

## COMMUNICATION 135191

**Received From:** Niki Dwyer, MCIP RPP, Director of Development Services  
**Addressed To:** Committee of the Whole  
**Date:** November 26, 2024  
**Topic:** 355 Franktown Road (residential infill)  
11309455 Canada Inc (09-T-23001)

### BACKGROUND

An application for subdivision has been filed for a parcel of land on Franktown Road owned by 11309455 Canada Inc (“the Owner”). The purpose of the application is to subdivide the site into three (3) independent properties and one (1) municipal road to facilitate the servicing and construction of a residential infill development.

The purpose of this report is to evaluate and analyze the merits of the proposed subdivision and outline conditions of draft approval (appended as Attachment 1) for consideration and adoption by Council. It is the role of Council to direct staff to provide specific conditions to the County of Lanark (“the approval authority”) for their review and approval. The County will consolidate the Town’s conditions with those of other agencies into a final “Draft Decision”.

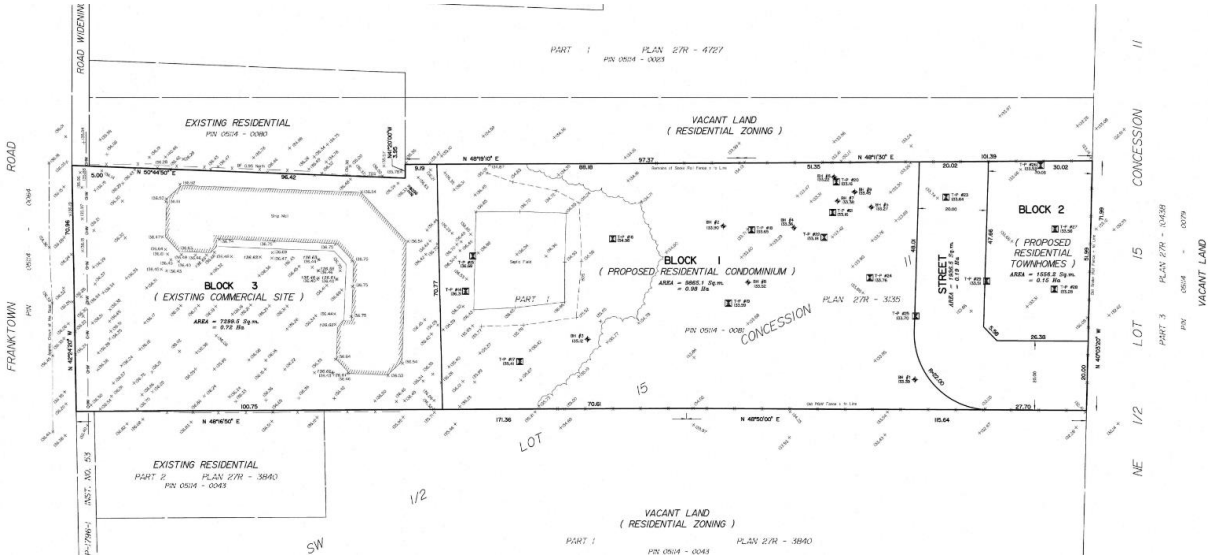
*Figure 1 – Context Map:*



### **Purpose and Effect of the Application**

The subdivision application will include the creation of three (3) parcels of private land and one (1) municipal road allowance. Block 1 is intended to be developed as a 96 unit, two-building apartment complex (with connected underground parking) with frontage on the new proposed street, Block 2 will be constructed as a row of six (6) townhomes fronting on the new proposed street, and Block 3 will be composed of the existing “Circle K” Plaza on Franktown Road.

Figure 2 – Draft M-Plan:



**Description of the Subject Lands**

The subject lands are presently occupied by the “Circle K” commercial plaza. The existing plaza is divided into 12 commercial spaces of various retail and personal service operations. A chip-truck has also been located in the southwestern corner of the parking lot since at least 2009.

The parcel is approximately 2.07 hectares in area with approximately 70m of frontage on Franktown Road.

The site is located on the east side of Franktown Road and is boarded by a commercial storage operation to the south, the Coleman Central Subdivision to the east, and low-density residential lands to the north and west. The property immediately to the north of the subject lands is also subject to a subdivision application (09-T-22001) for the development of a retirement community marketed as “Carleton Lifestyles”.

**The subject property is reliant on the approval and construction of the road and service infrastructure of the Coleman Central Subdivision to the east of the property.**

The subject land is presently partially serviced. The commercial plaza has access to water services via Franktown Road and a municipal hydrant is located immediately in front of the property. Franktown Road is also serviced by stormwater infrastructure and a catch basin is located adjacent to the municipal fire hydrant. The property is presently serviced by a septic system located behind the building.

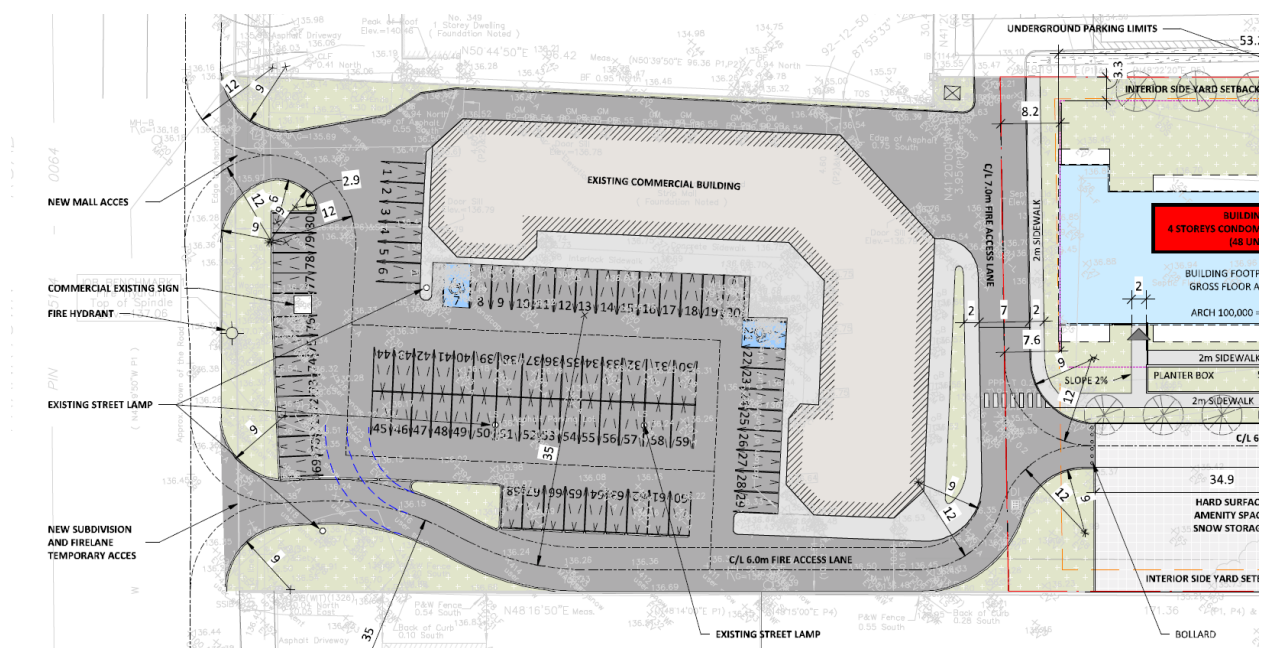
New municipal water, sanitary and storm sewers are proposed to be installed on the property via a connection through the Coleman Central Subdivision located east of the property. **The septic system and an existing well are to be removed as a condition of draft approval.** A stormwater management pond located in the Coleman Central Subdivision is proposed to be upsized to accommodate the drainage areas of the subject lands. The off-site sanitary main between Coleman Central and the Pumping Station

South of Highway 7 is also required to be upsized before development on the subject lands can be connected to the system.

Road access to the residential infill development (Blocks 1 and 2) of the subject lands is proposed to be via the new municipal street which will connect to Lewis Street (in Coleman Central). A fire lane across Blocks 1 and 3 will provide connection between Lewis Street and Franktown Road. **Easements across Block 3 in favour of Block 1 will be required as a condition of approval.**

**It is proposed that the current driveway into the Circle K Plaza will be used for temporary access during the Phase 1 development of Carleton Lifestyles, but will be removed and replaced with a new free-flowing access located further north on Franktown Road (as described in Figure 3).**

Figure 3 – Franktown Road Access (CGH Transportation)



The subdivision’s servicing and stormwater management plans relate to and have regard for the Town’s Water and Wastewater Master Plans. A more detailed servicing analysis will be conducted in the Official Plan Policy review below.

## COMMENT

### ***Policy Evaluation***

### **Provincial Policy Statement (2024)**

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. As per Section 3(5)(a) of the Planning Act, R.S.O. 1990, all planning decisions, comments, submissions and advice shall be consistent with the PPS.

The proposed development demonstrates consistency with the PPS through the creation of complete communities by accommodating a range and mix of land uses including housing and commercial uses to meet long-term needs of the forecasted population and employment growth of the community (Policy 2.1.6).

The PPS defines “Complete communities” as:

*“places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for equitable access to many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, a full range of housing, transportation options, public service facilities, local stores and services. Complete communities are inclusive and may take different shapes and forms appropriate to their contexts to meet the diverse needs of their populations.”*

Within settlement areas, growth should be focused within strategic growth areas including nodes and corridors where higher densities and mixed-use developments in a compact form can be supported (Policy 2.3.1.1). Land use patterns should be based on densities which efficiently use land and resources, maximize use of existing infrastructure and public facilities and support active transportation in an effort to establish complete communities.

When focusing growth within strategic growth areas, municipalities are encouraged to permit intensification which provides for a significant population and employment base with focal areas for commercial, recreational and cultural uses while providing affordable, accessible and equitable housing opportunities (Policy 2.4.1.2).

In the case of the subject lands, the site has been located within the Town’s “Settlement Area”. Located on one of the Town’s primary thoroughfares, Franktown Road, near the historic Town Boundary, the property was developed as a low-density community commercial plaza with an underutilized rear portion of the site. Land fragmentation and difficult servicing has left this parcel and its neighbours underdeveloped through post-war housing booms as well as later subdivision developments in the early 1980’s and again in the early 2000’s. As a result, the rear portion of the subject lands remain as the incomplete “puzzle piece” of development within the settlement area. The servicing and subsequent development of the subject lands is a prime example of infill within the existing built-up area, which maximizes the efficient use of land and infrastructure.

The PPS also emphasizes that planning authorities should establish phasing policies to ensure *“the orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.”* (Policy 2.3.6) In order to implement this policy, **conditions of draft approval respecting the sequencing of registration and the coordinated design and installation of servicing for the adjacent properties are recommended.**

A fulsome review of the proposal’s servicing and infrastructure will be explored in greater detail in the Official Plan policy analysis. In accordance with the Infrastructure and Public Service provisions of PPS Policy 3.1 however, the subdivision plan represents the efficient and effective expansion of infrastructure by infilling and intensifying lands within

the Settlement Boundary. The proposed development provides opportunities for the sharing of infrastructure between the site and an adjacent subdivision (stormwater management) and results in the rehabilitation and upgrade of the existing sanitary infrastructure rather than necessitating the design of a new asset for the municipality to maintain (Policy 3.1.1).

Policy 3.1.2 provides further detail on the framework for infrastructure planning by specifying that development shall be directed to areas where municipal sewage and water services can be provided, as is the case in this subdivision. Further Policy 3.6 specifies that stormwater management planning be integrated in the design of the sewage and water facilities to optimize the operation and design of a system that seeks to minimize erosion and contaminant loading through “green infrastructure”. A fulsome analysis of the stormwater management strategy is included in the Official Plan policy review below.

Finally, in considering Policy 2.9 of the PPS pertaining to Energy Conservation and Climate Change, the subdivision generally conforms to the policies to promote compact form. The subdivision’s climate resilience initiatives will be further detailed in the Official Plan policy review below.

*In considering the merits of the Subdivision application, staff conclude that the proposal is consistent with and has regard for the Provincial Policy Statement.*

### **County of Lanark Sustainable Communities Official Plan**

The County of Lanark Official Plan delineates the Town of Carleton Place as a Settlement Area. Section 2.3, Settlement Area Policies, encourages efficient development patterns in Settlement Areas to optimize the use of land, resources, infrastructure and public service facilities. Further, the plan states that local land use policies shall be further elaborated in local Official Plans (Town of Carleton Place Official Plan).

Local land use policies shall provide for mixed use development including residential, commercial, employment lands, parks and open space and institutional uses to be in areas designated as a settlement area in local Official Plans.

*In considering the merits of the Subdivision application, staff conclude that the proposal is consistent with and has regard for the County’s Sustainable Communities Official Plan.*

### **Carleton Place Official Plan (2015)**

The Carleton Place Official Plan (OP) was established to achieve a vision of measured and balanced growth within the community. Guiding principles outlined in the plan include the affirmation that growth and development will occur through sustainable and economically viable land use development patterns which will include a broad range of uses and a balanced mix of appropriate residential densities (Section 1.3).

### **Community Design:**

Given the Town’s historic small-town identity, the preservation and enhancement of the Town’s character as a reflection of the built landscape has become fundamental to the evaluation of development proposals. To support this vision, the Official Plan includes core “Community Design” provisions in Section 2.0. Developments are required to demonstrate that they ensure high quality design reflective of the Town’s heritage and

character; improving the esthetic appeal of gateways and thoroughfares and generally improving the pedestrian experience through site design and enhancement of the Town's street-tree canopy (Section 2.2).

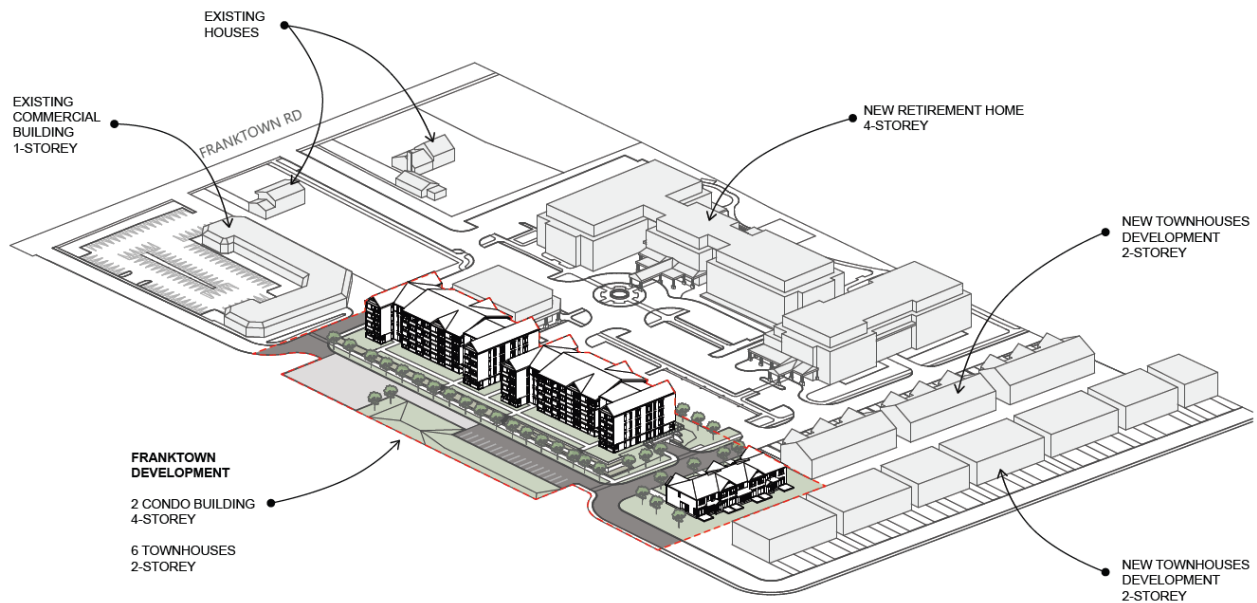
More particularly, new developments are required to enhance the image of the Town in the following ways:

- *Complement the character of the area;*
- *Contribute to the establishment of local landmark;*
- *Maintain consistency with the surrounding area;*
- *Establish edges of areas;*
- *Creates linkages within, to and from the site.*

The development proposal is located on the Franktown Road thoroughfare, with the existing commercial development located close to the street frontage. Moderate changes are proposed to the frontage of the commercial development including the closure of an existing entrance and construction of a new entrance. **A condition of draft approval has been included to require the approval of a Development Permit respecting the driveway changes and to require modest landscape upgrades to the frontage of the site.**

The proposed four-storey massing of the building on the site will make it highly visible from the approach along Franktown Road. The blocking and division of the space creates a lot fabric which offers opportunities for articulated building massing and early elevations of the space propose 360° enhanced façades which will have the impact of establishing a new landmark in the neighbourhood.

Figure 4 – Proposed Development Massing Model (FoTenn)



As the subject land is located in an area of under-development, it is intended that the lands will be infilled with intensified uses which complement the existing low-density neighbourhoods. The site's location on Franktown Road can become a central hub for complementary commercial services with linkages into the adjacent neighbourhoods. The proposed large buildings have been located closest to the arterial roads with lower-density street townhomes providing a buffer to the adjacent Coleman Central Subdivision.

The evaluation of the proposal's design compatibility including its massing, height, architectural character, volume and building areas will be evaluated through future development applications however, the proposed lot creation establishes lot sizes and road orientations which are consistent with the modified grid layout seen elsewhere in Town. While only one (1) municipal road is proposed to be dedicated in the plan of subdivision, the proposed site plan provides a clear private drive connecting Franktown Road to the new street to the east. Both this private drive and the new public road will be the focal point for the orientation of the buildings within the site.

**As a condition of Draft approval, the applicant will require the approval of a Development Permit for the proposed apartment dwelling blocks.**

**Land Use Policies – Residential:**

The subject lands are identified as "Residential District" in the Official Plan which are intended to provide a range of housing types and compatible services and amenities including schools, parks, recreation facilities, institutional uses and community uses.

*Figure 5 – Official Plan Land Use Schedule A*



***Density***

Development applications are generally evaluated against the density policies prescribed in Section 3.5.4 of the Official Plan. However, where infill sites or consolidated lots have a lot area of 3 hectares or less, residential densities may be increased and are not subject to the requirement for a mix of dwelling types (Section 3.5.4.2):

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

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

Density targets are calculated on a net hectare basis, with a site-by-site target of 30 units per net hectare and a range of 24 to 34 units per net hectare (upnh)<sup>1</sup> (Section 3.5.4.1).

In considering the range of densities within the site, the Official Plan establishes three (3) classifications of the built forms exhibited at each density:

*Figure 6 – Density Classifications (Section 3.5.4)*

<b>Classification</b>	<b>Density Ranges</b>	<b>Built Form</b>	<b>Locational Considerations (Section 3.5.4.5)</b>
Low	<22 units per net hectare	Singles, semis, duplex, triplex, converted dwelling	NA
Medium	22-35 units per net hectare	Townhomes, row homes, apartments	Scale compatibility Site suitability Servicing availability Road Access Off-street parking Demonstrated conformity with Community Design policies
High	>35 units per net hectare	Apartments	Scale compatibility Site suitability Servicing availability Road Access Off-street parking Demonstrated conformity with Community Design policies

While the development is not required to meet these targets by virtue of Section 3.5.4.2 noted above, for context the proposed block densities have been calculated for information:

---

<sup>1</sup> “Net hectare is defined as those lands which are utilized for residential development exclusive of roads, easements, infrastructure services and required parkland.” (Official Plan Policy 3.5.4.1)



Figure 7 – Site-by-Site Density

Block	Proposed Use	Area (Ha)	Unit Count	Density (units/ha)
1	Apartments	0.98	96	98
2	Townhomes	0.15	6	40
3	Commercial	0.72	-	-
Total Net Area	-	1.85	102	55.1

By the classifications described in Section 3.5.4 of the Official Plan, both the apartment and townhome blocks are considered “high-density” as they exceed 35 upnh. As Section 3.5.4.2 permits that increased densities “may” be considered on infill sites, it is prudent to apply the siting guidelines of Section 3.5.4.5 in order to assess the appropriateness and reasonableness of the proposal.

**Block 1 – Apartment Dwelling:**

The Apartment dwellings proposed on Block 1 are intended to feature a total of 96 residential dwellings in two (2) four-story buildings. The buildings are proposed to be oriented to face the internal private road with main pedestrian entrances fronting on the southern façade of the building. The primary vehicular entrance to the underground parking garage will be located on the public municipal road. Additionally, landscaping and the proposed visitor parking area act to set back the residential uses from the adjacent “Highway Commercial” lands located to the south of the subject site.

Parking will be provided in two (2) locations. Residents will be provided parking spaces in the underground parking garage which will connect the two (2) buildings, while visitor parking will be located in a surface lot to the south of the building. A total of 148 parking spaces are proposed, where 144 are required.

Figure 8 – Apartment Dwelling Conceptual Site Plan (FoTenn)



Access to the site will be provided through a single driveway on the new municipal street connecting to Lewis Street. The private lane which the building fronts on is a required Fire Line and will provide a connection to the rear of the commercial plaza property. **An easement will be required as a condition of Draft approval to provide a connection for the fire route through the commercial plaza property (Block 3).** The fire route will also be subject to detailed design review in the Development Permit process to ensure that it does not become a cut-through for non-emergency vehicles.

While the urban design of the buildings themselves will occur during the Development Permit process, the apartment dwellings conceptual plans illustrate buildings which are thoughtfully designed on all façades as the building will be visible from all approaches to the site as well as from the Franktown Road thoroughfare.

For these reasons, staff conclude that the apartment dwellings use is in conformity with the siting criteria of Section 3.5.4.5.

**Block 2 – Street Townhomes:**

While the proposed townhomes exceed 35 upnh and are considered a high-density use, generally street-fronting townhomes are classified as a “medium-density” built form. Each of the units is proposed to be oriented to face the new proposed public road, with an adequate front yard setback to accommodate one (1) driveway parking space and one (1) parking space in the garage. The massing of the townhomes provides a buffer between the larger apartment buildings from the Coleman Central subdivision to the east of the site.

Access to the townhomes will be limited to the proposed public right-of-way which will connect to Lewis Street and subsequently to Nelson Street.

For these reasons, staff conclude that the townhome dwellings are in conformity with the siting criteria of Section 3.5.4.5.

*Figure 9 – Townhome Conceptual Site Plan (FoTenn)*



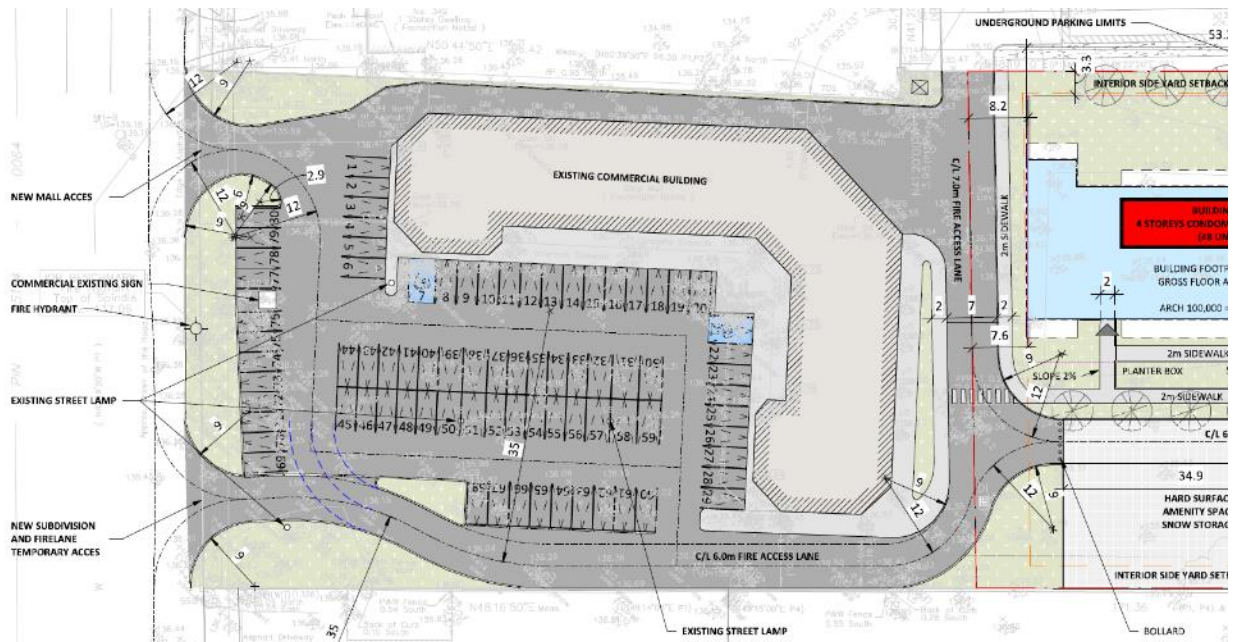
***Block 3 – Commercial Plaza***

Block 3 is proposed to continue to be occupied by the existing commercial plaza. With the exception of modifications to the front of the site to move the existing driveway entrance to a location further north on the site, no changes are proposed to the plaza.

The site will notably provide emergency access easements to Block 1 well as the adjacent Carleton Lifestyles site. While currently serviced by well and septic, the site is proposed to connect to new municipal services installed at the time of development.

**The re-design of the entrances will be administered through a Development Permit and identified as a condition of draft approval.**

Figure 10 – Commercial Plaza Site Plan (FoTenn)



### **Green Infrastructure Policies**

The subject lands are not identified as “Natural Heritage” within Schedule B of the Official Plan. However, the Environmental Impact Statement (EIS) identified approximately 0.06 ha of unevaluated wetland on the property. The proposal will include the removal of approximately 3% of the overall wetland area and the removal of the area is being reviewed by the Mississippi Conservation Authority. Conditions associated with compensation and mitigative measures will be levied by the MVCA through draft conditions and permits.

The EIS did not note the presence of any Species at Risk on the property and mitigative measures associated with the timing of vegetation removal from the site for nesting seasons have been recommended to be employed in the site development as conditions of the Subdivision Agreement.

A supplemental Tree Inventory and Compensation analysis was prepared and submitted. The report found that a total of 56 trees in-excess of 200mm diameter at breast height were found within the site, of which 3 were hackberry trees. As a result, a compensation plan will need to be submitted for the placement of 154 trees on the site.

**The submission of a landscape plan showing the placement of the trees will be required as a condition of draft approval.**

Figure 11 – Environmental Impact Statement (Bowfin)



### **Parkland and Open Space Policies**

**The development proposal includes a cash-in-lieu of parkland contribution.** In accordance with the Parkland Dedication By-law, the Town may require cash-in-lieu where the amount of physical parkland to be dedicated is of insufficient size to be used for normal public recreation activities, where the area already has sufficient parkland and open spaces, where the Town wishes to combine parkland dedication from small developments to provide a larger park area, or where the dedication would render the remainder of the site unusable for development. The total parkland required for conveyance is 5% of the land.

When considering the dedication of parkland, staff look to the strategic direction established in the *Recreation and Culture Master Plan (2023) (RCMP)*. The RCMP provides implementation strategies to consider when evaluating either the dedication of land or acceptance of cash in lieu. The plan favours the dedication of land where a surplus of parkland already exists in the neighbourhood with a goal of having parkland (and play structures) within 500m walking distance of a neighbourhood. The closest existing recreation space to the subject land is McNeely Park (150m). The proximity to existing parkland and the size and small area of the development lands led staff to conclude that cash-in-lieu of land was the preferable dedication method in this case.

Figure 12 – Public Greenspace Adjacent to the Property:



### **Built Infrastructure Policies**

In the review of the infrastructure proposal for the subdivision, staff examined the development for conformity with the Town’s Water and Wastewater Master Plan, and Transportation Master Plan (Policy 4.3.2). As has been noted previously in this report, the site is reliant on the approval and installation of watermains, sanitary and storm sewers in the Coleman Central Subdivision to service the site. **Conditions of draft approval have been included which specify that registration of any phase of the subdivision plan cannot occur until easements or public right-of-ways with access to services have been registered.**

### **Downstream Sanitary Limitations**

It also needs to be noted that the subdivision is reliant on a connection to a downstream sanitary main (between MH101B and MH301) which runs between the intersection of McNeely Avenue and the Independent Grocery Store (455 McNeely Avenue) and the pumping station South of Highway 7. The Town identified in 2019 that the main was nearing capacity and commissioned JL Richards and Associates to model and monitor the reserve capacity of the main. During the 2023 review of the Coleman Central Subdivision, it was concluded that the main would reach capacity with the connection of the Phase 2 lots. This analysis recommended a 35-unit cap on the “multiple unit” development block within Phase 2 until such time that the pipe could be upgraded.

Figure 13 – Area of Downstream Sanitary Capacity



The Town prepared a tender for the replacement of the service in 2024, however the escalating cost of capital works resulted in project bids significantly exceeding the budgeted value of the project and the indefinite deferral of the replacement until the Town can budget the funds for the works.

As a result, neither the Circle K Plaza development nor the Carleton Lifestyles development can connect to sanitary services until the main is replaced. **A condition of Draft Approval has been included specifying that no registrations of any phase of the plan can occur until the Town is satisfied that sanitary capacity is available downstream.**

### **On-site Servicing Proposal**

As summarized in the Servicing and Stormwater Management Report (McIntosh Perry), the servicing and stormwater design of the site is as follows:

#### ***On-site Sanitary and Wastewater Collection System***

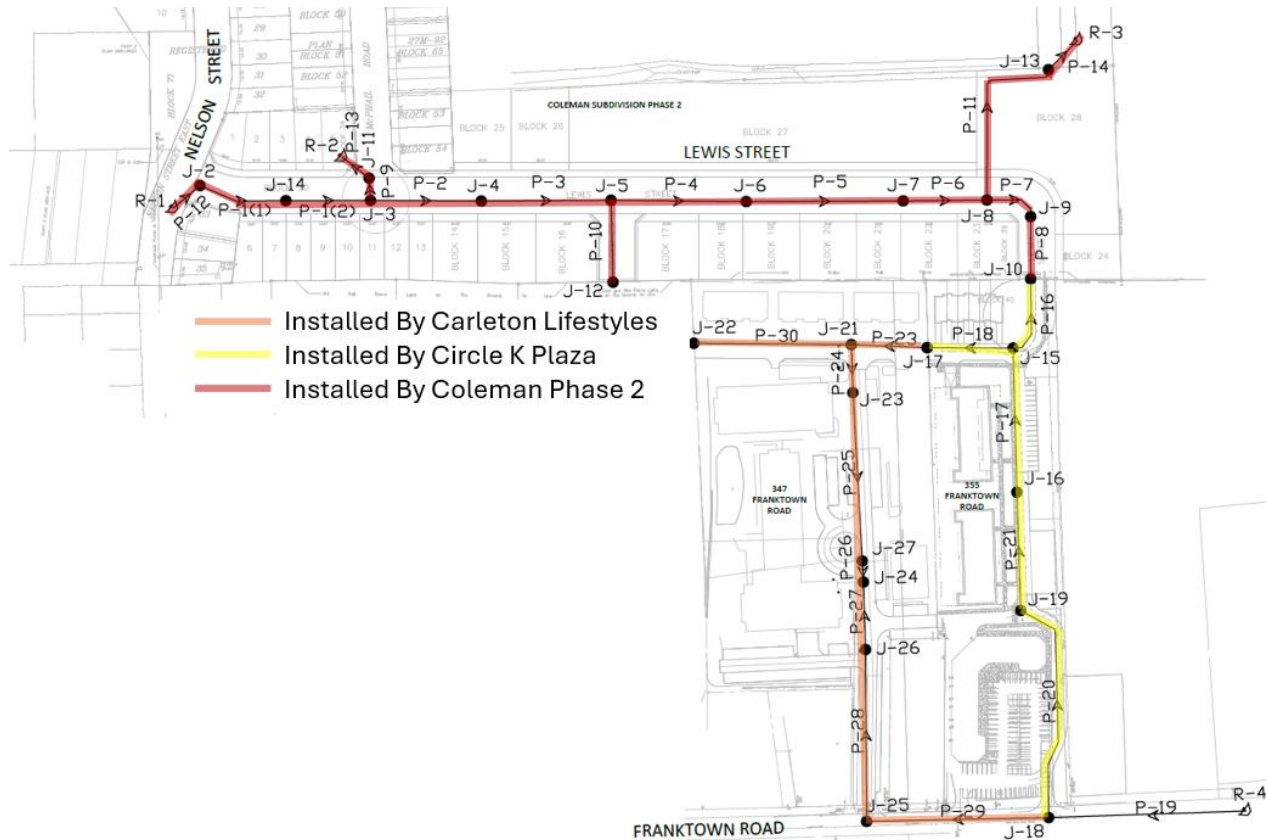
- A new 200mm sewer main will be installed and connected to the proposed stub at Phase 2 of the Coleman Central Subdivision.
- The development is anticipated to have a peak wet weather flow of 3.24 L/s. A proposed 200mm diameter sanitary main will collect and outlet flow to the proposed 200mm diameter sanitary stub located within Phase 2 of the Coleman Central Subdivision. A 135mm service will service the block of townhomes
- Based on the sanitary analysis conducted in the Coleman Central Subdivision Phase 2 Servicing Report, the subdivision's sanitary network has sufficient capacity for the subject site's flow.

#### ***Water Supply System***

- A new 200mm watermain will be extended from the proposed Phase 2 of the Coleman Central Subdivision and Circle K Plaza to Franktown Road.

- The Fire Underwriter’s Survey (FUS) method estimated fire flow indicated 11,000 L/min is required for the proposed development. Based on boundary conditions provided by the Town, the proposed 200mm watermain and two (2) private hydrants are capable of meeting daily and fire flow demands.

Figure 14 – Proposed On-site (orange) and Off-site Services (red and yellow)



### Stormwater Management

- A new storm system will be installed onsite to capture storm runoff and restrict flows to predevelopment rates. The new storm system will discharge to the existing creek southeast of the site.
- Storage for the 5 and 100-year storm events will be provided via surface storage.

**Conditions of draft approval of the development will include the completion of the following additional studies and design documents to the satisfaction of the Town:**

- Servicing plans and design reports
- Detailed design of all roadways
- Detailed grading and drainage plans for the subdivision
- Detailed sediment and erosion control plan
- Easements where services are not municipally assumed or are located on private property
- Stormwater Management Site Plan



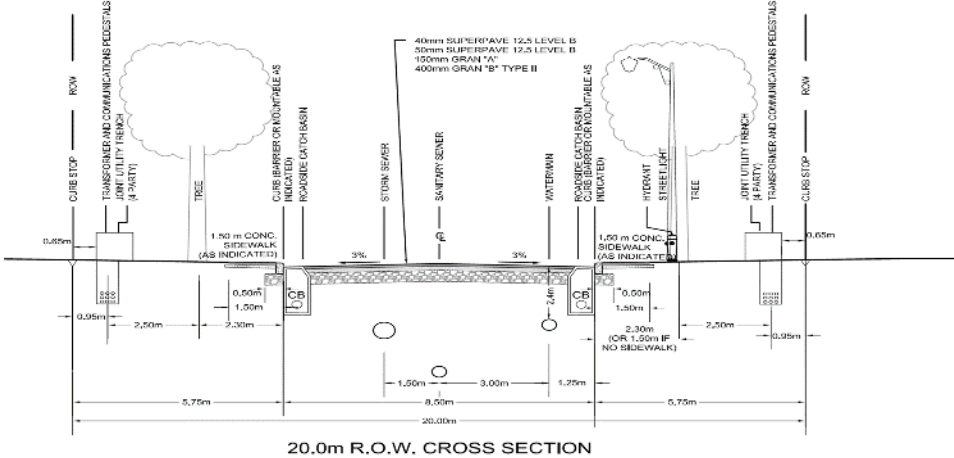
**Roads**

**Local Streets and Design**

The subdivision proposes to create one (1) public road which will connect to Lewis Street. Access to Blocks 1 and 2 will be provided via the new public road, while Block 3 will continue to be accessed by Franktown Road.

In accordance with the standards of the Town’s Transportation Master Plan (TMP), this street will provide a 20m right-of-way with an urban local cross section. **Final civil designs for the road to the satisfaction of the Town will be required as a condition of Draft Approval.** The proposal does not include a turning circle at the end of the road allowance as it is intended that the road will continue onto the adjacent Carleton Lifestyles property. Should Carleton Lifestyles not proceed to registration and construction, Block 2 will need to be altered prior to registration to include a turning circle. **A condition of draft approval respecting the sequencing and registration of the road allowance has been included.**

Figure 15 – Standard Urban Cross Section

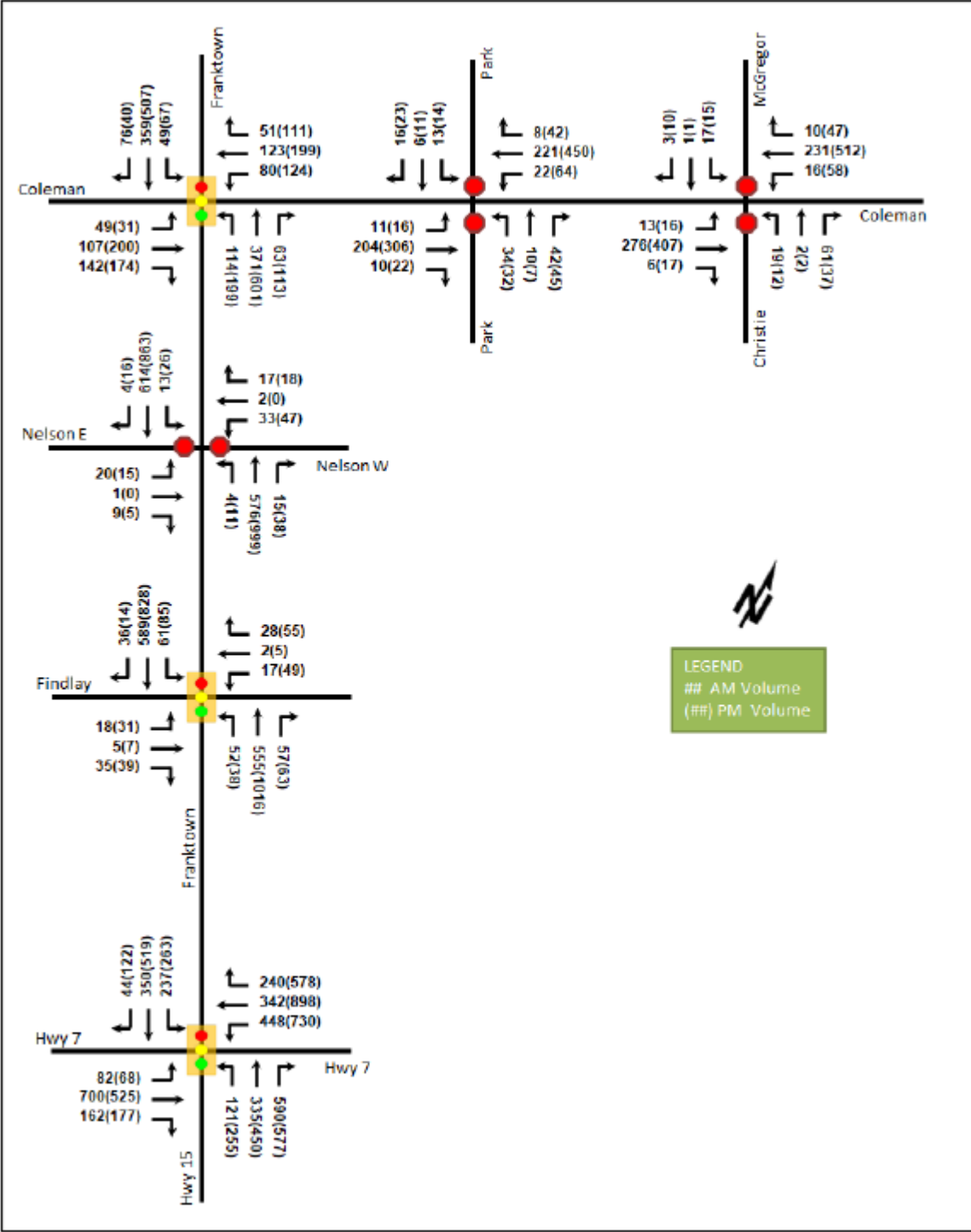


**A parking plan will be requested as a condition of Draft Approval and the Subdivision Agreement will include conditions for the enactment of parking restrictions on one or both side of the street as necessary.**

**Off-site Traffic Movement**

The proponent has provided a Transportation Impact Study (CGH Transportation) to consider the impact of the traffic generation of the development on the public roads within the neighbourhood. The report was reviewed by the Town’s Public Works Department as well as by the Ministry of Transportation.

Figure 16 – 2034 Future Traffic Volumes (CGH Transportation)



The study concluded the following:

- General increases in background traffic along Franktown Road will result in left-turn movements from the side roads being subject to increased delays as a result of unavailability of gaps in the bi-directional traffic on Franktown Road.

- Signalization of intersections along Franktown Road (i.e. Nelson Street) may address the issue.
- While it is recommended that the Town investigate strategic signalization of the Franktown corridor, the study notes that signalization is not required to support the subject development.
- Spillback from the intersection of Findlay and Franktown to the Highway 7/15 intersection was also noted as an area where signalized timing could improve efficiencies in traffic movement.

### ***Innovative Technologies and Utility Facility Policies***

The Town's Official Plan strongly encourages and promotes the use of proven innovative technologies to increase energy efficiency, reduce waste and wastewater volumes, and improve the quality of wastewater effluents and air quality (Policy 4.3.7). Through the leadership of the Carleton Place Environmental Advisory Committee, the Town measures the "Sustainability" of developments using a checklist of qualifying innovative solutions. While not all of the criteria are applicable at the time of Subdivision review, the subdivision has been evaluated for the incorporation of the following criteria:

- Installing a minimum of 6" high quality uncompacted topsoil depths (condition of the Landscape Plans);
- Plant native drought tolerant plants (condition of the Landscaping Plans);
- Provision of green space exceeding Town minimums;
- Planting trees in excess of the minimum requirements;
- Increase the pit size of planted street trees to a minimum depth of 0.8m (condition of the Landscaping Plans);
- Implement a Tree Watering Program to ensure trees become established (condition of the Subdivision Agreement).

### **Safety and Security Policies:**

The development proposal was evaluated within the context of the Safety and Security Policies of the Official Plan. The site was deemed to not be subject to flood hazards, contaminated lands, organic soils or adjacency to incompatible land uses (i.e. Industrial lands).

### **Social and Cultural Policies**

The Town's Official Plan provides a framework of policies respecting the monitoring and addition of new affordable housing within the community to meet projected demographic and market requirements. The current provisions of Policy 6.21 include requirements for the Town to:

- Monitor the need for social assisted housing (provided by County Social Services);
- Encourage infill and intensification, accessory dwellings, cost-effective densities and increased densities in policy decisions;
- Ensure a minimum 10-year supply of residential land and 3-year supply of draft approved or registered lands; and
- Monitor population projections and establish development targets.

The policy does not provide minimum thresholds of affordable housing development on a per-application basis. While Policy 6.21.1 encourages the Town to “strive to meet a target of 25% of all new housing to be affordable housing by enabling a full range of housing types and densities”, the ambiguity of the provision leaves the implementation during application review difficult to enforce. The definition of Affordable Housing within the Official Plan is housing which is valued at 10% below the average re-sale price of housing in the regional market area which is inconsistent with the definition provided in the PPS and County Official Plan.

Staff have considered the housing needs of the Town by consulting the County of Lanark’s “Municipal Tools to Support Affordable Housing”. The report found that the size and type of households most in need for future growth within Carleton Place were those designed for couples without children with a strong trend towards an aged population. However, the report also noted that Carleton Place also had the highest proportion of households with children within the County.

The report also recommended an emphasis on the provision of more rental housing generally, and more specifically, for 2-bedroom units where both demand and rental prices have increased significantly over the past 5 years.

The proponent has noted that affordable housing units which meet the Canadian Mortgage and Housing Corporation thresholds may be included if the project receives financing from CMHC. If financing is secured through other sources, no affordable units will be provided.

*In considering the merits of the Subdivision application, staff conclude that the proposal is consistent with and has regard for the Town of Carleton Place Official Plan.*

**Development Permit By-law (2015):**

The subject property is designated “Residential” in the Development Permit By-law. The purpose of the designation is to provide an array of residential uses ranging from single detached dwellings to four-storey apartment dwellings.

*Figure 17 – Development Permit By-law Land Use Schedule*



The proponent has conceptualized the development of the site to meet the prescribed performance standards and uses as prescribed in the “Residential” designation.

At the time of filing the Development Permit application, staff will review the proposal’s consistency and conformity with the Development Permit By-law and Design Standards in effect for continued alignment.

### ***Financial Considerations***

The subject property is identified as a contributing party to Cost Sharing By-law 61-2021. The By-law provides for the collection of funds for several major core service projects which were installed to facilitate development in the area of Highway 7. The subject property is identified in the By-law as “Parcel 12”. The parcel benefits from Projects 7, 10 and 26<sup>2</sup>. At the time of the adoption of the By-law, the total value of contributions owed by the developer was \$198,839.64. Amounts are due at time of execution of the Subdivision Agreement and are increased by the Consumer Price Index to the most recent financial quarter at time of execution of the agreement.

The developer has been made aware that the contributions associated with the completion of Project 26 are not finalized as the project has not been constructed. Following the construction of the Project, the Cost Sharing By-law will be amended to distribute the true cost of the work across the benefiting parties.

At the time of writing this report, the Town has not committed to a schedule for the completion of Project 26. **As a condition of Draft Approval, the owner may make arrangements with the Town through a Front Ending Agreement to undertake the installation of the project with a payback subject to terms and conditions to be negotiated.**

### ***Comments Received***

The application being considered by Committee has been circulated in accordance with the requirements for public notice of the Planning Act, RSO 1990. Comments have been provided to the approval authority (the County of Lanark) and the Town for consideration during the review.

In November 2022, the Province of Ontario adopted Bill 23 (More Homes More Choice Act), removing the requirement for Public Meetings to be held respecting subdivision applications. As a result, no public meeting was held regarding this proposal.

Comments from the Mississippi Valley Conservation Authority will be provided to the County of Lanark regarding conditions of draft approval. While initially MTO provided comments on the application, they have indicated they are presently satisfied with the proposal and do not require any additional special conditions. A comprehensive review of comments received will be undertaken at the time of the County’s application review.

### ***Summary***

Having reviewed and assessed the proposed Subdivision application, staff are satisfied that the proposal complies with the provisions of the Provincial Policy Statement 2020,

---

<sup>2</sup> Project 7 – Detains Design of Pumping Station/Forcemain; Project 10 – Pumping Station and Forcemain Construction; Project 26 – Upgrade Sewer North of 7

conforms to the policies of the County's Sustainable Official Plan, the Town's Official Plan and satisfies the applicable sections of Development Permit By-law 15-2015.

Options for Decisions:

The application before Committee requires a motion providing direction to staff. While not the ultimate decision-maker on applications of Subdivision Control, the Town has the opportunity to recommend a list of conditions which have to be satisfied prior to the registration of the plan of subdivision. A copy of the prepared draft conditions has been appended to this report and it is the recommendation (displayed in bold text) that Council accept the prepared conditions and direct staff to forward the conditions to the County of Lanark.

Options:

1. **THAT Council accept the conditions of draft approval for 355 Franktown Road Subdivision as identified in the Director of Development Services Report dated November 26, 2024 and directs staff to forward the conditions of draft approval to the County of Lanark.**
2. THAT Council defer the decision to accept the draft conditions for the 355 Franktown Road Subdivision until further information is provided by the applicant.
3. THAT Council direct staff to modify the draft approval conditions to reflect specific revisions determined by Committee of the Whole.

**STAFF RECOMMENDATION:**

THAT Council accept the conditions of draft approval for the 355 Franktown Road Subdivision as identified in the Director of Development Services Report dated November 26, 2024 and directs staff to forward the conditions of draft approval to the County of Lanark.

**ATTACHMENTS**

1. Proposed Draft Conditions of Approval
2. Traffic Impact Statement
3. Servicing and Stormwater Report
4. JL Richards Memo – Project 26 Capacity