

FINDLAY FOUNDRY PLANNING RATIONALE



Project No.: CCO-21-3840

Prepared for:

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Appendix A: Site Photos, taken June 8, 2021

1.0 INTRODUCTION

McIntosh Perry Consulting Engineers Ltd. (McIntosh Perry) has been retained by Inverness Homes (Krumac Holdings Inc.) to prepare a Planning Rationale in support of a Class 3 Development Permit application necessary to develop the lands at 28 High Street in the Town of Carleton Place. The proposed development consists of one 5-storey and one 7-storey residential buildings that also contain a commercial space (restaurant).

An initial submission for Class 3 development permit approvals was made on May 4, 2022. Following submission, and as seen in the revised Site Plan and other plans and reports, the proposed development has undergone revisions. Notable changes include:

- The removal of a 2-storey commercial building;
- The removal of the previously proposed boardwalk;
- The inclusion of a restaurant space; and,
- Associated changes to parking and site layout.

This Planning Rationale is a revision to the initial Planning Rationale dated May 4, 2022, and captures the above noted adjustment and discusses the appropriateness of the proposed development in the context of applicable land use planning policy.

1.1 Site Context

The subject lands are known locally as the site of the former Findlay Foundry. They are legally described as “LT 1-8, 11-27, 45, 47 PL 3802 LANARK N BECKWITH; CARLETON PLACE.” The lands are irregularly shaped with an approximate area of 1.73 hectares. Street frontage exists on three sides (High Street, McLaren Street, and Water Street), and the lands also back onto the Mississippi River.

The subject lands were conveyed to Krumac Holdings Inc. in August of 2021, are currently vacant, and contain no existing structures. Appendix A provides photos of the subject lands, taken in June 2021.

It is understood that the Findlay Foundry was established in approximately 1860 by David Findlay and became a major industry in Carleton Place. The Foundry produced cast iron pieces for machinery and agricultural uses for over a century,¹ before the establishment was closed and the buildings were demolished in the early 1970s.²

As shown in both Figures 1 and 2, the property is located just north of the Mississippi River, and to the west of Bridge Street, in very close proximity to the Town’s downtown core.

¹ Retrieved 2022/05/03 from <<https://lanarkcountytourism.com/carleton-place-has-iron-clad-beginnings>>

² Retrieved 2022/05/03 from <<https://www.thestar.com/local-carleton-place-almonte/news/2021/09/02/large-scale-rental-community-planned-for-former-findlay-foundry-site-in-carleton-place.html>>



Figure 1: Subject Lands



Figure 2: Subject and Surrounding Lands

Table 1 identifies land use types in close proximity to the subject lands.

Table 1: Surrounding Land Uses

Direction	Land Use Description
Northwest	Low-rise residential dwellings are situated opposite High Street. Specifically, there are approximately six detached dwellings that range in height from one and a half to two and a half storeys. At least one appears to be two-unit dwelling, and most front directly onto High Street.
Northeast	Low-rise residential dwellings are situated opposite Water Street, including a two-storey townhouse dwelling with approximately four units and a separate two and a half storey multiple dwelling with approximately six apartment units. Principle entrances face Water Street. There is also a municipally-owned parking lot and dock that are adjacent to the subject lands farther down Water Street, closer to the Mississippi River.
Southeast	The Mississippi River lies to the southeast of the subject lands. Opposite the River, part of the Town’s downtown core is visible, along with low density residential land uses immediately to the west of Downtown.
Southwest	Approximately seven low-rise residential dwellings front onto both sides of McLaren Street, which abuts the subject lands to the west. Dwellings range from one to two and a half storeys in height.

2.0 PROPOSAL

2.1 Description of Proposal

The proposed development centres upon two residential buildings that have been sited parallel to and approximately halfway between High Street and the Mississippi River. To contribute to the design’s articulation, one of the residential buildings is seven storeys tall while the other is five storeys tall. A restaurant space is proposed at ground level in-between the two residential buildings. A total of 213 residential units are proposed, along with 200 square metre gross floor area of restaurant space and 340 total parking spaces.

Table 2 provides a summary of the development’s layout and unit breakdown.

Table 2: Development Overview

Building	Preliminary Unit Breakdown	Approx. Footprint (sq. metres) *
5-Storey Residential Building	1 st Floor – 19 2 nd Floor – 20 3 rd Floor – 20 4 th Floor – 20 5 th Floor – 20 Total Units: 99	1,683
7-Storey Residential Building	1 st Floor – 16 2 nd Floor – 17 3 rd Floor – 18 4 th Floor – 18 5 th Floor – 18 6 th Floor – 18 7 th Floor – 9 Total Units: 114	1,477

* Excludes footprint of connection between Buildings 1 and 2, which measures approx. 174 sq. metres.

A total of 340 parking spaces are proposed, distributed between at-grade and underground parking areas. The underground garage is one level and provides 167 parking spaces, while a total of 173 surface parking spaces are provided. As communicated on the Site Plan, which has been prepared by N45 Architecture Inc., 320 parking spaces are allocated to the residential portion of the development (including visitor parking spaces) and 20 parking spaces are allocated to the restaurant portion. On-street parking is also available within the vicinity, and there is a municipal parking lot to the immediate east of the subject lands, opposite Water Street.

Access to the site is distributed between the three frontages. Specifically, the primary at-grade vehicular access is provided at High Street, and a secondary access is provided at McLaren. These entrances will primarily provide access to non-residents, being visitors and users of the proposed restaurant space. The primary resident point of access is to the underground parking area and is situated at McLaren Street. Pedestrians and cyclists are able to access the site from all directions, and bicycle parking areas are located throughout the site in proximity to main building entry points.

As communicated on the Landscape Plan, prepared by Levstek Consultants Inc., the existing vegetated area to the rear of the proposed building will be formalized into greenspace, including a walkway connecting the primary functional areas of the site.

2.2 Pre-Consultation

A Pre-Consultation meeting was held with the Town of Carleton Place August 4, 2021. As per the resultant Pre-Consultation document, provided August 27, 2021 following correspondence between the applicants and Town

Staff, the following list of reports and plans was identified as overall submission requirements associated with the Class 3 Development Permit application:

- Building Shadow Impact Assessment Study
- Coloured Perspective Drawings
- Site Plan
- Servicing Brief
- Landscape Plan
- Planning Rationale Report
- Utilities Plan
- Grading and Drainage
- Stormwater Management
- Urban Design Brief
- Environmental Site Assessment
- Illumination and Traffic Signal Plan
- Traffic Study
- Parking and Loading Study
- Archaeological Assessment
- Building Materials Samples

These requirements have been addressed by way of the Class 3 Development Permit submission package on May 4, 2022, and the subsequent comment-response process.

The following section discusses the conformity of the proposal with applicable land use planning policy.

3.0 PLANNING POLICY & REGULATORY FRAMEWORK

3.1 Provincial Policy Statement, 2020

The 2020 Provincial Policy Statement (PPS) provides policy direction on land use planning matters of provincial interest. Table 3 below provides a summary of the consistency of the proposed development with policy direction provided within the PPS.

Table 3: Provincial Policy Statement, 2020

PROVINCIAL POLICY STATEMENT, 2020		
Policy Section	Policy	Comments
1.1.1	<ul style="list-style-type: none"> • Healthy, livable, and safe communities are sustained by: <ul style="list-style-type: none"> a) Promoting efficient development and land use patterns which sustain the financial 	<ul style="list-style-type: none"> • <i>The subject lands are designated Mississippi District - Strategic Property and the proposal will contribute mixed-use</i>

PROVINCIAL POLICY STATEMENT, 2020		
Policy Section	Policy	Comments
	<p>well-being of the Province and municipalities over the long-term;</p> <p>b) Accommodating an appropriate affordable and market-based range and mix of residential types;</p> <p>c) Avoiding development and land use patterns which may cause environmental or public health and safety concerns;</p> <p>g) Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;</p>	<p><i>development to the area as permitted by the Town's Official Plan.</i></p> <ul style="list-style-type: none"> <i>The proposed development builds upon the existing character of the area and contributes apartment dwellings, with supportive amenities and services, to the range and mix of available housing types in the Town of Carleton Place.</i> <i>An Environmental Site Assessment (ESA) has been completed in support of the proposed development.</i> <i>The lands will be serviced by public water and wastewater infrastructure, and depend on existing public rights-of way (High Street, McLaren Street, and Water Street) for vehicular access.</i>
1.1.3	<ul style="list-style-type: none"> Settlement areas shall be the focus of growth and development Land use patterns within settlement areas shall be based on densities and a mix of land uses which: <ul style="list-style-type: none"> a) Efficiently use land and resources; b) Are appropriate for, and effectively use, the infrastructure and public service facilities which are planning and available, and avoid the need for their unjustified and/or uneconomical expansion Appropriate development standards should be promoted to facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety 	<ul style="list-style-type: none"> <i>The development is located in a designated settlement area within the Town of Carleton Place, as per the Lanark County Sustainable Communities Official Plan.</i> <i>The subject lands are designated Strategic Property in the Town of Carleton Place Official Plan. The density of the development supports the efficient use of land and is appropriate based upon available and proposed public water and wastewater servicing.</i> <i>A Transportation Impact Assessment has been prepared by McIntosh Perry in support of the proposed development to ensure the adequacy and appropriateness of the proposed transportation infrastructure available.</i> <i>The proposed development, which takes place on vacant lands within the urban boundary, adds rental dwelling units in a compact form to the existing housing supply in Carleton Place. Accordingly, the proposal can be considered intensification, and directly contributes to the establishment of a compact form of development, relative to the local context.</i>
1.1.5.5	<ul style="list-style-type: none"> Development shall be appropriate to the infrastructure which is planned or available, and avoid the need fir the unjustified and/or uneconomical expansion of this infrastructure. 	<ul style="list-style-type: none"> <i>The development, as it is proposed, will be serviced by available public water and wastewater services. Stormwater management servicing is proposed to flow privately from the site to the Mississippi</i>

PROVINCIAL POLICY STATEMENT, 2020		
Policy Section	Policy	Comments
		<i>River. The site depends on the High Street, McLaren Street, and Water Street public rights-of-way for vehicular access.</i>
1.4.3	<ul style="list-style-type: none"> Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market by permitting and facilitating: <ul style="list-style-type: none"> b) all housing options required to meet the social, health, economic and well-being requirements of current and future residents; c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs; 	<ul style="list-style-type: none"> <i>The proposed development contributes a total of 213 apartment dwelling units to the range and mix of available housing types in Carleton Place.</i> <i>Appropriate municipal infrastructure and access are proposed to service the development.</i>
1.6.6.7	<ul style="list-style-type: none"> Planning for stormwater management shall: <ul style="list-style-type: none"> a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term; b) minimize, or, where possible, prevent increases in contaminant loads; c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure; d) mitigate risks to human health, safety, property and the environment; e) maximize the extent and function of vegetative and pervious surfaces; and f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development 	<ul style="list-style-type: none"> <i>A Servicing and Stormwater Management Report is provided as part of the Development Permit Application that proposes stormwater management in accordance with the PPS and local requirements.</i> <i>Stormwater is proposed to be collected privately and directed from the site to the Mississippi River.</i>

The proposal is consistent with applicable policies within the Provincial Policy Statement.

3.2 Lanark County Sustainable Communities Official Plan

The Sustainable Communities Official Plan (SCOP) provides that local official plans designate Settlement Areas and promote intensification in existing built-up areas based on the type of available or planned servicing

infrastructure. Accordingly, the Town of Carleton Place has incorporated these policies into the Town of Carleton Place Official Plan (see Section 3.3).

The proposed development is located in a designated Settlement Area in the Town of Carleton Place, pursuant to the SCOP. As per SCOP Section 2.3, efficient development patterns shall be encouraged in settlement areas to optimize the use of land, resources, infrastructure, and public service facilities. The proposed development will be serviced by public water and wastewater services and provides for efficient use of land through intensification.

Based on the forgoing, the proposed development is in conformity with the goals and purpose of the County of Lanark Sustainable Communities Official Plan.

3.3 Town of Carleton Place Official Plan

The subject lands are designated “Mississippi District - Strategic Property” in the Town of Carleton Place Official Plan. Table 4 provides and responds to relevant policies from the Town of Carleton Place Official Plan.

Table 4: Town of Carleton Place Official Plan

Town of Carleton Place Official Plan		
Policy Section	Policy	Comments
1.3 <i>Guiding Principles</i>	<ul style="list-style-type: none"> • Our Guiding Principles: <ol style="list-style-type: none"> 1) We will continue to value and preserve our built heritage and our small-town character as we provide for appropriate development to generate residential, recreational, environmental and economic opportunities respectful of private and public property rights. 2) We will ensure that growth and development occurs through sustainable and economically viable land use development patterns which will include a broad range of uses and balanced mix of appropriate residential densities. 3) We will help maintain and increase the Town’s employment base through clear and transparent land use policies which support the development of commercial, institutional and industrial opportunities. 4) We will protect and enhance our natural environment in a manner which is respectful of land owner concerns and recognizes the need for long term sustainability. 5) We will ensure appropriate development which will not pose a danger to public 	<ul style="list-style-type: none"> • <i>The proposed development is located in a Settlement Area and contributes rental apartment units to the range and mix of available housing types within the Town. The scale of development is permitted by the Official Plan.</i> • <i>The proposed development is residential and commercial in nature, and it will contribute to the Town’s employment base and support the viability of commercial opportunities within the Town and its surrounding communities.</i> • <i>An Environmental Impact Statement (EIS) was prepared by McIntosh Perry in response to comments from the Mississippi Valley Conservation Authority in relation to the shoreline impact of the initially proposed development. An EIS Addendum prepared by BCH Environmental Consulting was subsequently prepared to address the adjusted configuration and in response to additional MVCA comments.</i>

Town of Carleton Place Official Plan		
Policy Section	Policy	Comments
	<p>safety or health or result in negative property or environmental impacts.</p> <p>6) We will ensure that effective infrastructure services will be provided by the appropriate level of government or the private sector in a cost efficient manner which recognizes development priorities and which ensures the protection of our environment.</p>	<ul style="list-style-type: none"> • <i>A revised Transportation Impact Assessment has been prepared by McIntosh Perry in support of the proposed development to ensure the adequacy and appropriateness of existing and proposed transportation infrastructure, including the proposed parking supply.</i> • <i>An Environmental Site Assessment (ESA) has been conducted in support of the proposed development.</i> • <i>A Servicing & Stormwater Management Report has been completed by McIntosh Perry in support of the proposed development and addresses the appropriate servicing of the development.</i>
<p>3.1.1 <i>Mississippi District - Objectives</i></p>	<ul style="list-style-type: none"> • The policies which apply to the Mississippi District designation, as shown on Schedule A, are based on the following objectives: <ol style="list-style-type: none"> 1) Provide for a mix of residential, commercial and recreational uses while maintaining the character of individual neighborhoods; 2) Encourage new medium and high density residential uses to help stimulate downtown core commercial and recreational activities; 3) Provide opportunities for new waterfront linkages; 4) Enhance pedestrian circulation and orientation; 5) Encourage cultural activities and facilities; and 6) Promote and support the protection of urban street trees. 	<ul style="list-style-type: none"> • <i>The proposed mixed-use development is sensitive to the existing character of the area, includes both residential and commercial land uses, and contributes to the provision of recreational amenities in the neighbourhood.</i> • <i>Drawing from the density ranges provided in Official Plan Section 3.5.4 for reference, given that the policy section is not applicable to this development, the proposed density of 123 units per net residential hectare can be considered "high density."</i> • <i>As shown on the Site Plan, the proposed development provides internal connectivity via a walkway.</i> • <i>A Landscape Plan has been prepared and identifies tree plantings throughout the site.</i>
<p>3.1.2 <i>Mississippi District – Permitted Uses</i></p>	<ul style="list-style-type: none"> • The Mississippi District is a mixed use development area and all of the following uses shall generally be permitted subject to all other applicable policies of this Plan and Development Permit By-law controls: <ul style="list-style-type: none"> ○ Low, Medium and High density residential ○ Low density residential in buildings with street level commercial uses ○ Special Needs Housing ○ Commercial and office uses ○ Institutional uses 	<ul style="list-style-type: none"> • <i>The proposed mixed-use development provides high density residential and commercial uses.</i>

Town of Carleton Place Official Plan		
Policy Section	Policy	Comments
	<ul style="list-style-type: none"> ○ Arts and cultural uses ○ Home based employment 	
3.1.3 <i>Mississippi District – General Policies</i>	<ul style="list-style-type: none"> • The Community Design Framework policies, as stated in Section 2.0 shall be applied when reviewing proposed development or re-development applications. • It is the intent of Council to protect and preserve existing street trees whenever possible. Council may enact more restrictive controls under the Development Permit By-law to protect the downtown core’s urban trees and will ensure that proposed development is reviewed to provide for the preservation and protection, wherever possible, of existing treed areas. • In reviewing development applications Council shall, wherever possible, protect future access or linkages to the waterfront area. Such linkages may be physical land based connections or may include visual linkages developed through the physical design of the new development proposal. 	<ul style="list-style-type: none"> • <i>An Urban Design Brief (Section 4.0) addresses Community Design Framework policy requirements.</i> • <i>A Landscape Plan has been prepared in support of the development and identifies proposed tree planting.</i>
3.2.4 <i>Mississippi District - Strategic Properties</i>	<ul style="list-style-type: none"> • The lands designated as Mississippi district Strategic Properties present opportunities for new residential and mixed use residential and commercial development which can complement and support the Central Business District and help provide linkages between the downtown core and the newer commercial and residential districts. • On the McArthur Island and Findlay Foundry properties, development and / or redevelopment shall be limited to residential uses in a mixed use environment where non-residential uses such as service commercial, recreational and office employment uses are included in the overall design of any proposed development. The minimum residential dwelling density shall be 35 units per net hectare and shall be provided through row housing and/or low rise apartment buildings. A maximum of 30% of the developed net floor space shall be for non-residential uses. • On all strategic properties regard shall be had to the design standards provided in Section 2.0. 	<ul style="list-style-type: none"> • <i>The proposed mixed-use development provides high density residential and commercial uses. The location of the development in close proximity to the downtown core is expected to be mutually beneficial to the development and downtown activity.</i> • <i>The proposed development meets the density requirements as set out in the Official Plan, and the proposed height of 22.9 metres complies with the requirements of the Development Permit By-law.</i> • <i>An Urban Design Brief (Section 4.0) addresses Community Design Framework policy requirements.</i>

Town of Carleton Place Official Plan		
Policy Section	Policy	Comments
	<ul style="list-style-type: none"> All development and / or redevelopment shall integrate pedestrian and recreational trail facilities with linkages to the existing pathway system where possible. All development and / or redevelopment shall integrate pedestrian and recreational trail facilities with linkages to the existing pathway system where possible. 	
4.1.5 Fish Habitat	<ul style="list-style-type: none"> The River Corridor consists of the river itself and lands within 30 metres of natural shoreline areas and 15 metres of hardened shoreline areas. Development and/or site alteration is not permitted on lands within the river corridor, unless the ecological attributes and function(s, including fish habitat, have been evaluated through an Environmental Impact Statement (EIS) and it has been demonstrated that there will be no negative impacts on the areas natural features or ecological functions. It is the policy of this Plan to encourage the re-establishment of naturally vegetated buffer strips along the River Corridor where possible. Although storm water management and drainage measures are often located some distance from a watercourse these measures can impact the water quality and quantity of the watercourse and affect fish habitat. When evaluating storm water management and drainage activities, consideration shall be given to impacts upon fish habitat. The advice of the Department of Fisheries and Oceans or their delegate shall be sought where any proposal may potentially impact fish habitat. In instances where a proposal may result in a harmful alteration, disruption or destruction of fish habitat the proponent must obtain authorization from the Department of Fisheries and Oceans or their delegate. 	<ul style="list-style-type: none"> <i>The development proposal has been revised to reduce the proposed impact along the shoreline.</i> <i>An Environmental Impact Statement (EIS) was prepared by McIntosh Perry in response to comments from the Mississippi Valley Conservation Authority (MVCA) in relation to shoreline and associated impacts relating to the initially proposed configuration and it is anticipated the permitting from the MVCA will be required. The original EIS speaks to consultation with the Department of Fisheries and Oceans. An EIS Addendum prepared by BCH Environmental Consulting was subsequently prepared to address the adjusted configuration and in response to additional MVCA comments.</i> <i>A Servicing & Stormwater Management Report has been completed by McIntosh Perry in support of the proposed development and addresses the appropriate servicing of the development, including stormwater management.</i>
4.1.6 Street Trees	<ul style="list-style-type: none"> Street trees and the preservation of tree canopies shall be protected to the greatest extent possible. Accordingly, a tree preservation plan may be required in support of development applications Tree planting and tree preservation will occur so that all areas of the Town are provided 	<ul style="list-style-type: none"> <i>Extensive interior tree and landscape planting is proposed, as communicated by way of the Landscape Plan.</i> <i>A Tree Preservation Plan is included as part of the resubmission.</i>

Town of Carleton Place Official Plan		
Policy Section	Policy	Comments
	<p>with a sufficient number of trees to maintain a high standard of amenity and appearance. Where new development will result in the loss of existing wooded areas, a condition of development approval will require that the lost trees be replaced at a 1 to 3 ratio (1 new tree for every 3 trees removed). For the purposes of this policy the replacement ratios will only apply to the removal of trees having a minimum caliper of 200mm or more. The new trees will be planted within the boundary of the proposed development to the greatest extent possible with the remaining trees to be planted in public parks or on publicly owned lands as directed by the Town. The caliper size and tree species shall be a condition of the development approval. The requirements of this policy shall be in addition to any other landscaping requirements associated to any particular development application</p>	
4.3.1 Built Infrastructure - Objectives	<ul style="list-style-type: none"> • That the road network within Carleton Place, regardless of which level of government is responsible, will function in a cost effective, efficient and safe manner for the movement of people and goods; • That on-going improvements and enhancements of water, waste water and stormwater services will be managed in a fiscally and environmentally responsible manner • That waste management is carried out in a manner which is environmentally sustainable and to provide appropriate waste management infrastructures which support on-going development 	<ul style="list-style-type: none"> • <i>A Transportation Impact Assessment has been prepared by McIntosh Perry, which confirms the adequacy and appropriateness of existing and proposed transportation infrastructure.</i> • <i>As described within the Servicing and Stormwater Management Report, the development will be serviced by municipal water and wastewater services. Stormwater is proposed to be collected privately and directed from the site to the Mississippi River.</i>
4.3.3.3 Collectors	<ul style="list-style-type: none"> • Collectors are identified on Schedule B. Access to collectors shall generally be minimized in order to ensure that the main function of the roadway as an efficient transportation artery is maintained. Access control shall be established in the Development Permit By-law. The minimum width of any collector right of way shall be 20 metres. 	<ul style="list-style-type: none"> • <i>Access to the proposed development is provided at High Street, McLaren Street, and Water Street. High Street is designated a Collector Road on Schedule B of the Official Plan. A revised Transportation Impact Assessment has been prepared by McIntosh Perry in support of the proposed development to ensure the adequacy and appropriateness of the proposed transportation infrastructure.</i>

Town of Carleton Place Official Plan		
Policy Section	Policy	Comments
4.3.5 Water, Wastewater and Stormwater Services	<ul style="list-style-type: none"> All development shall generally occur on the basis of full municipal water and wastewater services. Development will not be encouraged where such development would result in, or could lead to, unplanned expansions to existing water and waste water infrastructures. Development shall generally be directed to areas where water and waste water services can reasonably be extended. Stormwater management will be required for all new development in accordance with guidelines which may be developed by the Ministry of the Environment, 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. 	<ul style="list-style-type: none"> <i>A Servicing & Stormwater Management Report has been completed by McIntosh Perry in support of the proposed development and addresses the appropriate servicing of the development, including stormwater management.</i>
5.3.1 Contaminated Lands	<ul style="list-style-type: none"> 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. 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 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 	<ul style="list-style-type: none"> <i>An Environmental Site Assessment (ESA) has been conducted in support of the proposed development.</i>

Town of Carleton Place Official Plan		
Policy Section	Policy	Comments
	accordance with Part XV.1 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 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 MOE acknowledgment will be provided to the Town as part of the Development Permit review process.	

The proposed development conforms to applicable policies within the Official Plan of the Town of Carleton Place, and directly supports the Town’s policy objectives to introduce a greater range of housing options for current and future residents.

3.4 Town of Carleton Place Development Permit By-law No. 15-2015

The subject lands are designated “Strategic Property” on Schedule A of the Town of Carleton Place Development Permit By-law No.15-2015.

Section 3.31.2 of the By-law provides the minimum required number of parking spaces for apartment dwelling and restaurant uses. The proposed supply of 340 parking spaces is appropriate for the intensity of the development proposed and satisfies the requirements of Section 3.31.2. Pursuant to Section 3.31.1, the total number of parking spaces provided includes four barrier free parking spaces.

As per Section 4.5.1 of the Development Permit By-law, medium to high density residential uses and retail uses are permitted on lands designated as Strategic Property. Section 4.5.5 provides that a maximum of 30 percent of the developed net floor space shall be for non-residential uses on the Findlay Foundry lands, and Section 4.5.6 requires that medium to high density residential uses shall only be permitted in a mixed-use setting. The proposed development conforms to the above noted provisions of the By-law.

Section 4.5.6 of the By-law establishes a maximum building height of 23.7 metres for the subject lands, and also establishes that buildings shall be stepped back above the third storey. The latter part of this provision has been discussed with Town Staff and it has been determined that tasteful articulation in building materials and the architectural design can supplant the stepback requirement in this instance. It has also been discussed that the By-law is unclear in communicating which lot lines the stepback should be provided from.

The proposed building height has been calculated pursuant to the By-law definition of building height, which considers the vertical distance measured between the average finished grade at the base of the building. The

height of the proposed 7-storey building is 22.9 metres and the height of the proposed 5-storey building is 16.1 metres – both in compliance with the By-law.

The proposed development includes both residential and commercial uses, pursuant to Section 4.5.6 of the Development Permit By-law. As further required by Section 4.5.6, the design criteria as outlined Sections 13 and 14 have been considered by way the Urban Design Brief (Section 4.0) in this report.

As communicated within the paragraphs above, and as shown within the Zone Provisions and Parking Requirements tables on the Site Plan, the proposed development is compliant with the applicable provisions of the Development Permit By-law.

4.0 URBAN DESIGN BRIEF

The following paragraphs address the design of the proposed development in response to the urban design guidance provided with the Town of Carleton Official Plan and Section 14 of the Town of Carleton Place Development Permit By-law.

4.1 Conditions and Context

4.1.1 Existing Conditions and Compatibility

The subject lands are vacant and are the former site of the Findlay Foundry. The proposed development has been designed in such a way that promotes current and future compatibility with nearby and adjacent land uses. As shown on Schedule B of the Official Plan, a Local Trail travels along High Street and Water Street, and along the Mississippi River shoreline prior to connecting with Bridge Street. As highlighted on the Landscape Plan, a proposed walkway from the buildings contributes to the pathway system and connects to the Water Street right-of-way.

The proposed massing of the buildings has been arrived at after careful consideration of adjacent and nearby land uses, the majority of which are low-rise residential dwellings. Further, the shadow impact study that has been submitted demonstrates that no nearby outdoor public or private amenity areas are impacted by shade for prolonged periods of time throughout the calendar year.

4.1.2 Connection to High Street

The principal non-resident access servicing the proposed development will be at High Street, which is a designated Collector Road in the Town of Carleton Place Official Plan. As noted in other sections of this Report, a Transportation Impact Assessment has been prepared by McIntosh Perry in support of the proposed development, and confirms the adequacy and appropriateness of the proposed transportation infrastructure. Section 3.5.4.5 of the Official Plan provides that medium or high density development shall have appropriate access to an arterial or collector road; the proposed lands are connected to High Street via a private driveway that provides access to the site. High Street serves as an important connection to Bridge Street, which will provide the residents of the proposed development with access to the Town's downtown core. Secondary

points of access are proposed at Water Street and at McLaren Street, both of which are relatively short dead-end streets connecting with High Street.

4.1.3 Internal Connectivity

Pedestrian connectivity has been prioritized as part of the site design. The two-storey restaurant and amenity space between the two residential buildings serves as somewhat of a focal point, and will also function as a central hub for residents and their visitors, along with patrons of the proposed restaurant space. Concrete walkways are provided at the front of the site, while a two metre-wide stone dust pathway at the rear provides connectivity between the buildings, Water Street, and the shoreline.

4.2 Statement of Architectural Intent

The following Statement of Architectural Intent has been provided from N45 Architecture Inc.:

The owner proposes to build a 2-building mixed-use development on the southside of High Street, between Water Street and McLaren Street. The project program will include 2 residential towers (5-storey and 7-storey). Underneath the two buildings, a one-storey underground parking garage will be constructed. Below grade parking level will have access from Water Street.

Residential Towers will house 1, 2, and 3 bedroom suites and the amenities will be concentrated in the 2-storey structure, bridging the two towers. Being centrally located, the amenities will have direct access from both residential towers, as well as High Street and the river. The units located on the ground floor will have covered terraces and patios extending over the parking garage base. This provides lower levels of the building with direct communication with the surrounding natural environment.

The building has been designed to respond to the marketing need for modern rental apartments in the area, consistent with the constraints of the zoning by-law and a relatively unique river lot. With most multi-unit residential developments, the neighbourhoods are grappling with monolithic mass of the buildings imposing over the surrounding neighbourhoods. For that reason, we have decided to break up the mass of this development into 2 buildings. Also, we opted for massing that would promote variety in height and scale. Therefore, we have ended up having 2 buildings with varying height, ranging from 2-storey to 7-storeys. This approach will create an intricate play of shadows and light which in turn will create a dynamic environment and the buildings will look “differently” as the day and the seasons progress.

The main building material here will be masonry. The first 3-storeys will be red brick to provide low scale at street level; floors 4 through 7 will be dark brick and siding. The change in materials for the top storeys of the building also provides a visual transition and offers lightness to the upper floors. Fenestration along the ground floor will be as wide-open as possible for the benefit of the passing pedestrian traffic. The two main entrances and potential commercial entrances will be recessed and soffit-protected. The brick mass above will be lightened by strip curtainwall windows that will provide generous natural light to the apartments. White aluminum spandrel panels are used as accents to carry through main ground floor colour. Both residential towers will have penthouse storey which will be recessed from the floor below and have an overhang that will provide shade protection as well as light/airy finish to the top of the building. The colour scheme that is used for the entire

development is in recognition of the industrial history of the site. Red brick and dark metal are mimicking the look of the old Findlay Foundry and celebrating the continuation of the use of this significant site for Carleton Place.

Great emphasis has been placed on the connection with the river. Our team has endeavoured to incorporate this into the “backyard” of the residential towers, through landscaping and a carefully planned access routes from the building towards the river.

By placing a significant weight on river connection, we have also protected another significant feature of the site. This is the visual connection with the Bridge and the Carleton Place Town Hall. We feel that these views will enhance the experience of the residents as well as the onlookers from the other side of the river.

4.3 Town of Carleton Place Official Plan

4.3.1 Section 2.0– Community Design Framework

Section 2.0 of the Official Plan provides a Community Design Framework to ensure that the built form is well integrated with the surrounding community. Two significant objectives of the Framework include the enhancement of pedestrian experience through site design and the recognition of the importance of street trees. As communicated on the Site Plan, the retirement community has a pedestrian walkway that promotes walkability to, from, and within the site.

Trees are proposed at the property line along McLaren Street and Water Street, and a program of shrubs, perennials, and ornamental grasses are proposed along High Street. Parking islands at the site’s interior are well vegetated, as is the hardscaped area at the front of the residential buildings. The rear yard adjacent to the Mississippi River is tastefully designed with a mix of plantings and a pathway. These landscape features encourage walking and passive enjoyment of the site’s exterior.

4.4 Town of Carleton Place Development Permit By-law

4.4.1 Section 13.0 – Built Form Inventory

Section 13.0 of the Development Permit By-law provides specific direction on the exterior design and built form of proposed structures in the Town of Carleton Place. The subject lands are designated Strategic Property in the Mississippi District and are situated outside of the ten residential district zones addressed by the Built form Inventory.

4.4.2 Section 14.0 – Built Form Design Criteria

Section 14.0 of the Development Permit By-law provides Built Form Design Criteria for various land designations within the By-law. It is noted that Section 14.0 does not address design elements for the “Strategic Property” designation. Accordingly, and to capture general design elements espoused by the Town for similar development, Table 5 provides a summary of Built Form Design Criteria that are not technically applicable, but that provide some guidance working from residential and commercial designations in the Mississippi District. The conformity of the proposed development with the referenced criteria is addressed.

Table 5: Built Form Design Criteria (Section 14.0 of Development Permit By-law)

Related Design Criteria	Provided in Proposed Development
<ul style="list-style-type: none"> Buildings will be oriented to the street and shall provide architectural interest to contribute to the esthetics and visual appeal of the community. <p><i>(Mississippi District Residential designation)</i></p>	<ul style="list-style-type: none"> <i>The proposed residential buildings face and are oriented towards High Street and conform to the design esthetics highlighted in the Coloured Perspective Drawings. At the same time, the buildings have been designed such that they do not turn their backs to the River; notwithstanding vehicle access, the rear of the building and the yard along the shoreline have been designed as an active elevation / area of the site.</i>
<ul style="list-style-type: none"> Garages shall be located at the side of the principle structure and integral to it or as a separate accessory structure. <p><i>(Downtown District and Transitional District designations)</i></p>	<ul style="list-style-type: none"> <i>The proposed underground garage will be integral to and form part of the residential buildings, but is generally hidden from public view.</i>
<ul style="list-style-type: none"> Street trees shall be provided every 10.6 metres (35 feet) on average to create a canopy on residential street. <p><i>(Downtown District and Transitional District designations)</i></p>	<ul style="list-style-type: none"> <i>As shown on the Landscape Plan, trees are proposed throughout the rear yard, along the Mississippi River shoreline, along Water Street, and at the periphery of and interior to the at-grade parking area.</i>
<ul style="list-style-type: none"> Parking lots shall be screened from the street edge by both hard features and soft landscape elements such as trees, shrubs, planters and urns. Street trees will be deciduous. <p><i>(Downtown District and Transitional District designations)</i></p>	<ul style="list-style-type: none"> <i>As highlighted in the Landscape Plan, and as noted in its Plant Material Schedule, both deciduous and coniferous trees and shrubs will be planted throughout and at the periphery of the surface parking lot. A landscaped buffer will also soften the transition between the parking lot and High Street. Much of the proposed site parking is hidden from public view, underground.</i>
<ul style="list-style-type: none"> Façade will be constructed of one (1) or two (2) materials being masonry (brick or stone), solid wood siding or stucco or like product. <p><i>(Downtown District and Transitional District designations)</i></p>	<ul style="list-style-type: none"> <i>As noted in the Statement of Architectural Intent, the main building material will be masonry, complimented by other materials, including windows and siding.</i>

5.0 SUMMARY OF TECHNICAL STUDIES

5.1 Transportation Impact Assessment (TIA)

A Transportation Impact Assessment (TIA) prepared by McIntosh Perry has been submitted in support of the proposed development. The proposed development is anticipated to generate a total of 85 trips during the AM peak hour and 143 trips during the PM peak hour. McIntosh Perry reviewed the existing traffic conditions, the anticipated buildout year (2024) background and total conditions, as well as the 5-year horizon (2029) background and total traffic conditions. Based on the review, it was found that all approaches at all intersections operate well at a Level of Service (LOS) of C or better.

McIntosh Perry also reviewed the parking supply proposed by the development and finds that the parking supply satisfies the estimated parking demand as required by the Town's Zoning By-law.

McIntosh Perry reviewed the potential for signalization of the Bridge Street and High Street intersection, as well as the Thomas Street and Townline Road West intersection. However, as projected volumes were used for the analysis, both intersections do not meet the 120% threshold for a signal to be warranted. As such, McIntosh Perry is not recommending any roadway improvements, as the proposed development is anticipated to have minimal impact on the road network.

5.2 Servicing and Stormwater Management Report

A Servicing and Stormwater Management Report has been prepared by McIntosh Perry to present a servicing design in accordance with the recommendations and guidelines provided by the Town of Carleton Place, the Mississippi Valley Conservation Authority (MVCA), and the Ministry of the Environment, Conservation, and Parks (MECP). Specifically, the Report addressed water, wastewater, and storm servicing to ensure that existing and proposed services will adequately service the proposed development. The Report acknowledges the existing 450 mm diameter storm sewer within High Street and proposes a new pipe network of storm sewers ranging from 200 mm to 525 mm in diameter throughout the subject property. The storm pipe network will drain to the Mississippi River. The Report also proposes that a new 150 mm watermain and 150 mm sanitary sewer be installed from Water Street to service the proposed development. A new private hydrant will also be installed on the site and will be serviced from High Street.

5.3 Environmental Site Assessment (Phases 1 & 2)

A Phase 1 Environmental Site Assessment (ESA) for the subject lands was conducted by Paterson Group. A radius of approximately 250 m was determined as appropriate for a Phase 1 ESA. The Assessment concludes that "no environmental concerns were identified with respect to the current use of the Phase 1 Property." The Assessment notes that, during inspection of the site, four automotive service garages were observed within the study area. The Assessment further concludes that, based on the gradient orientation, "these automotive services garages are not considered to pose an environmental concern." The Assessment recommends that a Phase 2 Environmental Assessment be conducted for the proposed development.

A Phase 2 ESA has since been completed by Paterson Group and has been submitted for review.

5.4 Archaeological Assessment (Stages 1 & 2)

A Stage 1 Archaeological Assessment was conducted by Past Recovery Archaeological Services in support of the proposed development. The Assessment provides a review of the geography, history and current land condition of the study area. The Assessment notes that, due to the soil type present on site and the site's proximity to the Mississippi River, the subject property exhibits potential for the presence of significant archaeological resources. As a result, the Assessment recommends that a Stage 2 Archaeological Assessment be undertaken by a licensed consultant archaeologist prior to the initiation of below-grade soil disturbances or other alterations.

A Stage 2 Archaeological Assessment has since been prepared by Past Recovery Archaeological Services, and has been accepted by the Ministry of Citizenship and Multiculturalism (MCM).

5.5 Environmental Impact Statement (EIS) & EIS Addendum

An Environmental Impact Statement (EIS) was initially prepared by McIntosh Perry in response to comments from the Mississippi Valley Conservation Authority (MVCA) concerning shoreline and associated impacts relating to the site layout initially proposed. The initial EIS included the following recommendations:

- Regulatory consultation with the Mississippi Valley Conservation Authority to obtain approval in accordance with O. Reg 153/06;
- Submit a request for review to the Department of Fisheries and Oceans Canada; and
- Submission of an IGF and AAF form to MECP for Blanding's Turtle and American Eel for in-water/near water works.

An EIS Addendum prepared by BCH Environmental Consulting was subsequently prepared to address comments provided by the Mississippi Valley Conservation Authority and the adjusted site configuration. The EIS Addendum provides the following conclusions, and recommends that requirements be captured by way of an development agreement between the Owner and the Town of Carleton Place:

1. All works will be limited to the shore, no in-water works are to be conducted
2. A request for review (RFR) will no longer be need to be submitted to the Department of Fisheries and Oceans Canada (DFO), no in-water works are to occur.
3. As in-water work are no longer required an IGF and AAF (MECP) form is no longer required for American Eel.
4. Although turtle access is limited and unlikely at this location it is still recommended that an IGF and AAF form be completed for Blanding's Turtle and submitted to MECP for review to determine if additional approvals may be required. Mitigation measures present within the EIS are sufficient to mitigate any negative effect on turtles.
5. Due to the elimination of all-in-water work, providing a more in depth impact analysis to fish, fish habitat, aquatic vegetation and benthic community then already presented in the EIS and this report is unnecessary, as mitigation measures present in the EIS are sufficient to address all potential impacts.

The EIS Addendum concludes that with proper implementation and maintenance of the recommended mitigation measures, the proposed development will not negatively impact the Mississippi River or any habitat of aquatic species at risk, and that the proposal will most likely improve the quality of the near shore habitat.

6.0 CONCLUSION

The proposed Findlay Foundry development is an appropriate land use when considering applicable local and Provincial land use policy. At a high-level, the approval of the Class 3 Development Permit application will facilitate an increased supply and range of housing and commercial opportunities within Carleton Place and nearby communities.

The proposed development and the Class 3 Development Permit application is consistent with the Provincial Policy Statement and it conforms to the policies of the Lanark County Sustainable Communities Official Plan and the Town of Carleton Place Official Plan. The development complies with the provisions of the Town's Development Permit By-law No. 15-2015.

The proposal is an appropriate use of the subject property, is in the public interest, and represents good planning.

Prepared By:



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PLANNER

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PRACTICE AREA LEAD, PLANNING SERVICES

Appendix A:

Site Photos, taken June 8, 2021













