing protection to public and private properties;</i></p> <p>5. <i>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 recreational facilities including parks and recreational pathways and related facilities;</i></p> <p>6. <i>Adequate grade drainage or storm water management and erosion control;</i></p>	<p>which is under appeal and not yet in effect, allow s minimum parking ratio of 1.25 parking space per apartment dwelling unit.</p> <p>3. One barrier-free parking space will be provided in accordance with the Development Permit By-law. The building will be constructed in accordance with the Ontario Building Code to provide sufficient barrier-free units and access where required.</p> <p>4. The proposed redevelopment will provide sufficient access and maneuverability for emergency vehicles. The buildings proximity to the street line also accommodates emergency access to the site.</p> <p>5. Municipal water and sewage services are available for the property on Nelson Street East. It is understood that any potential lateral upgrades from the mains will be the responsibility of the developer. It is anticipated that any upgrades required for other municipal services or facilities would be collected through Development Charges and / or cash-in-lieu of parkland and / or parking.</p> <p>6. Adequate grading, drainage, storm water management and erosion control can be provided for the site and has been detailed through the Stormwater Management Brief prepared in support of the proposed redevelopment.</p>

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<p>7. <i>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;</i></p> <p>8. <i>The provision of landscaping, the creation of privacy and/or open space areas around buildings and other uses, and the establishment of setbacks to maintain proper distance separation between new development and natural heritage sites, natural hazards and resource areas and development constraints such as noise and vibration;</i></p> <p>9. <i>Adequate exterior lighting for access and parking areas for public or private use such as in commercial, industrial, institutional and multiple residential development;</i></p> <p>10. <i>The control of signs and advertising such that they are in scale with the intended use and with surrounding uses;</i></p> <p>11. <i>Protection of the environment by avoiding air, soil or water pollution;</i></p>	<p>7. Separation has been provided from lands to the east and south to buffer abutting lower density residential uses. The use of a fence and a landscape strip has been proposed which will buffer the proposed parking area.</p> <p>8. A Landscape Plan has been prepared in support of the subject Class II Development Permit Application. The Landscape Plan creates privacy with trees and shrubs proposed along the lot frontages and at-grade patios and provides open space areas around the building.</p> <p>9. Wall-mounted exterior lighting on the building will illuminate the proposed walkways and parking area. The proposed lighting is adequate for the size of the proposed parking area and site.</p> <p>10. At this time, there is no advertising proposed on the site. It is understood the sign can accommodate signage in the future, subject to municipal regulations.</p> <p>11. The proposed redevelopment has considered Stormwater management in the site design and will provide features to avoid sediment in waterways. The proposed redevelopment will also be in an area of the Town which is walkable and will allow future residents to choose alternative methods of transportation to avoid air pollution.</p>

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<p><b>12.</b> <i>The preservation and protection, whenever possible, of street trees, tree canopies and the urban forest;</i></p> <p><b>13.</b> <i>The adequacy of school board facilities to accommodate new development or redevelopment and the provision or availability of school bussing;</i></p> <p><b>14.</b> <i>Protection or enhancement of areas designated Natural Environment District where applicable;</i></p> <p><b>15.</b> <i>Conserving cultural heritage resources; and</i></p> <p><b>16.</b> <i>The physical suitability of the land for the proposed use.</i></p>	<p><b>12.</b> The proposed Landscape Plan provides for new trees along the frontage of Franktown Road and across the site. The proposed redevelopment will contribute street trees and tree canopy of the urban forest within the Town of Carleton Place.</p> <p><b>13.</b> It is anticipated that the local school board will have an opportunity to provide comment on the proposed redevelopment. There are approximately 5 schools within 3 kilometres of the site.</p> <p><b>14.</b> The subject lands are not designated within a Natural Environment District.</p> <p><b>15.</b> The proposed redevelopment is not anticipated to negatively impact cultural heritage resources as the subject lands are not designated or listed as property of interest under the Ontario Heritage Act.</p> <p><b>16.</b> The site is suitable for the proposed residential apartment building. Sufficient parking for the proposed use is provided, along with adequate landscaped open space, lot coverage and majority of setbacks required in the Development Permit By-law.</p>

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<b>6.6.4 Safety and Security Criteria</b>	
<p><i>When reviewing development applications, ensure that safety and security measures are considered through such means as:</i></p> <ol style="list-style-type: none"> <li><i>1. sufficient lighting in spaces intended for public use after dark to support the kind of activities envisioned for that space;</i></li> <li><i>4. attention to the proposed mix of uses and their proximity to each other to ensure they are complementary; and</i></li> <li><i>5. the routing and design of bicycle and pedestrian routes so that they are accessible to populated areas.</i></li> </ol>	<ol style="list-style-type: none"> <li>1. The site is intended primarily for private uses. The parking lot will be illuminated from wall mounted lights on the proposed building. The proposed illumination will be appropriate for the size and scale of the redevelopment.</li> <li>4. The immediate surrounding area consists of various residential uses. The proposed redevelopment is compatible with those adjacent residential uses.</li> <li>5. The configuration and design of pedestrian routes have been considered to provide accessibility to the Franktown Road sidewalk.</li> </ol>
<b>6.8 Cash-in-Lieu of Parking</b>	
<p><i>Council may enter into an agreement to exempt an owner or occupant from the need to provide and maintain parking facilities as required under the Development Permit By-law. Such agreement shall provide for the making of one or more payments of money to the municipality as consideration for the granting of the exemption and shall set forth the basis upon which such payment is calculated.</i></p>	<p>The proposed redevelopment will provide 28 parking spaces at a ratio of 1.4 spaces per unit. The current Development Permit By-law (15-2015) requires 30 parking spaces at a ratio of 1.5 spaces per unit. The proposed redevelopment is deficient by two (2) parking spaces under the current Development Permit By-law and the Owner has proposed to enter into a cash-in-lieu of parking for those two (2) spaces.</p> <p>It is important to note, the new Development Permit By-law (53-2025) which is currently under appeal (and not yet in effect) requires 1.25 parking spaces per unit for an apartment dwelling.</p>

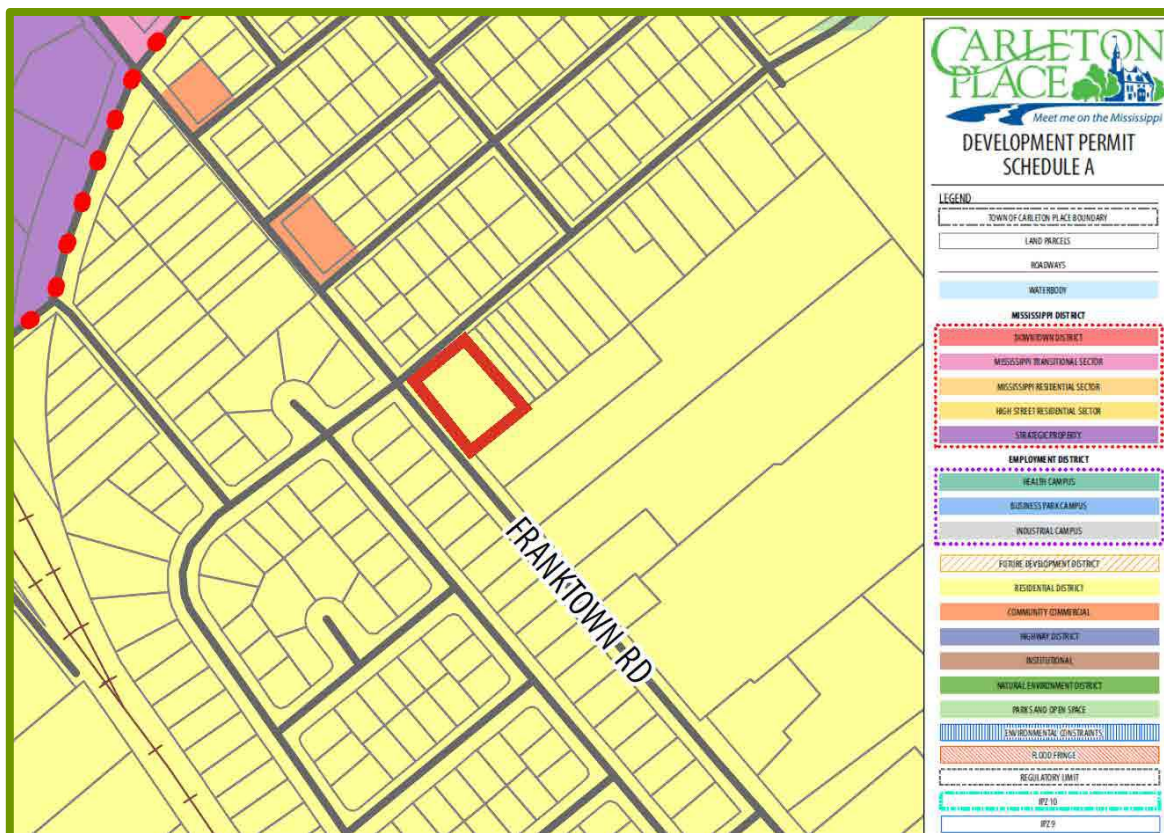


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<b>6.20 Social and Cultural Policies</b>	
<b>6.20.1 Affordable Housing</b>	
<i>2. Encourage infill and housing intensification. This may be achieved through the conversion of single detached dwellings to multiple units, through the provision of Accessory Residential Units, through re-development at higher densities, through land severances on large, under-utilized lots which create opportunities for development on the severed lot (subject to the relevant policies elsewhere in this plan) and through infill on vacant lands.</i>	The proposed redevelopment consists of infill housing intensification of an existing urban-serviced residential parcel. The proposed redevelopment will result in a higher residential density than previous, and will contribute to providing a variety of housing options including “affordable housing”.
<i>9. Encourage cost-effective development standards and densities for new residential development to reduce the cost of housing.</i>	The proposed redevelopment requests appropriate reductions to some performance standards to maintain a density of 77 dwelling units per gross hectare for the purpose of minimizing the cost of housing, which is encouraged.

### 3.5 Town of Carleton Place Development Permit By-law (15-2015)

The Town of Carleton Place Development Permit By-law 15-2015 was adopted on July 29, 2014. The Development Permit By-law combines three permitting systems under the Planning Act, into a single permitting system (Zoning By-laws, Site Plan Control and Minor Variance approvals). The Development Permit By-law outlines requirements, standards and provisions for the control of land use and development in a manner that is similar to a Zoning By-law and also allows for the Town to require plans similar to Site Plan Control to illustrate location, massing and conceptual design. Through the Development Permit By-law 15-2015, the entirety of the Town of Carleton Place is designated as the Development Permit Area and applies to the subject lands at 255 Franktown Road.

Through Schedule A of the Development Permit By-law, the subject lands at 255 Franktown Road are within the “Residential District” as shown below on **Figure 6**.



**FIGURE 6: EXCERPT OF SCHEDULE A – DEVELOPMENT PERMIT BY-LAW 15-2015 (PROPERTY OUTLINED IN RED)**

The Residential District applies to existing residential areas within the boundaries of the Town of Carleton Place and applies to a number of different building typologies including low-density single-detached dwellings to apartment buildings. The

Residential District designation permits all different housing types subject to meeting the standards of the Residential District (Section 6.0), standards of the Existing Site Analysis (Section 13.0) and standards for Design Criteria (Section 14.0). The purpose and intent of the Residential District is to promote compatible residential development within existing neighbourhoods, while considering existing building form and the surrounding landscape.

More specifically, the Residential District permits the following uses: Single-Detached Dwelling, Semi-Detached Dwelling, Duplex Dwelling, Triplex Dwelling, Quadraplex Dwelling, Townhouse Dwelling, Senior's Residential Dwelling and Apartment Dwelling. The proposed Apartment Dwelling is a permitted use subject to meeting criteria established in Section 13 and 14 of the Development Permit By-law. An Urban Design Brief has been submitted under separate cover analyzing criteria of Section 13 and 14 of the Development Permit By-law.

The compliance to the Town's Development Permit By-law is analyzed below in **Table 5**.

**TABLE 5: RESIDENTIAL DISTRICT DEVELOPMENT STANDARDS**

<b>6.3 Development Standards</b>		
<b>6.3.9 Apartment Dwellings</b>	<b>Required</b>	<b>Proposed*</b>
Lot Area (Minimum)	Nil	2616.6 m <sup>2</sup>
Lot Coverage (Maximum)	60 %	33.8 %
Lot Frontage (Minimum)	35 m	42.7 m
Front Yard Build Within Area	4.5 m (min) 7.5 m (max)	6.2 m
Exterior Side Yard Build Within Area	4.5 m (min) 7.5 m (max)	6.1 m
Interior Side Yard (Minimum)	3.0 m	16.7 m
Rear Yard Depth (Minimum)	7.5 m	7.5 m
Usable Landscaped Open Space in the Rear Yard (Minimum)	20%	31.1%
Building Height (Maximum)	14 m (or 4 storeys)	6.8 m (2 storeys)
No Encroachment Area From Front or Exterior Side Lot Line	2.5 m	2.5 m
Parking Spaces	1.25 per unit (25 spaces)	1.25 per unit (25 spaces)

6.3 Development Standards	
6.3.10 – Additional Provisions – Apartment Dwellings	Proposed*
<i>All development shall be serviced by a public water supply and a public sanitary sewage system. Development applications which propose development on private water and sewage systems will not be approved.</i>	The proposed development will be serviced by municipal water supply and municipal sanitary sewage services.
<i>All development requires coloured elevation drawings and an Urban Design Brief as per provisions outlined in Section 3.1.5</i>	Coloured elevations and an Urban Design Brief have been provided in accordance with Section 3.1.5 of the By-law.
<i>1. In addition to the parking requirements of Section 3, an additional 0.25 parking space per dwelling unit shall be required, such spaces to be delineated through signage.</i>	<b>0.15 spaces per unit (3 visitor spaces).</b>
<i>2. A maximum of 40% of the lot area may be used for at grade parking</i>	The Site Plan proposes to use 30.6 % (or 800.1 square metres) for at of the lot area for at-grade parking.
<i>3. All residential buildings containing more than seven (7.0) dwelling units shall be required to be located on an arterial or collector roadway</i>	The subject lands are located on Franktown Road which is designated Arterial Road on Schedule 'B' of the Official Plan.
<i>4. Off street parking areas shall not open directly on to a public street but shall be provided with access drives or other controlled access. Access drives shall not serve as part of a specified parking area and shall be kept clear of parked vehicles.</i>	The Site Plan illustrates an access drive to Nelson Street East that will not serve as part of the proposed parking area and will be kept clear of parked vehicles.
<i>5. All surfaces, other than green space, must be asphalt or other hard surfaced materials as per Section 3.30</i>	The Site Plan illustrates the use of asphalt for the parking area and concrete for walkways / patios.



6.3 Development Standards	
<p><b>6.</b> <i>Pedestrian walks shall be not less than 1.2 metres (4.0 feet) in width and shall be provided wherever normal pedestrian traffic will occur.</i></p>	<p>The Site Plan illustrates pedestrian walkways. The walkways have a minimum 2.0-metre width.</p>
<p><b>7.</b> <i>Garbage and refuse pickup and other multi-unit utility areas shall be provided and shall be located so as not to detract from the aesthetic character of the development and shall be enclosed and shielded from view by fencing, walls or shrubbery of at least 1.5 metres (5.0 feet) in height around the perimeter.</i></p>	<p>The Site Plan illustrates garbage and recycling areas. The positioning of the garbage / recycling area is in the rear yard and will not detract from the aesthetic character of the development. The garbage and recycling area will be adjacent to a 1.8-metre-high privacy fence along the lot line.</p>
<p><b>8.</b> <i>All telephone and electric service utilities shall be underground in all multi- family developments.</i></p>	<p>All telephone and electric service utilities will be underground.</p>
<p><b>9.</b> <i>All developments shall be provided with a liberal and functional landscaping scheme. Interior roads, parking areas and pedestrian walks shall be provided with shade trees which are of an appropriate size and character. Open space adjacent to buildings and malls between buildings that are to be utilized by residents and border strips along the sides of pedestrian walks shall be graded and seeded.</i></p>	<p>The Landscape Plan illustrates the proposed tree, shrub and flower plantings for the site. The Plan illustrates landscaping strips to buffering adjacent properties through the use of a 1.8-metre-high privacy fence together with trees or shrubs.</p>
<p><b>10.</b> <i>Approaches to multi-family dwelling structures and entrance areas shall be provided with trees and attractively shrubbed. Areas not used for buildings, drives and parking space shall be seeded or landscaped and shall be kept in an attractive condition.</i></p>	<p>The Landscape Plan illustrates the proposed tree, shrub and flower plantings for the site. The Plan illustrates trees and shrubs around the building and flower flanking the entrance, together with grassed areas, to create an attractive design.</p>

6.3 Development Standards	
<p><i>11. Interior development roads, parking areas, dwelling entranceways and pedestrian walks shall be provided with sufficient illumination to minimize hazards to pedestrians and vehicles utilizing the same and shall, where necessary, be shielded to avoid distributing glares to occupants of buildings. Lighting shall be so arranged as to reflect away from adjoining properties.</i></p>	<p>Exterior lighting will be appropriately mounted on the building to avoid glare to adjoining properties while providing sufficient illumination for pedestrians and vehicles.</p>
6.3.10 – Additional Provisions – Infill Developments	Proposed*
<p><i>All proposed developments within existing neighbourhoods must demonstrate consistency with Sections 13 and 14 of this By-law by means of an Urban Design Brief and meet all other standards and provisions of the By-law. Proposed multi-residential developments shall consider surrounding built form and minimize impacts to the neighbourhood.</i></p>	<p>An Urban Design Brief has been completed under separate cover and demonstrates compliance with Section 13 and 14 of the By-law.</p>
<p><i>Any land assembly that results in a proposed increased density to the neighbourhood will require a Class 3 Development Permit.</i></p>	<p>The proposed development has not required a land assembly and the proposed development can be considered redevelopment of an existing parcel, with no adjustments to the lot configuration.</p>

\* **Bold text with grey shading indicates proposed site-specific provision.**

The proposed development generally complies with the Development Standards outlined in Section 6.3 of the Development Permit By-law, with the exception of the required number of parking spaces.

The Development Permit By-law provides development standards under Section 3.0 (General Provisions) and provides additional regulations such as parking standards, buffering and regulations for accessory uses. **Table 6** below, analyzes the relevant standards of Section 3.0.

TABLE 6: SECTION 3.0 GENERAL PROVISIONS

3.0 General Provisions	
3.9 Corner Lot Sight Lines	<b>Proposed*</b>
<p><i>Notwithstanding any provisions of this By-law to the contrary, within any area de- fined as a sight triangle, the following uses shall be prohibited:</i></p> <ol style="list-style-type: none"> <li><i>1) A building, structure or use which would obstruct the vision of drivers of motor vehicles;</i></li> <li><i>2) A fence or tree, hedge, bush or other vegetation the top of which exceeds 1.0 metre in height above the elevation of the centre lines of the abutting streets;</i></li> <li><i>3) A parking area;</i></li> <li><i>4) A finished grade which exceeds the elevation of the centerlines of abutting streets by more than 0.5 metres.</i></li> </ol>	<p>A 6.0-metre by 6.0-metre site triangle can be accommodated to provide an adequate line-of-site for vehicles turning on Nelson Street East and Franktown Road. The site triangle space will be free and clear of any buildings, structures, fences, trees, hedges, bushes and parking areas.</p>
3.15 Exterior Design	<b>Proposed*</b>
<p><i>Elements of exterior design are subject to the provisions outlined in Sections 13 and 14 of this By-law. All proposals must include coloured elevation drawings which demonstrate that the overall design of the new development is consistent with the exterior design elements illustrated in Sections 13 and 14 of this By-law. All proposed multi-residential developments within the Mississippi District must demonstrate compatibility with existing built form by means of an Urban Design Brief undertaken by a qualified professional to demonstrate compatibility and consistency with adjacent existing built form(s).</i></p>	<p>Coloured building elevations have been prepared by Bell+Associates Architects. An Urban Design Brief has been prepared in support of the proposed development to demonstrate consistency with adjacent built form.</p>

3.0 General Provisions	
3.22 Illumination	<b>Proposed*</b>
<p><i>The use of sensitive lighting practices is required in accordance with the following:</i></p> <ol style="list-style-type: none"> <li><i>1) Illumination shall not cause direct or indirect glare on a street that may interfere with traffic or pedestrian safety;</i></li> <li><i>2) Illumination shall not consist of a colour or be so designed or located that it may be confused with traffic signals;</i></li> <li><i>3) Illumination shall not cause direct or indirect glare on adjacent properties.</i></li> </ol>	<p>The proposed lighting of the site will be wall mounted to the future building. The lighting will be appropriate to avoid indirect glare on the street and adjacent properties. The illumination from the proposed building will also not consist of colours that will be confused with traffic signals.</p>
3.23 Landscaping/Greenspace	<b>Proposed*</b>
<p><i>Provisions for landscaped open space with respect to buffering non-compatible land uses are set forth in the specific land use designations of this By-law. In any Residential, Commercial, Institutional or Employment designation any portion of any front yard which is not used for any other permitted use shall be exclusively devoted to landscaped open space. Any land used for landscaped open space shall be included in the calculations of lot area, yard requirements, etc. as set forth in this By-law. Where landscaping is required as a buffer, such landscaping shall be continuous except for lanes, driveways aisles or walkways which provide access to the lot.</i></p>	<p>Landscaped open space has been provided within the portions of front and exterior side yards which are not used for the proposed apartment building, patios or sidewalks. A continuous landscape strip is provided along the east and south lot lines.</p>



3.0 General Provisions	
3.29 Parking and Storage of Vehicles	<b>Proposed*</b>
<p><i>1) Each standard parking space shall have a minimum width of 2.75 metres (9.0 feet) and a minimum length of 6.0 metres (19.7 feet). Each barrier-free parking space shall have a minimum width of 3.7 metres (12.1 feet) and minimum length of 6.0 metres (19.7 feet).</i></p>	<p>The Site Plan illustrates standard parking spaces with a width of 2.8 metres and length of 6.0 metres. The barrier-free space will have a minimum width of 3.7 metres and length of 6.0 metres.</p>
<p><i>a. The parking area shall be constructed of asphalt paving, concrete, paver stones or similar materials and shall be maintained and treated so as to reduce dust, scattering of stones and similar undesirable effects on adjoining properties and shall incorporate drainage facilities that comply with the requirements of the Corporation.</i></p>	<p>The proposed parking lot will be constructed of asphalt paving.</p>
<p><i>b. All ingress, egress, laneways, roadways and aisles must be constructed of asphalt paving, concrete, paver stones or such material as approved by the Director of Public Works.</i></p>	<p>The entrance to the site and parking lot will be constructed of asphalt paving.</p>
<p><i>c. Ingress and egress directly to and from every parking space shall be by means of a driveway, land or aisle having a width of at least 6.0 metres (19.7 feet) for two-way traffic and 3.5 metres (11.5 feet) for one-way traffic where parking is angled.</i></p>	<p>The proposed parking spaces will be accessed by an aisle that has a width of 6.0 metres for two way traffic.</p>
<p><i>d. A minimum 3m (10 feet) landscape buffer strip is required between all parking lots and the property lines in the Residential District. This can be reduced to 2m (6.5 feet) with the inclusion of a 6m (19.7 feet) privacy fence.</i></p>	<p><b>A 1.5-metre-wide landscape buffer strip is proposed, consisting of a 1.8- metre-high privacy fence and deciduous shrubs or coniferous or deciduous tree plantings.</b></p>

3.0 General Provisions	
3.29.2 Barrier Free Parking	<b>Proposed*</b>
<p><i>Wherever barrier-free access to a building is required under the Ontario Building Code, one barrier-free parking space shall be provided as per the following chart and shall be included in the total number of parking spaces required under the Schedule for Parking Requirement in Section 3.30.3.</i></p>	<p>A single barrier-free parking space has been provided in accordance with the requirements of 6 to 99 parking space category.</p>
<p><i>The barrier free parking spaces shall be:</i></p> <ol style="list-style-type: none"> <li><i>1) widths as per Type A and Type B illustrated in the diagrams following;</i></li> <li><i>2) a minimum of 25% of Type A spaces to Type B spaces are required;</i></li> <li><i>3) a minimum length of 6 metres (19.7 feet);</i></li> <li><i>4) hard surfaced;</i></li> <li><i>5) level;</i></li> <li><i>6) identified by signage;</i></li> <li><i>7) accessible via ramps, depressed curbs, or other appropriate means, and</i></li> <li><i>8) so placed as to permit easy access to or from a motor vehicle parked therein.</i></li> </ol>	<p>A single accessible parking space has been provided in accordance with the Development Permit By-law. The proposed space is a Type A accessible space.</p> <p>The Type A Space will have a minimum width of 3.4 metres and length of 6.0 metres. The space will be level, hard surfaced and identified by signage.</p> <p>The location of the Type A accessible space has been placed to allow for easy access to or from a motor vehicle.</p>
<p><i>The widths shall be: Type A accessible parking space that has a minimum width of 3.4m (11 feet) and a minimum depth of 6m (19.7 feet), with an access aisle of 1.5m (4.9 feet).</i></p>	<p>The proposed Type A parking space will have a minimum width of 3.4 metres, minimum depth of 6.0 metres and a 1.5-metre-wide access aisle.</p>

3.0 General Provisions	
3.29.3 Location and Number of Spaces	<b>Proposed*</b>
<p><i>Apartment Dwelling – 1.25 spaces per dwelling unit. Visitor parking shall be provided at 0.25 spaces per dwelling unit (1.5 spaces per unit – total 30 spaces)</i></p>	<p><b>1.25 spaces per dwelling unit (25 spaces) + 0.15 spaces per dwelling unit for visitor parking (3 spaces). A total of 1.4 spaces per dwelling unit is proposed for a total of 28 Parking Spaces.</b></p>
3.29.4 Cash-in-lieu of Parking	<b>Proposed*</b>
<p><i>The minimum parking requirements for Residential and Non-Residential uses required herein may be reduced or waived provided the owner enters into a Class 2 Development Permit agreement. The applicant must submit a Parking Study undertaken by a Traffic Engineer to determine suitability of the request.</i></p> <p><i>A condition of the agreement will be the receipt of payment in accordance with the Fees and Charges Bylaw payable to the Town of Carleton Place, to satisfy cash-in lieu of parking requirements, per required space.</i></p>	<p>The Site Plan illustrates 28 parking spaces and the Owner agree proposed to enter into a cash-in-lieu of parking agreement for the two (2)-space deficiency. It is important to note, the new Development Permit By-law (53-2025) which is currently under appeal and not yet in effect, requires 1.25 spaces per unit, resulting in 25 parking spaces. On these bases, adequate off-street parking facilities will be provided for the intended uses.</p>
3.31 Parking of Bicycles	<b>Proposed*</b>
<p><i>Apartment Building - 0.5 space per dwelling unit plus 6 spaces for any development with 20 or more dwelling units, such spaces shall be in accordance with Section 31.1.</i></p>	<p>Sixteen (16) bicycle parking spaces provided for the proposed twenty (20) dwelling units.</p>

3.0 General Provisions	
3.31.1 Bicycle Space Design Standards	<b>Proposed*</b>
<p><i>All required spaces for bicycles, motorcycles or similar vehicles must be provided in accordance with the following design standards:</i></p> <ol style="list-style-type: none"> <li><i>1) The minimum dimensions for each space intended for bicycles must be 0.6m (2 feet) in width and 1.8m (5.9 feet) in length with a 1.2m (3.9 feet) clear access aisle and 1.2m (3.9 feet) vertical clearance;</i></li> <li><i>2) Bicycle spaces shall be secured by a locked door or shall include a securely anchored rack to which the bicycle frame and one wheel can be locked.</i></li> <li><i>3) Bicycle parking stalls shall be located close to major building entrances.</i></li> <li><i>4) The minimum dimensions for each space intended for motorcycles or similar vehicles must be 1.0m (3.3 feet) in width and 2.1m (6.9 feet) in length;</i></li> <li><i>5) Motorcycle parking can be located in areas which may be unsuitable for vehicle parking due to size or shape and not intended for pedestrian traffic, however the parking must be clearly delineated by markings and barriers.</i></li> </ol>	<ol style="list-style-type: none"> <li>1) The spaces intended for each bicycle will comply with the minimum requirements and provide for sufficient bicycle parking on-site.</li> <li>2) A “Maglin MBR300” bicycle rack is proposed and will be securely anchored to a concrete pad. Bicycles will be able to be locked to the frame and one wheel.</li> <li>3) Bicycle parking stalls have been located close to the major building entrance.</li> <li>4) &amp; 5) Dedicated motorcycle parking is not proposed as part of the proposed redevelopment.</li> </ol>

\* **Bold text with grey shading indicates proposed site-specific provision.**

## 4. CLASS II DEVELOPMENT PERMIT APPLICATION SUBMISSION SUMMARY

### 4.1 Class II Development Permit Application

This subject Class II Development Permit Application request to permit landscape buffer strip and parking ratio standards required to development the proposed 20-unit residential apartment dwelling. The proposed redevelopment complies with the majority of the requirements Development Permit By-law (15-2015), but does not comply with three provisions and they outlined in **Table 7** below.

**TABLE 7: NON-COMPLIANCE TO DEVELOPMENT PERMIT BY-LAW 15-2015**

DEVELOPMENT PERMIT BY-LAW 15-2015	
<p><b><i>Section 6.3.10.1 – Additional Provisions – Apartment Dwellings</i></b></p> <p><i>1. In addition to the parking requirements of Section 3, an additional 0.25 parking space per dwelling unit shall be required, such spaces to be delineated through signage.</i></p>	<p>The Site Plan also proposes 0.15 spaces per dwelling unit (3 spaces) for visitor parking. The proposed redevelopment is deficient by two (2) visitor parking spaces.</p>
<p><b><i>Section 3.29.3 – Location and Number of Spaces</i></b></p> <p><i>Apartment Dwelling – 1.25 spaces per dwelling unit. Visitor parking shall be provided at 0.25 spaces per dwelling unit (1.5 spaces per unit – total 30 spaces)</i></p>	<p>The Site Plan proposes 1.25 spaces per dwelling unit (25 spaces) and 0.15 spaces per dwelling unit (3 spaces) for visitor parking. A total of 1.4 spaces per dwelling unit are proposed (28 spaces). The proposed redevelopment is deficient by 0.1 spaces per dwelling unit (2 spaces). The owner agrees to address the deficiency through a cash-in-lieu of parking agreement.</p>
<p><b><i>Section 3.29.4)d. – Parking and Storage of Vehicles</i></b></p> <p><i>d. A minimum 3m (10 feet) landscape buffer strip is required between all parking lots and the property lines in the Residential District. This can be reduced to 2m (6.5 feet) with the inclusion of a 6m (19.7 feet) privacy fence.</i></p>	<p>A 1.5-metre-wide landscape buffer strip is proposed, consisting of a 1.8-metre-high privacy fence and deciduous shrubs or coniferous or deciduous tree plantings. The proposed landscape buffer strip width is deficient by 0.5 metres.</p>



Section 2.17 of the Development Permit By-law provides four streams of approval for development based on the requested variations to the standards, scale of proposed development, need for securities and potential off-site impacts. Each class of development permit provides specific criteria to confirm which class of development permit would be required. The proposed redevelopment requires a Class II Development Permit Application and meets multiple criteria of Section 2.17.3) of the Development Permit By-law such as 1), 2), 3), 4), 5), 6) and 15).

The Development Permit By-law (15-2015) requires a minimum of 1.25 parking spaces per dwelling unit, for a total of 25 parking spaces and 0.25 parking spaces for 5 visitor parking spaces. The Development Permit By-law requires a minimum of 30 parking spaces for the proposed development. The Site Plan that has been prepared in support of the proposed redevelopment provides a total of 28 parking spaces. This results in achieving the parking requirement per dwelling unit of 1.25 spaces per dwelling unit (25 spaces), but a reduction to the visitor parking requirement to 0.15 spaces per dwelling unit (3 spaces). The owner agrees to provide cash-in-lieu for the deficient parking requirement of 0.1 spaces per dwelling unit (2 spaces). A cash-in-lieu of parking agreement can be implemented through this Development Permit Application. Twenty-eight (28) parking spaces is considered adequate for the proposed number of dwelling units given the new Development Permit By-law requirement adopted by Council. The site's location in the Town of Carleton Place supports the proposed reduction. It will also allow for the efficient use of urban residential lands, which is desirable and supported.

The other variation requested through the subject Class II Development Permit Application is a reduction to the required landscape buffer strip width from the parking lot to an adjacent residential property. The Development Permit By-law requires a minimum 2.0-metre-wide landscape buffer strip where a fence is provided. The Site Plan proposes a 1.8-metre-tall privacy fence with a 1.5-metre-wide landscape buffer strip, which will consist of deciduous shrubs or coniferous or deciduous tree plantings. The proposed buffer to the adjacent residential parking lot is appropriate for the proposed residential use and will provide an adequate buffer to the adjacent residential property (114 Nelson Street East). The buffer will provide adequate protection of adjacent lands and help eliminate light glare from the on-building lighting. The proposed buffer is also adequate as there is no parking lot lighting proposed in this development, reducing overall illumination of the property. Compatibility of the proposed residential apartment dwelling has been maximized with the adjacent semi-detached dwelling (although higher density) by locating the apartment as close as possible to Franktown Road, and that a low-rise residential use is maintained that will not require a larger buffer otherwise required in the Development Permit By-law.

## 5. PLANNING OPINION AND CONCLUSION

This Planning Justification Report was prepared in support of an application for a Class II Development Permit Application to Town of Carleton Place Development Permit By-law 15-2015 for the proposed development of 255 Franktown Road.

The subject property is legally described as Part of Lot 15, Concession 11, Being Part 1 on Plan 26R787, Except Part 1 on 26R2801, Former Township of Beckwith, Now in the Town of Carleton Place, County of Lanark. The subject property is known municipally as 255 Franktown Road. The site is currently vacant and the lands were previously developed with a single detached dwelling and accessory building. Previous uses of the property were for residential uses.

The surrounding land uses are indicated below:

To the north: Semi-Detached and Single-Detached Dwellings on Nelson Street East (Residential District);

To the south: Single-Detached Dwellings on Franktown Road and Julian Street (Residential District);

To the east: Semi-Detached and Single-Detached Dwellings on Nelson Street East (Residential District);

To the west: Single-Detached Dwellings (Residential District);

The subject lands are designated as “Residential District” on Schedule “A” of the Town of Carleton Place Official Plan. Franktown Road is identified as “Mississippi Thoroughfare” on Schedule “A” of the Official Plan. Franktown Road is also identified as an “Arterial Road” on Schedule “B” of the Official Plan. Within the Town of Carleton Place Development Permit By-law (15-2015), the subject lands are within the “Residential District”.

The proposed development is for a new two (2)-storey apartment building, consisting of twenty (20) rental dwelling units – twelve (12) one-bedroom units and eight (8) two-bedroom units. The proposed building will be setback 6.0 metres from Franktown Road and 6.0 metres from Nelson Street East. The site will be accessed from Nelson Street East and all parking will occur on the east side of the apartment building in the interior side yard. The proposed parking area will provide space 28 vehicles and 16 bicycles. A 1.5-metre-wide landscape strip (including a fence and shrub plantings) will be provided along the eastern property line to buffer the abutting residential property from the proposed parking area.

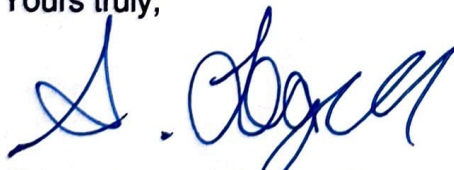
The subject property has frontage on Franktown Road, a designated “Arterial Road” and “Mississippi Thoroughfare” in the Town’s Official Plan. The Town’s Official Plan encourages higher density developments along a Mississippi Thoroughfare, while maintaining compatibility in terms of site design and building design to the surrounding residential neighbourhood. The proposed redevelopment is considered a high-density development given the site area and number of units proposed, but will consist of a low-rise apartment built form. The proposed site and building design will mitigate massing and density, while providing twenty (20) new rental dwelling units on an Arterial Road in the Town of Carleton Place. The proposed design balances the Town’s Official Plan policies related to development within the Residential District and being located on an Arterial Road. The proposed development conforms to the policies of the Town’s Official Plan.

As demonstrated in this report, the proposed development is appropriate considering the applicable land use policies set out in the Provincial Planning Statement, Lanark County Sustainable Communities Official Plan, and the Town of Carleton Place Official Plan. The proposed development complies with the provisions of the Town of Carleton’s Place Development Permit By-law No. 15-2015, with the exception of visitor parking requirements and landscape buffer strip width, for which relief is requested. The proposed variances are minor and nature, and are mitigated through site design and a cash-in-lieu of parking agreement.

It is our professional planning opinion that the subject Class II Development Permit Application request to allow a twenty (20)-unit new rental dwelling units, is an appropriate use for the site, is consistent with the policy direction of the Town’s Official Plan and represents good land use planning.

## 6. REPORT SIGNATURE

Yours truly,



Shawn Legere, MCIP, RPP  
President / Principal Planner  
RFA Planning Consultant Inc.

