

## COMMUNICATION 135131

Received from: Tyler Duval, MCIP RPP M.Pl.  
Addressed to: Committee of the Whole  
Date: April 16, 2024  
Topic: DP3-01-2023 – 256 High Street  
Applicant/Agent: Inverness Homes Inc. (c/o Robin Daigle)  
Owner: Krumac Holdings Inc.

### 1.0 BACKGROUND

#### 1.1 Purpose and Effect

The subject application is for a Class 3 Development Permit for the property locally known as 256 High Street. The purpose of the application is to consider an active re-use of a former institutional building (Stoneridge Manor) to be converted to a proposed 34-unit residential apartment building. The subject property is approximately 4,988 m<sup>2</sup> in area, located on the south side of High Street between Joseph Street and Cossy Cove (Beckwith Township). The proposed apartment use will occupy the existing building and volume (with a small underground expansion, non-visible at surface level). The previous parking configuration of the institutional use is proposed to be resurfaced, along with improvements to the landscaping in the various yards surrounding the building.

The property is designated as *High Street Residential Sector* in the Town's Development Permit By-law and *Mississippi Residential Sector* in the Official Plan. The existing building on-site (former Stoneridge Manor) is approximately 2,787 m<sup>2</sup>.

**Figure 1: Digital Rendering (prepared by Applicant)**



The application is requesting the following variation to the provisions of the Development Permit By-law:

- To permit the use of an Apartment Dwelling in the High Street Residential Sector;
- To permit a reduction to the minimum required parking space dimensions;
- To permit a reduction to the minimum required bicycle parking spaces;
- To permit a reduction to the minimum required interior side yard setback;
- To permit a reduction to the minimum required rear yard setback; and,
- To permit a reduction to the minimum required rear yard open space.

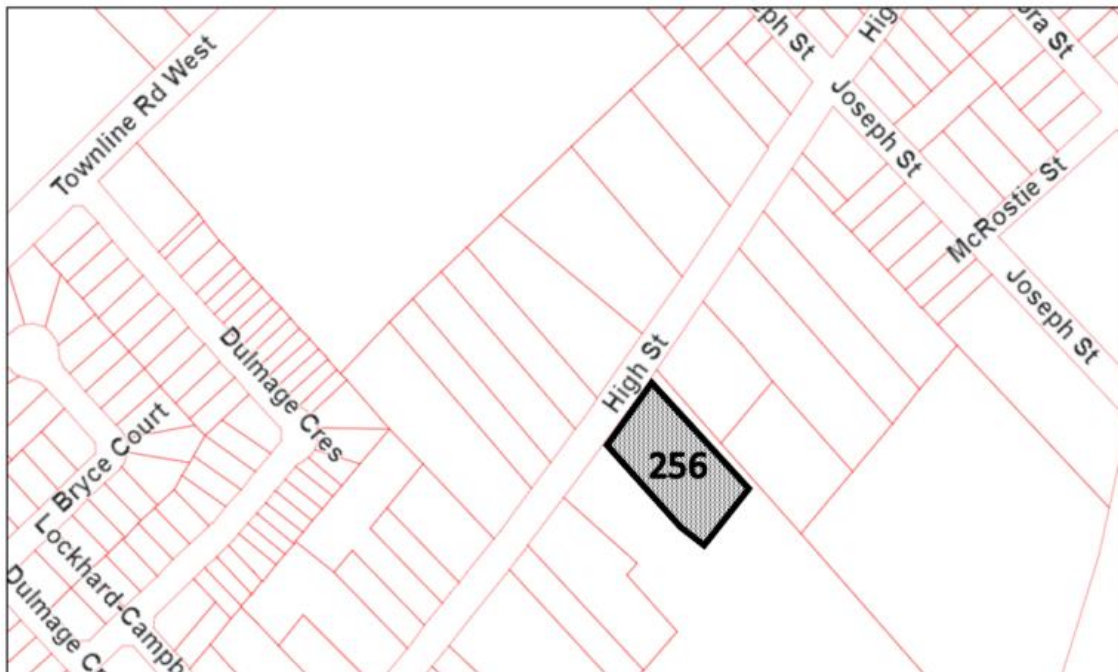
## 1.2 Description of the Subject Lands

The subject property is located at 256 High Street (legally described as Con 12 Pt Lot 13 RP 26R2377 Parts 2, 3 and 4; Town of Carleton Place). The property is roughly 4,988 m<sup>2</sup> in area with 52 metres of frontage along High Street (as shown in Figure 2).

The subject site is occupied by a 2,787 m<sup>2</sup> building (formally a long-term care facility). There is no proposed physical expansion of the existing building, rather an adaptive re-use of the former Stoneridge Manor.

The subject land is designated *High Street Residential Sector* in the Town's Development Permit By-law and *Mississippi Residential Sector* in the Official Plan.

**Figure 2: Context Map (prepared by Staff)**



The existing land use adjacent to the subject property is exclusively low-density residential in and along High Street.

## **2.0 POLICY AND REGULATORY FRAMEWORK**

### **2.1 Provincial Policy Statement (PPS) (2020)**

The 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 must be consistent with the PPS.

The PPS encourages Municipalities to manage and direct land use activities in healthy, livable and safe communities by promoting efficient development patterns and accommodating an appropriate range and mix of land uses within the settlement area (Policy 1.1.3.2).

Healthy livable communities in Settlement Areas will be proposed through appropriate development standards which facilitate intensification and redevelopment while avoiding or mitigating risks to public health and safety (Policy 1.1.3.4). All types of residential intensification and redevelopment is also promoted where it can be accommodated including in existing building stock and areas (Policy 1.1.3.3 and 1.4.3).

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

The County 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 are in areas designated as a settlement area in local Official Plans.

### **2.3 Town of Carleton Place Official Plan**

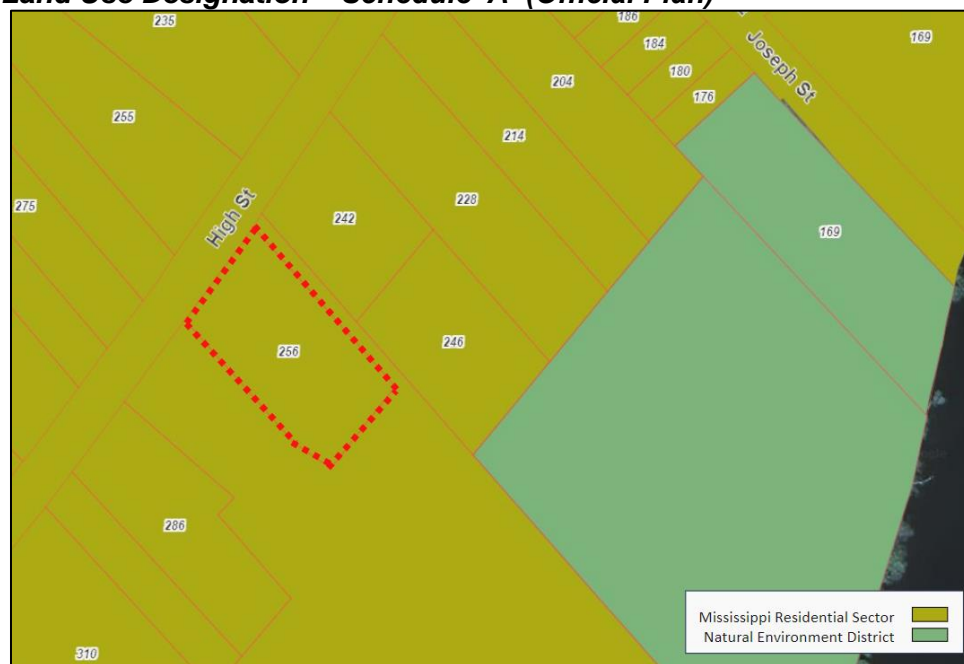
The Carleton Place Official Plan (OP) has been established to achieve a vision of maintaining and celebrating the heritage of the community through balanced and sustainable growth and supporting a unique sense of place for residents. The OP's core guiding principles identify a proactive approach to preserve existing buildings, landscapes and natural features and ensure that future growth supports the development of clear employment areas to complement residential expansion.

The Official Plan identifies the subject lands as *Mississippi District*. Generally, the District is intended to recognize the neighbourhood as a focal point within the Town and provide opportunities for a mix of residential, commercial and recreational uses befitting of the existing character. The objectives emphasize the provision of "a mix of residential, commercial and recreational uses while maintaining the character of individual

neighborhoods” and encourages “new medium and high-density residential uses to help stimulate downtown core commercial and recreational activities” (3.1.1).

The *Mississippi District* is broken into sub-sectors to provide additional policy direction on development in specific neighbourhoods of the larger designation. The subject property is part of the *Mississippi Residential Sector*. *Mississippi Residential Sector* is an established pre-war residential area which is composed of a mix of neighborhoods characterized by a range of low-density housing types. The area, though dominated by single dwelling units, includes semi-detached, duplex, row townhouses and small apartment dwellings located on large lots along tree-lined streets. The area also includes several parks, schools, churches, established light industrial employment facilities, local commercial uses and municipal amenities. (3.1.4).

**Figure 3: Land Use Designation – Schedule ‘A’ (Official Plan)**



## 2.4 Town of Carleton Place Development Permit By-law

This property is designated *High Street Residential Sector* in the Town’s Development Permit By-law. The intent of the designation is to provide for appropriate development and redevelopment while recognizing existing neighbourhood character and architectural styles.

Currently, the *High Street Residential Sector* does not list an Apartment Dwelling as a permitted use. As per Section 3.33 of the Development Permit By-law, in order to consider non-listed land use in a designation where said use is not listed as permitted, a Class 3 Development Permit is required. As an adaptive re-use of a building within the

neighbourhood, this application is seeking the approval of Town Council to consider an Apartment Dwelling as a site-specific permitted use for the subject property.

As described, the retrofitting of the former long-term care facility will not contribute to the physical expansion of the current building. As such, many of the performance standards in the table below are “existing conditions”.

Seeing as “Apartment Dwelling” is not listed as a permitted use in the *High Street Residential Sector*, there are no default performance standards or provisions for the development. During the pre-consultation phase of the application, Staff and the Applicant agreed that the performance standards and provisions of Apartment Dwellings in the *Residential District* would be most appropriate as a baseline for land use compatibility.

The following table compares the proposed development (including many “existing conditions”) against the performance standards for Apartment Dwellings listed in Section 6.3.9 - Residential District of the Development Permit By-law. Requested variations or reductions to performance standards are highlighted in red. “Existing conditions” are indicated with an asterisk (\*).

#### 2.4.1 Development Standards:

**Table 1: Development Standards – Apartment District (Section 6.3.9):**

Provision	Required	Proposed
Lot Coverage (max)	60%	26.2% *
Lot Frontage (min)	35 m	52 m *
Front Yard (min) Front Yard (max)	4.5 m 7.5 m	16 m *
Interior Side Yard (min)	3 m	2.83 m *
Rear Yard (min)	7.5 m	1.55 m *
Usable Landscaped Open Space in the rear yard (min)	20% of the lot area	1 % *
Building Height (max)	14 m	7.5 m *

**Table 2: Parking and Loading Requirements:**

Provision	Required	Proposed
<b>Full Parking Area</b>		
Parking (min) (Section 3.29.3)	51 spaces	51 spaces
Barrier Free Parking (min) (Section 3.29.2)	1 space	1 space
Bicycle Parking (min) (Section 3.31)	23 spaces	<b>12 spaces</b>
Parking Space Dimensions (min) (Section 3.29.1)	2.75 m width 6.0 m length	<b>2.6 m width 5.2 m length  (29 of 51 stalls proposed at these dimensions)</b>

#### 2.4.2 Variations

This Development Permit application would seek relief from the following provisions of the Development Permit By-law:

**Apartment Dwelling as a Permitted Use:** The Development Permit By-law does not list an Apartment Dwelling as a permitted use in the *High Street Residential Sector*. All uses specifically not listed as permitted within each designation are not permitted unless a Class 3 Development Permit is approved.

This specific application is an adaptive re-use of an existing building. Given the massing, size and scale of the existing building, it was deemed appropriate to retrofit the interior of the building without physically expanding in order to achieve a viable apartment style housing option. This application should not be considered as a precedent for permitting Apartment Dwellings in the *High Street Residential Sector*, however it is policy to seek opportunities for adaptive re-use or re-purposing of existing buildings so as to minimize the disruption of existing neighbourhood character.

It is the opinion of Staff that the request to permit an Apartment Dwelling as a site-specific use for the subject property is appropriate and will not have any adverse impact on the site or on adjacent properties.

**Minimum Interior Side Yard Setback:** It was determined that a 3 metre side yard setback would be appropriate for an Apartment Dwelling (comparable to the provisions of



Section 6.3.9) whereas the existing condition/location of the building is currently setback 2.83 metres from the interior side lot line. The proposed reduction to the default standard is 0.17 metres or a 5.6% reduction.

As an existing condition of the current building, this request for variation is akin to formally recognizing a legal non-complying setback. Being an adaptive re-use of an existing building rather than a new construction, it is the opinion of Staff that the request to reduce the side yard setback is appropriate and will not have any adverse impact on the site or on adjacent properties.

**Minimum Rear Yard Setback:** It was determined that a 7.5 metre rear yard setback would be appropriate for an Apartment Dwelling (comparable to the provisions of Section 6.3.9) whereas the existing condition/location of the building is currently setback 1.55 metres from the rear lot line. The proposed reduction to the default standard is 5.95 metres or a 79% reduction.

As an existing condition of the current building, this request for variation is akin to formally recognizing a legal non-complying setback. Being an adaptive re-use of an existing building rather than a new construction, it is the opinion of Staff that the request to reduce the rear yard setback is appropriate and will not have any adverse impact on the site or on adjacent properties.

**Minimum Useable Rear Yard Open Space:** It was determined that an area equivalent to 20% of the lot area would be appropriate to consider as Useable Landscaped Open Space for an Apartment Dwelling (comparable to the provisions of Section 6.3.9). The existing condition/location of the building on the lot would only provide 1% of the total lot area as useable space in the rear yard. The proposed reduction to the default standard is a difference of 95%.

Without reducing the building footprint or size of the parking area, there is realistically no way to achieve 20% open space at the rear of this existing building. As described above, the existing building was constructed 1.55 metres from the rear lot line, which drastically limits the useable space behind the building. Overall, 33% of the total lot area is considered “useable landscaped open space”, however only 1% of that total area is located in the defined “rear yard”. The applicant has prepared a satisfactory landscape plan that makes good use of all unused areas on the property, including 24 new trees to be planted.

As an existing condition of the current building, this request for variation is akin to formally recognizing a legal non-complying setback. Being an adaptive re-use of an existing building rather than a new construction, it is the opinion of Staff that the request to reduce the useable rear yard open space is appropriate and will not have any adverse impact on the site or on adjacent properties.

**Minimum Bicycle Parking:** The Development Permit By-law requires the minimum provision of bicycle parking for Apartment Dwellings to be equal to 0.5 spaces per dwelling

unit plus 6 spaces for developments with over 20 total dwelling units. As such, the subject application would call for a minimum 23 bicycle parking spaces, whereas the proponents have proposed 12 outdoor bicycle parking spaces. The proposed reduction to the default standard is a difference of 11 spaces.

The applicants have justified the 12 bicycle spaces provided as sufficient for the proper function of the site as they indicate that the building will be equipped with 26 interior storage lockers of suitable size to store bicycles thereby providing ample bicycle parking options for tenants.

Staff are agreeable to the proposed combination of 12 outdoor and 26 indoor bicycle parking spaces and is of the opinion that the proposed reduction is appropriate and will not have any adverse impact on the site or on adjacent properties.

**Minimum Dimensions of Parking Spaces:** The standard dimensions of a parking stall, per the Development Permit By-law, is a width of 2.75 metres by a length of 6.00 metres. Of the 51 total parking spaces on-site, 29 of the spaces (57% of the spaces) are proposed at slightly smaller dimensions being 2.60 metres in width by 5.20 metres in length.

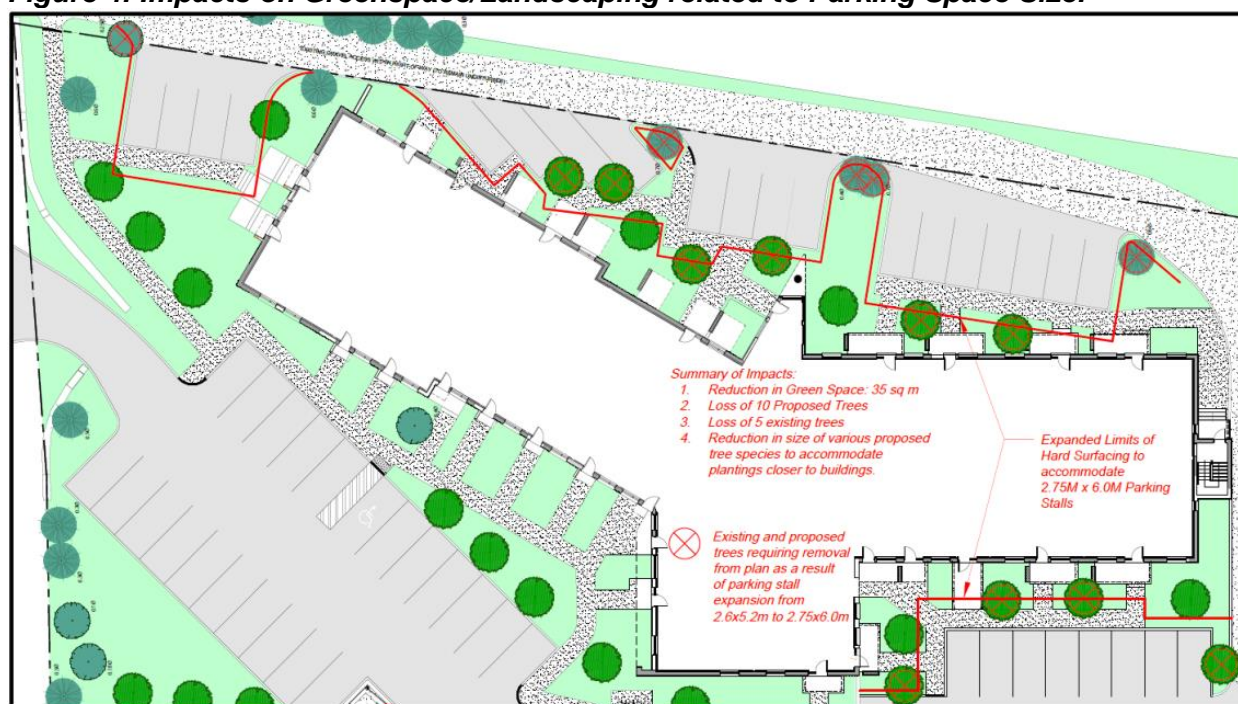
Given the existing building being located in the centre of the property, creative solutions were proposed to ensure the minimum required number of parking was provided for the development. The applicant has prepared the following table and figure in order to justify the smaller parking spaces:

**Table 3: Impacts on Greenspace/Landscaping related to Parking Space Size:**

<b>Scenario:</b>	<b>Scenario 1:</b> Full-Size Parking Dimensions (2.75 m x 6.0 m)	<b>Scenario 2:</b> Twenty-Five Reduced Parking Stalls (2.60 x 5.20m) + Twenty-Six Standard Parking Stalls (2.75 x 6.00m)
Total Green Space (m <sup>2</sup> ):	1141m <sup>2</sup>	1171 m <sup>2</sup>
Relative Greenspace (%)	22.8% of Site Area	23.5% of Site Area
Total Trees on Site:	9 Existing 17 Proposed 26 Total Trees	13 Existing 24 Proposed 37 Total Trees



**Figure 4: Impacts on Greenspace/Landscaping related to Parking Space Size:**



As described in Table 3 and Figure 4, “full-sized” (2.75 m by 6.00 m) parking stalls throughout the site would result in a loss of 15 on-site trees, along with the loss of valuable pedestrian walkways and separation distance between the building face and parking areas. As shown in Figure 4, above, the red line delineates the parking location without the reduction in parking space size.

This specific application is an adaptive re-use of an existing building. Given the central location of the existing building, it was deemed that a creative solution, as proposed, is appropriate. Staff are of the opinion that gaining 15 additional trees is more desirable in this instance than enforcing the “full-size” parking spaces. This application should not be considered as a precedent for permitting smaller parking space dimensions, however, given the nature of the application being an opportunity for the adaptive re-use or repurposing of an existing underutilized building, Staff is of the opinion that the requested variation is desirable and appropriate in this site-specific instance.

### 2.4.3 Design

The proposed building cladding is designed to complement the dwellings along High Street. There is a significant amount of existing vegetation and mature trees on the property. Of the 28 existing mature trees currently on site, the proposed site plan allows for 25 to remain. In addition, 20 new trees will be planted to further enhance the current naturalized landscape.

An Urban Design Brief was prepared in support of the proposed development. Staff is satisfied with the professional opinion of the author and agree that the site plan, building elevations, parking area and landscape plan work in cohesion and will provide for a well-

functioning site that adheres to the Design Guidelines of the Official Plan and Development Permit by-law.

**Figure 5: Digital Rendering – Front of Building (prepared by Applicant)**



**Figure 6: Digital Rendering – Rear of Building (prepared by Applicant)**



#### 2.4.4 Site Plan

The proposed Site Plan prepared and submitted with the Development Permit application can be reviewed in Attachment 1 of the report.

### 3.0 PUBLIC CONSULTATION

The application was circulated in accordance with the requirements of the Planning Act and Development Permit By-law. Notice was posted on site, circulated by mail to property owners within 120m of the subject lands and provided electronically to prescribed agencies.

Staff received one (1) written submission from a member of the general public regarding the application. The resident was of the opinion that an Apartment Dwelling was not characteristic of the High Street neighbourhood and that traffic issues would stem from the site.

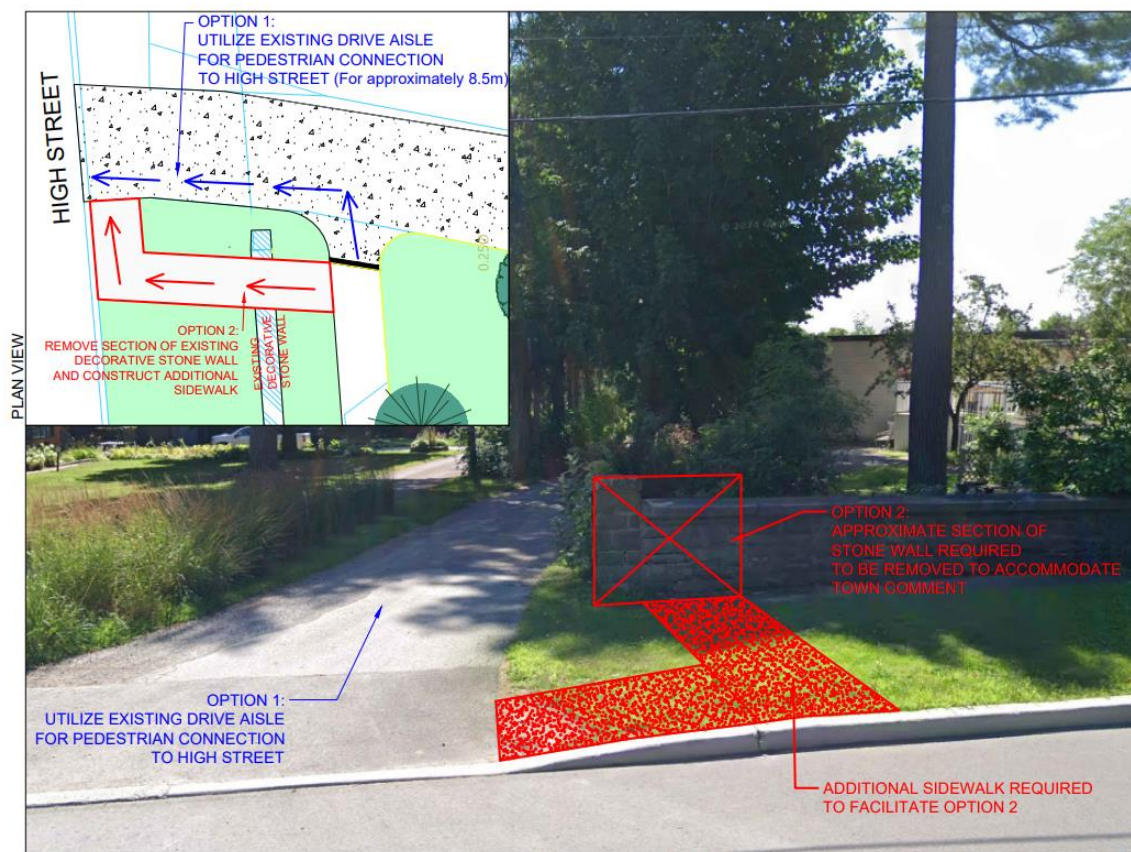
Although Apartment Dwellings are not commonplace in the High Street neighbourhood, the overarching policies of the *Mississippi District* direct Staff to consider all types of dwelling types within the policy area. Further, being an opportunity for adaptive reuse, where an existing building can be more fully utilized, Staff were open to the concept of an Apartment Dwelling in this specific location. This example should not be considered as precedent setting for “new construction” in the area, but it should be considered a good example of re-purposing or reutilizing an older and existing building.

Town Staff do not anticipate any adverse impacts on traffic as a result of the proposed development.

The applicant has addressed all but one of the comments/concerns recorded during the technical review of the application. The outstanding matter is to do with pedestrian connectivity from the interior of the site to the street’s edge. With respect to the remaining comment on pedestrian connectivity to High Street, the applicant’s position remains that the proposed site plan provides an appropriate and safe pedestrian connection to High Street that does not result in the alteration/removal of the existing decorative stone wall. Figure 7 below illustrates the applicant’s proposed solution (shown in blue as Option 1) and the Town’s solution (shown in red as Option 2).



**Figure 7: Options for Pedestrian Connectivity (prepared by Applicant)**



256 HIGH STREET - REVIEW OF PEDESTRIAN CONNECTIVITY OPTIONS - March 20th 2024

As described in the image above, the proposed solution (Option 1) would have pedestrians walk along a pathway that culminates at the property's drive aisle and then along the drive aisle for roughly 8.5 metres (28 feet) to reach the street edge.

Option 2, as described in the figure above, would require the applicant to demolish a portion of the existing decorative stone wall which runs along the property's frontage in order to connect the pedestrian pathway directly to the street edge.

Other than the pedestrian link to High Street, Town Staff are satisfied with the technical plans, studies and reports submitted in support of the application.

#### **4.0 SUMMARY**

Having reviewed and assessed the proposed application, Staff are satisfied that the proposal is consistent with the Provincial Policy Statement 2020, conforms to the policies of the Official Plan and complies to the applicable sections of Development Permit By-law 15-2015.

It is the opinion of Staff that the proposed variations to the requirements of the Development Permit By-law are appropriate for this specific development. Staff is

satisfied that the proposed variations to the minimal performance standards will not result in any adverse impacts to the neighbouring property owners or the Town at large.

Other than one item related to pedestrian connectivity to High Street, there are no outstanding or unaddressed comments or concerns raised by technical review agencies or by members of the general public during the circulation process.

## **5.0 OPTIONS FOR COMMITTEE TO CONSIDER**

Given there is an unaddressed technical comment, Staff want to highlight the options available to the Committee:

Option 1: Approve the current application package as-is, with no direct pedestrian link to the edge of High Street.

Option 2: Approve the concept as-shown, however require the applicant to revise the submission to include a direct pedestrian link to the edge of High Street. This option would consist of altering a portion of the existing decorative stone wall along the frontage of the property.

## **6.0 STAFF RECOMMENDATION**

THAT the Committee of the Whole hereby authorizes the approval of application DP3-01-2023 for the property known as 256 High Street, legally described as Con 12 Pt Lot 13 RP 26R2377 Parts 2, 3 and 4; Town of Carleton Place; and

THAT the Committee directs Staff to issue a Development Permit in accordance with Section 2.24 of Development Permit By-law 15-2015.

## **ATTACHMENT 1 – SITE PLAN**