



## Baskin Drive East, Arnprior

Planning Rationale – Revision 1  
Zoning By-law Amendment, Official Plan Amendment and Plan of Subdivision  
August 5, 2025



Prepared for Lepine Corporation

Prepared by Fotenn Planning + Design  
420 O'Connor Street  
Ottawa, ON K2P 0P4

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# 1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Lepine Group to prepare this Planning Rationale in support of concurrent Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision applications to facilitate the establishment of residential subdivision in the Town of Arnprior.

The subject site is located at an unaddressed parcel of land in the west end of the Town of Arnprior, located between Baskin Drive East to the west of the site and Arthur Street to the east. The subject site, currently accessible via Daniel Street South, is undeveloped and currently used for agricultural purposes. The proposed development would establish a residential subdivision comprised of 14 apartment buildings across six (6) blocks, ranging from three (3) to six (6) storeys, for a total of 1,068 units. Access to the site is proposed at the dead-ends of both Elizabeth Street and Isabella Street east of the site, with the proposed street network extending through the site to Baskin Drive East, west of the site. Parkland is proposed adjacent to Daniel Street South along the northwestern edge of the subdivision. A stormwater management pond is proposed along the southern boundary of the site abutting Trans-Canada Highway 417. The majority of the development’s parking is proposed to be located underground with some convenience oriented parking at-grade adjacent to Elizabeth Street.

## 1.1 Required Applications

In order to permit the proposed development, concurrent Plan of Subdivision and Official Plan Amendment applications are required.

- / The Plan of Subdivision application is required to establish the lot and street layout;
- / The Official Plan Amendment (OPA) is required to relocate the Environmental Protection Area (EP) designation to align with the newly relocated watercourse on-site; and,
- / The Zoning By-law Amendment is required to rezone the subject site to prescribe site specific development details such as setbacks, stepbacks, land uses and layouts, and address technical details as required.

To ensure a detailed understanding of the development proposal and the supporting justification for planning approval, this Planning Rationale is intended to be read in conjunction with the complete submission package, including plans and studies prepared by the applicable licensed professionals as required by the Town of Arnprior planning approval process.

## 2.0 Subject Site & Surrounding Context

### 2.1 Subject Site

The subject site is an irregularly shaped lot in the west end of the Town of Arnprior, legally described as Part of Lot 3, Concession B, Township of McNab, in Arnprior with no current municipal address (Figure 1). The site is approximately 9.7 hectares (24 acres) in size, with approximately 260 metres of frontage on Concession Road 12 and approximately 20 metres of frontage on Daniel Street South.



Figure 1: Subject site and surrounding context.

The lands are currently vacant, with vegetation on the southern portion of the lands. A watercourse traverses the southern portion of the property on an east-west axis, crossing beneath Concession Road 12. The land around the watercourse features thicker vegetation. The lands are generally flat, having previously been used for agriculture. Google Streetview images indicate some limited ponding in the centre of the site.

Concession Road 12, also known as Baskin Drive East, is a two-way road currently designed to rural cross-section standards. Hydro poles are present in the right-of-way, along the western edge of the site. Fire hydrants are present along the Concession Road 12 right-of-way.

## 2.2 Surrounding Context

The subject site abuts the western edge of an existing suburban subdivision and is within close proximity to commercial services along Daniel Street South. The subject site can be accessed from Highway 417 via Daniel Street (exit 184).

The surrounding land uses can be described as follows:

**North:** Immediately north of the subject site are large-format (“big box”) retail stores that front onto Daniel Street South, including a hardware store and a pharmacy. There is also a retirement residence at 15 Arthur Street, which backs onto the subject site.

**East:** East of the subject site is an existing residential subdivision. The subdivision is predominantly characterized by low-density residential land uses including single-detached, semi-detached, and townhouse dwelling units.

**South:** South of the subject site is Highway 417, a Provincial highway. Further south is the Arnprior Airport and Lake Madawaska.

**West:** Immediately west of the subject site are vacant lands zoned for commercial and employment uses.



Figure 2: Site context (clockwise from top left) looking northeast from Baskin Drive East to Subject site; looking south from Daniel Street to Subject site; looking west from Isabella Street to Subject site; looking west from Elizabeth Street to Subject site.

## 3.0 Proposed Development

### 3.1 Project Overview

The proposed development offers a new residential neighbourhood to the Town of Arnprior, leveraging the site's proximity to the existing residential neighbourhood north of the site, a range of commercial services along Daniel Street South, and the site's proximity to Highway 417.

As shown in the proposed site plan below, approximately 1,068 units are proposed in 14 low- to mid-rise apartment dwellings ranging from 3 to 6 storeys, and a large and vibrant open space connecting the proposed development to Daniel Street South (Figure 3). The public park is designed to serve as a focal point for the new community, offering vibrant, animated green space for residents, visitors, and the broader community to enjoy.

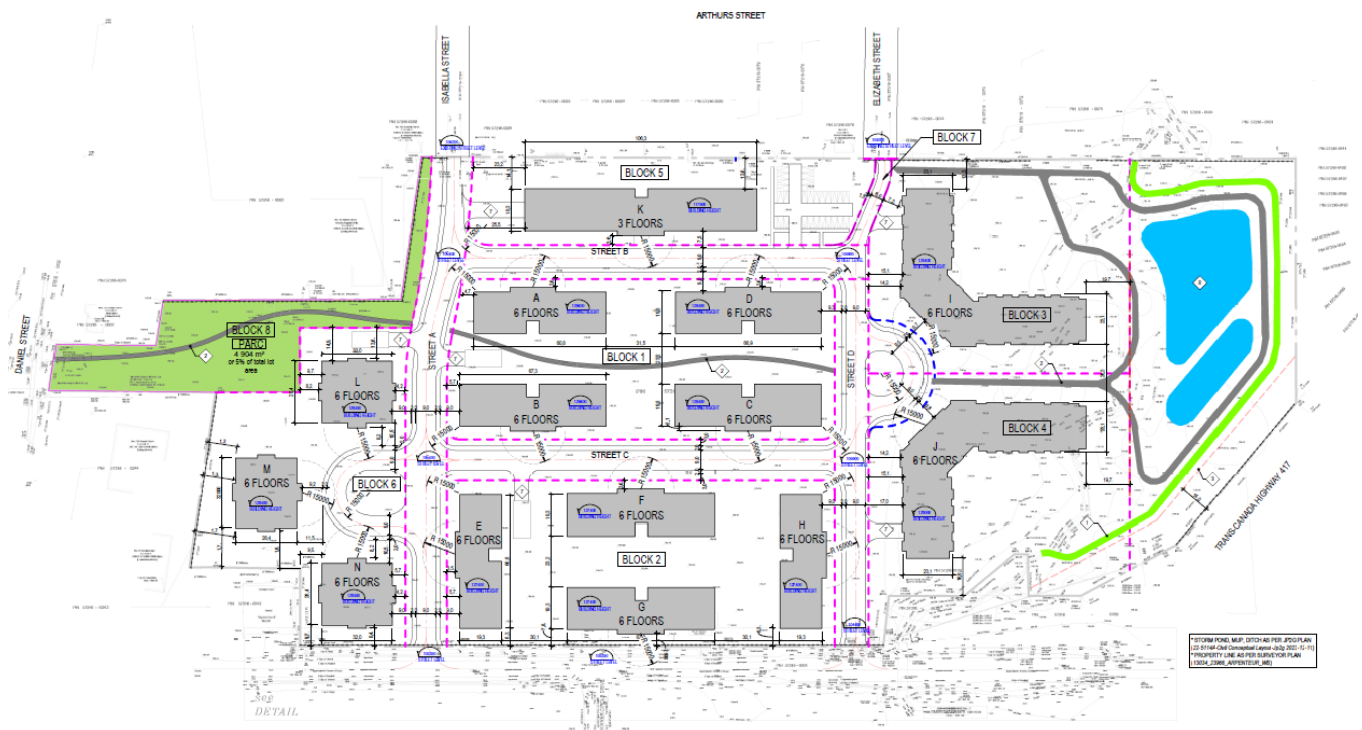


Figure 3: Site Plan of proposed development.

Vehicular access to the site is proposed from Baskin Drive East along the southern perimeter of the site, and through the extension of both Isabella and Elizabeth Streets to the north of the site (Streets A and D). A grid-like internal road layout is proposed with (2) new perpendicular local roads that connect Streets A and D (Streets B and C). Parking for vehicles is primarily provided underground with access to below-grade parking via ramps from the public street. Short term surface parking is provided including south of Block 5, and some internal roads can accommodate on-street parking to support visitor demand.

A pedestrian pathway, approximately 2-metres wide, connects the eastern edge of the site to Daniel Street South, providing a direct pedestrian connection through the public park and subdivision and enabling more efficient travel for

pedestrians. Sidewalk facilities are envisioned on either one side or both sides of most internal roads, with potential for new sidewalk facilities along Baskin Drive East, subject to collaboration with the Town of Arnprior.

The proposed development includes a mix of green space provided through the site in the form of passive open space, a public park, and a stormwater management facility. A total of 4,904 square metres, or 5% of the total lot area will be dedicated as a public park is proposed along the western edge of the site and connecting to Daniel Street South.

A new stormwater management facility is proposed as part of the realignment of the existing on-site watercourse, situated in the southeastern portion of the property. The facility will feature re-vegetation along the realigned watercourse using locally appropriate native species. Additional enhancements to the stormwater management facility include the development of a nature walking trail connecting to a park area, along with other trail-related amenities.

### 3.2 Draft Plan of Subdivision

The subject site is proposed to be developed through a Plan of Subdivision, consisting of 14 apartment buildings across six (6) blocks, with one (1) block allocated for a new stormwater pond, and one (1) block for parkland dedication (Figure 4). The development will be accessed by new municipally maintained roads to be constructed over the property which are proposed to connect to Baskin Drive East to the southwest in two locations and will also connect to Isabella and Elizabeth Streets to the northeast. Additional roadway dedication of the turning circle in Blocks 3 and 4 is anticipated. The proposed development will be serviced by municipal water, sewer and stormwater infrastructure

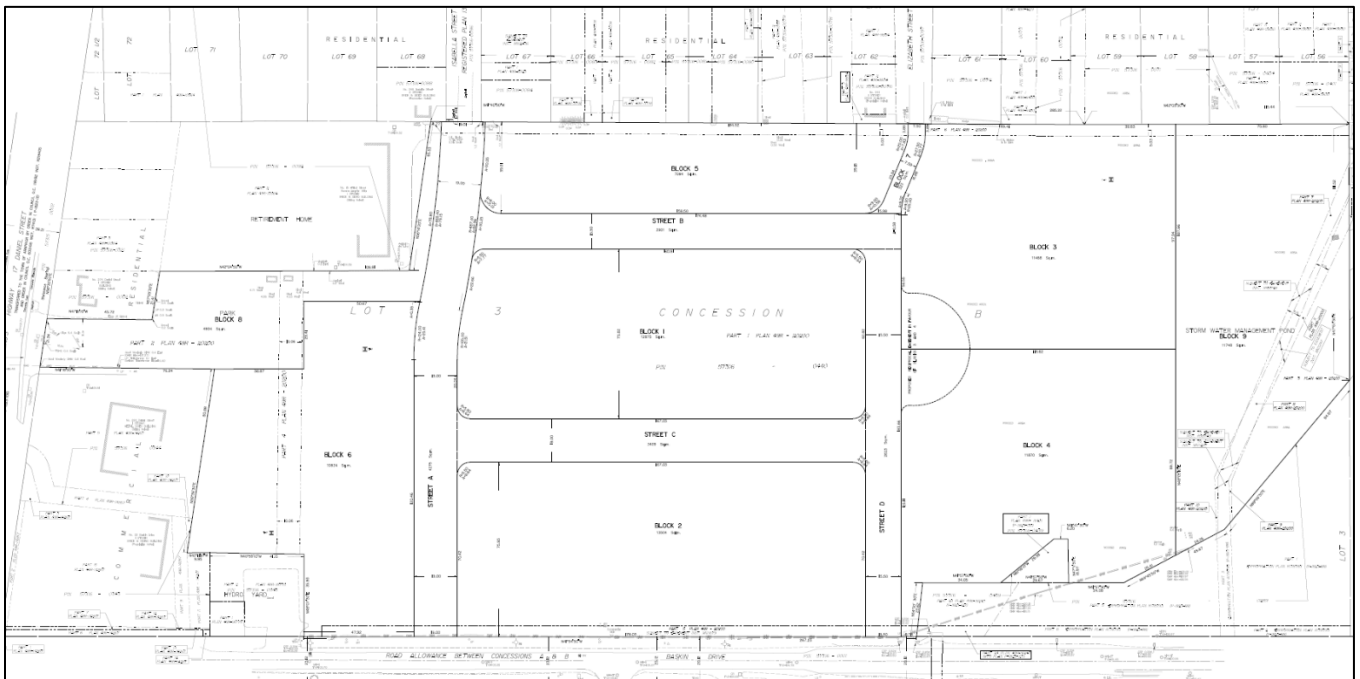


Figure 4: Proposed Plan of Subdivision

The breakdown of buildings and units is as follows:

Table 1: Proposed Land Uses

Land Use		Unit Count	Building Height	Lot(s)/Block(s)
Residential	Mid-Rise Apartment ("Renfrew")	620 units across 8 buildings	Buildings A to H: 6 storeys	Blocks 1 and 2
	Mid-Rise Apartment ("Cristina")	246 units across 2 buildings	Buildings I and J: 6 storeys	Blocks 3 and 4
	Mid-Rise Apartment ("Red Deer")	138 units across 3 buildings	Buildings L, M, N: 6 storeys	Block 6
	Low-Rise Apartment ("Workforce Housing")	64 units across 1 building	Building K: 3 storeys	Block 5
Other (Future Road)		-	-	Block 7
Park		-	-	Block 8
Stormwater Management Pond		-	-	Block 9
Streets		-	-	Blocks A, B, C, D
<b>Total Unit Count:</b>		<b>1,068 residential units</b>		

### 3.3 Unit Typology

The residential component of the subdivision is comprised of 1,068 units with the proposed housing typologies supporting a diversity of housing needs in the area. A mix of unit types is proposed across the subdivision with the following typologies proposed:

#### Building Typology 1: Mid-Rise Apartment (“Renfrew”)



Figure 5: 'Renfrew' Mid-Rise Apartment Rendering

The 'Renfrew' is a 6-storey mid-rise apartment building typology proposed in Blocks 1 and 2, for a total of 620 units across 8 buildings (Buildings A to H on the site plan). This typology proposes a contemporary architectural design with a combination of light-colored brick and siding, with large windows and balconies.

**Building Typology 2: Mid-Rise Apartment (“Cristina”)**



Figure 6: 'Cristina' Mid-Rise Apartment Rendering

The 'Cristina' is a 6-storey apartment building design proposed for Blocks 3 and 4, with a total of 246 units across two buildings (Buildings I and J on the site plan). This typology features a modern, symmetrical design with a red brick facade and white accents and features large windows and balconies.

**Building Typology 3: Mid-Rise Apartment ('Red Deer')**



Figure 7: 'Red Deer' Apartment rendering (\*only 6 storeys proposed within application)

The 'Red Deer' is a 6-storey mid-rise apartment building design proposed for Block 6, for a total of 138 units across three buildings (Buildings L, M, and N on the site plan). The building design proposes a mid-rise built form, and features a combination of glass, wood, and stone elements. There are extensive balconies and large windows to enhance natural light.

### Building Typology 4: Low-Rise Apartment ('Johanne's Garden' and 'Workforce Housing')



Figure 8: 'Workforce Housing' Apartment rendering

The 'Workforce Housing' apartment design features a low-rise built form of 3-storeys, proposed to be located on Block 5 for a total of 64 units across one building (Building K on the site plan). The building design includes a modern form, with ample glazing for natural light, and a protected entrance.

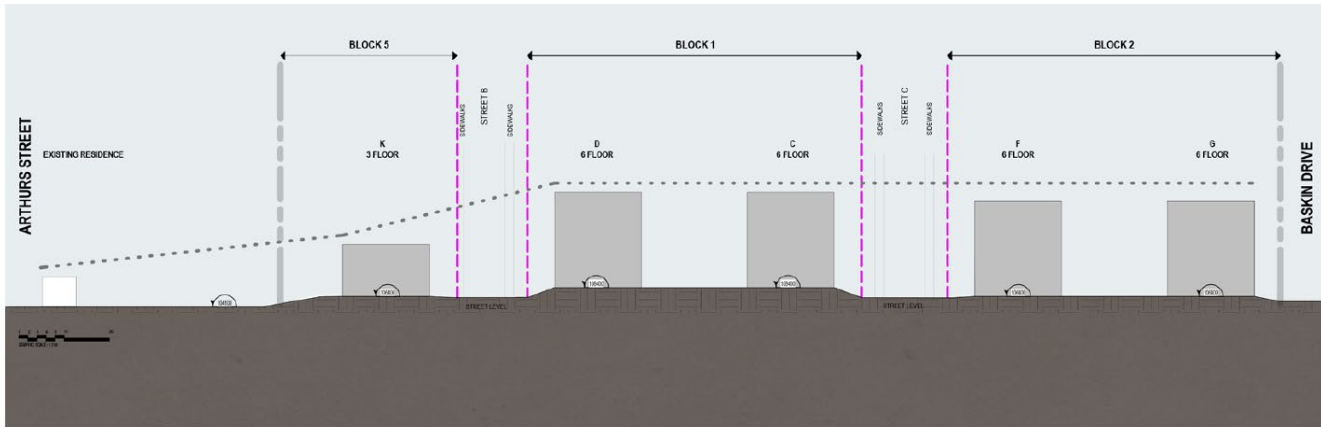


Figure 9: Proposed development layout and transition to abutting properties

The design of these buildings is anticipated to undergo further refinement through subsequent Site Plan Control applications, allowing for additional consideration of architectural detailing, landscaping, and site layout. While the specific design elements will continue to evolve, it can be confirmed at this stage that the subject site offers sufficient lot area and appropriate transition to accommodate a built form that provides a sensitive and compatible transition to the surrounding established low-rise neighbourhood (Figure 9). This includes opportunities to incorporate appropriate setbacks, stepbacks and landscaping buffers that respect the character and scale of the adjacent residential context.

### 3.4 Rights-of-Way and Pedestrian Connectivity

The Plan of Subdivision application is required to establish the lot and street layout. Vehicular access to the subdivision is proposed to be provided via Streets A and D through the extension of both Isabella Street and Elizabeth Street to the east of the site. The road network interior to the subdivision generally follows a grid pattern, allowing multiple connections from local roads to Streets B and C, the internal streets within the development (Figure 10).

A network of pathways is proposed and shown in grey in Figure 10; this includes a major pathway connection that bisects the site (east-west) between Daniel Street and the future stormwater management facility. At the stormwater management facility, there will be a nature loop with connectivity to a park, as well as other trail amenities. The proposed pathway also provides convenient access for residents to the nearby retail plaza that includes a grocery store, hardware store, and pharmacies.

A summary of the proposed internal road network are as follows:

- / **Street A:** 19.0 metre right-of-way (ROW) that includes a 9-metre paved roadway surface, 2-metre-wide sidewalks and 3-metre-wide boulevard on both sides of the road. A circular drop-off area is also proposed to provide access to the entrances of Buildings L, M and N (Figure 11).
- / **Street B:** 15.5 metre ROW which includes a 9-metre paved roadway surface, 2-metre-wide sidewalks and a 3-metre-wide boulevard on the west side of the road only. A paved surface is also proposed from Building K to the surface parking lot, located on the east side of the road (Figure 12).
- / **Street C:** 19.0 metre ROW which includes a 9-metre paved roadway surface, 2-metre-wide sidewalks and 3-metre-wide boulevard on both sides of the road.
- / **Street D:** 15.5 metre ROW which includes a 9-metre paved roadway surface, 2-metre-wide sidewalks and 3-metre-wide boulevard on the north side of the road only. A circular drop-off area is also proposed to provide access to the entrances of Buildings I and J.

/ **Block 7:** A 7.5 metre ROW extending from Street D to Elizabeth Street. Includes a 6-metre paved roadway surface, and a 1.5-metre-wide sidewalk on the north side of the road only (Figure 13).



Figure 10: Proposed new streets and connectivity to regional network (excerpt from Transportation Impact Study, prepared by Parsons, dated February 3, 2025)

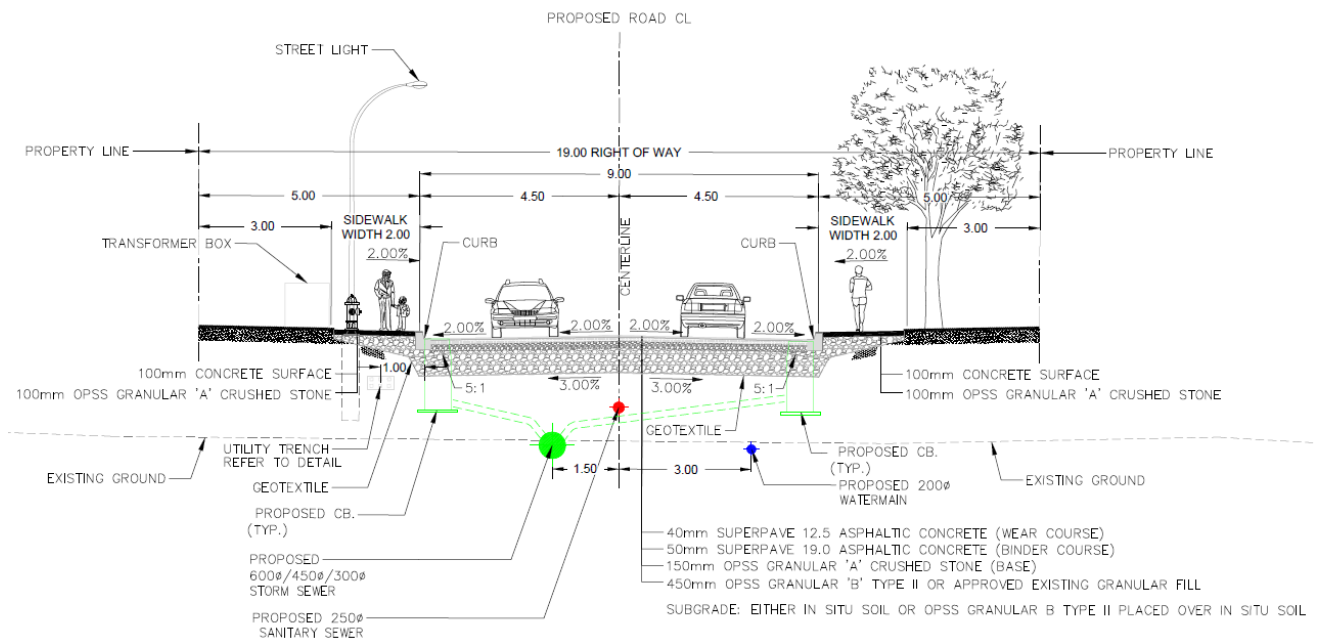


Figure 11: 19.0-metre Road Cross-Section (excerpt from Functional Servicing Report, prepared by Jp2g Consultants Inc., dated July 31, 2025)

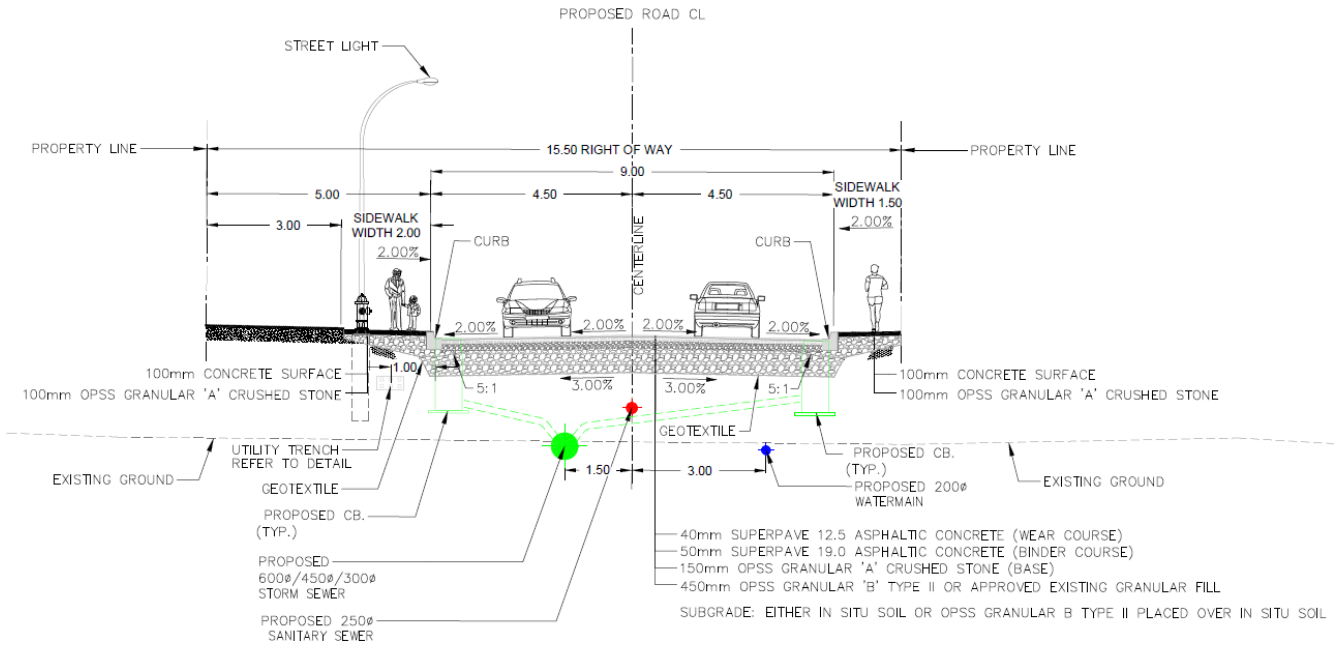


Figure 12: 15.5-metre Road Cross-Section (excerpt from Functional Servicing Report, prepared by Jp2g Consultants Inc., dated July 31, 2025)

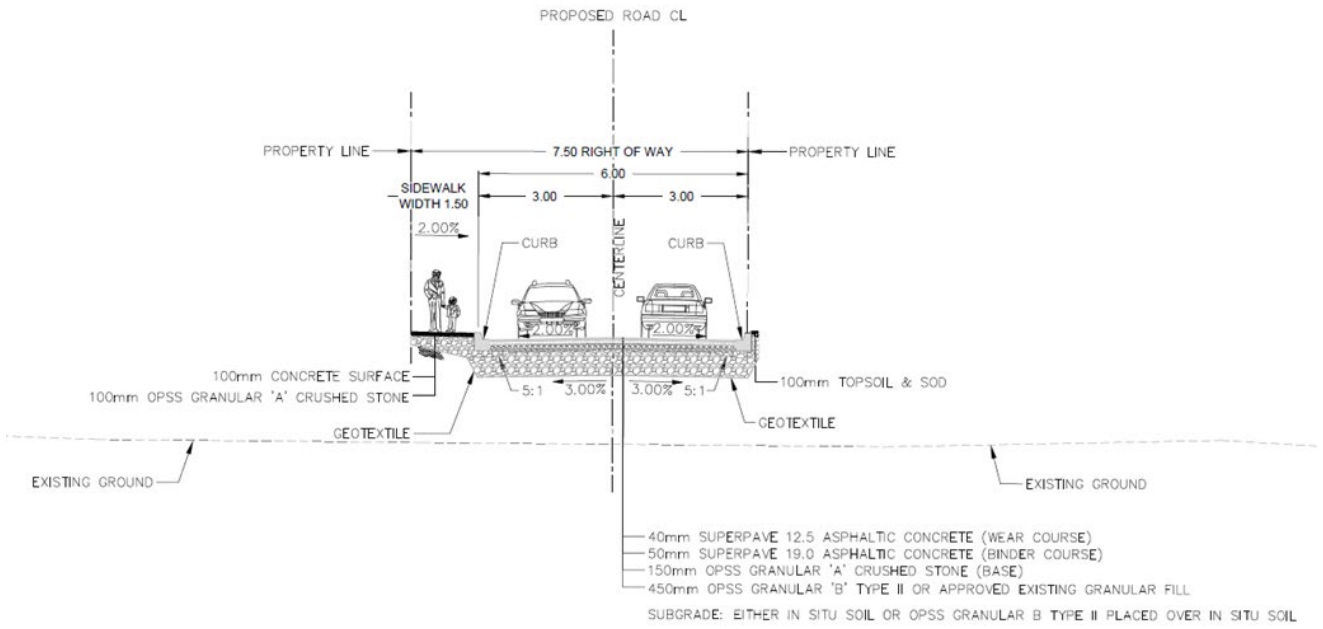


Figure 13: 7.5-metre Road Cross-Section (excerpt from Functional Servicing Report, prepared by Jp2g Consultants Inc., dated July 31, 2025)

### 3.5 Parkland Dedication

To satisfy the Town's Parkland dedication requirements, land conveyance in the form of a public park (Block 8) is proposed to be located on the western portion of the proposed development. The park, proposed adjacent to Daniel Street South along the northwestern edge of the subdivision and future Street A to the east, has a total of 4,904 square metres, or 5% of the total lot area. The park block will be conveyed as a municipal park in a clean and green state, free of encumbrances, that would ultimately be constructed and maintained by the Town of Arnprior.

### 3.6 Stormwater Management Facility

In order to accommodate the proposed development, 220 metres of the existing unnamed watercourse that travels through the southern portion of the site will be re-aligned along the southern property limits around the proposed stormwater facility. Stormwater from the development area will be conveyed to the pond through a network of storm sewers and overland flow routes. As part of the wet pond construction, the existing ditch on site is proposed to be realigned closer to the southeastern property line, to maximize the area available for the stormwater management system and provide a natural environment corridor adjacent to the development area. The realigned channel is proposed to maintain the existing connections upstream at Baskin Drive East, and downstream at Arthur Street. The realigned channel and new pond will be designed as separate areas up to the 25mm storm event water level. For storm events greater than 25mm, the pond and channel will function as a combined storage area for quantity control.

The realigned watercourse area will be naturalized with locally appropriate native species and enhanced by a nature trail connecting to a park area and other trail amenities, with pathway connections included to promote active transportation. Landscaping along the edges will provide a naturalized buffer from abutting Highway 417.

## 4.0 Policy & Regulatory Review

### 4.1 Planning Act

The Planning Act is provincial legislation that empowers municipalities to engage in land use planning activities in Ontario. Under Section 51(24) of the Planning Act, the legislation states that when considering a draft plan of subdivision regard shall be had to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality. The Section also contains criteria for evaluation of plans of subdivision.

The proposed development satisfies the applicable criteria as follows:

- a) The effect of development of the proposed subdivision on matters of provincial interest as referred to in Section 2;  
**As summarized below, the proposed development meets the policies of the Provincial Planning Statement regarding matters of provincial interest.**
- b) Whether the proposed subdivision is premature or in the public interest;  
**The proposed subdivision meets the policies of the applicable policy framework, as described in the following sections.**
- c) Whether the plan conforms to the official plan and adjacent plans of subdivision, if any;  
**The proposed subdivision amendment conforms with the policies of the County of Renfrew and Town of Arnprior Official Plans, as outlined below.**
- d) The suitability of the land for the purposes for which it is to be subdivided;  
**The lands are suitable for the proposed land uses. The addition of a residential subdivision on underdeveloped lands with a variety of dwelling types meet the policies of the applicable Official Plans. The proposed development is also supported by technical studies.**
- e) The number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;  
**The proposed subdivision includes the creation of public roads that integrate with the surrounding road network. A Traffic Impact Study, prepared by Parsons has been conducted to evaluate the impact of future developments in the area and determine the required roadway improvements as a result of such growth. This study, included in the submission, indicates that the network shows sufficient capacity to accommodate the proposed development, and is recommended from a transportation perspective.**
- f) The dimensions and shapes of the proposed lots;  
**The dimensions and shapes of the proposed lots are generally rectangular and appropriate for the proposed land uses. Minor zoning relief is requested through a concurrent Zoning By-law Amendment to permit the development as proposed.**
- g) The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;  
**A concurrent Zoning By-law Amendment is being submitted to permit the proposed subdivision layout and dwelling typologies, as a Future Development zone currently applies to the subject site. Further, the provided survey information within the application package includes a summary of existing easement restrictions, which, based on our review will not impact the ability to sever or develop lands as proposed.**

- h) Conservation of natural resources and flood control;

**The proposed development will incorporate appropriate setbacks from the floodplain along the Madawaska River tributary.**

- i) The adequacy of utilities and municipal services;

**A Functional Servicing Report, prepared by Jp2g Consultants Inc. has been included as part of this application submission. The brief confirms the adequacy and capacity of surrounding municipal services.**

- k) The area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;

**The proposed development will include a park block with approval through the Draft Plan of Subdivision application.**

## 4.2 Provincial Planning Statement (October 2024)

Adopted on October 20, 2024, the Provincial Planning Statement (PPS) is a policy document issued under the Planning Act which provides direction on matters of provincial interest related to land use planning and development. All decisions on planning matters “shall be consistent with” the PPS. Generally, the PPS recognizes that “land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns”.

Policy 4 of Section 2.1 (Planning for People and Homes) requires planning authorities to support the achievement of complete communities by, among others, accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, and parks and open spaces. Section 2.2 (Housing) expands on this direction, requiring planning authorities to provide for a range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by, among others:

- / Permitting and facilitating all housing options required to meet the social, health, economic and well-being requirements of current and future residents;
- / Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation;
- / Requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors.

Section 2.3 continues the previous PPS policy that settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in “strategic growth areas,” which include lands along transit corridors. Within settlement areas generally, land use patterns should be based on densities and a mix of land uses which:

- / Efficiently use land and resources;
- / Optimize existing and planned infrastructure and public service facilities;
- / Support active transportation; and
- / Are transit-supportive.

Policies in Section 3.2 state that transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs. Policy 1 of Section 3.3 states that planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation corridors.

Policy 2 of Section 3.6 states that municipal water and sanitary servicing are the preferred form of servicing for settlement areas. Policy 8 states that stormwater management shall be integrated with planning for sewage and water services and ensure that systems are optimized.

Section 3.9 contains policies for public spaces, recreation, parks, trails and open space. Healthy, active, and inclusive communities should be promoted by, among others:

- / Planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;
- / Planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources; and
- / Providing opportunities for public access to shorelines.

The proposed development is consistent with the above noted policies of the PPS (2024). More specifically, the proposal seeks to develop an area that is located within the Town of Arnprior’s Urban Area, immediately adjacent to an existing built-up area and transportation corridor, which allows for the logical and efficient extension of existing services and roads. The proposal provides for a range of housing options which are compatible with the surrounding established community and supports provincial goals of providing more housing.

### 4.3 County of Renfrew Official Plan (Adopted 2002, Consolidated January 2023)

The County of Renfrew Official Plan (2020) provides a policy framework for growth and development in the County. The County Official Plan provides policy direction for lower-tier municipalities within the County, including the Town of Arnprior. The Official Plan promotes orderly and efficient development in a manner which is coordinated with local municipalities for the wise management of resources and the well-being of the community.

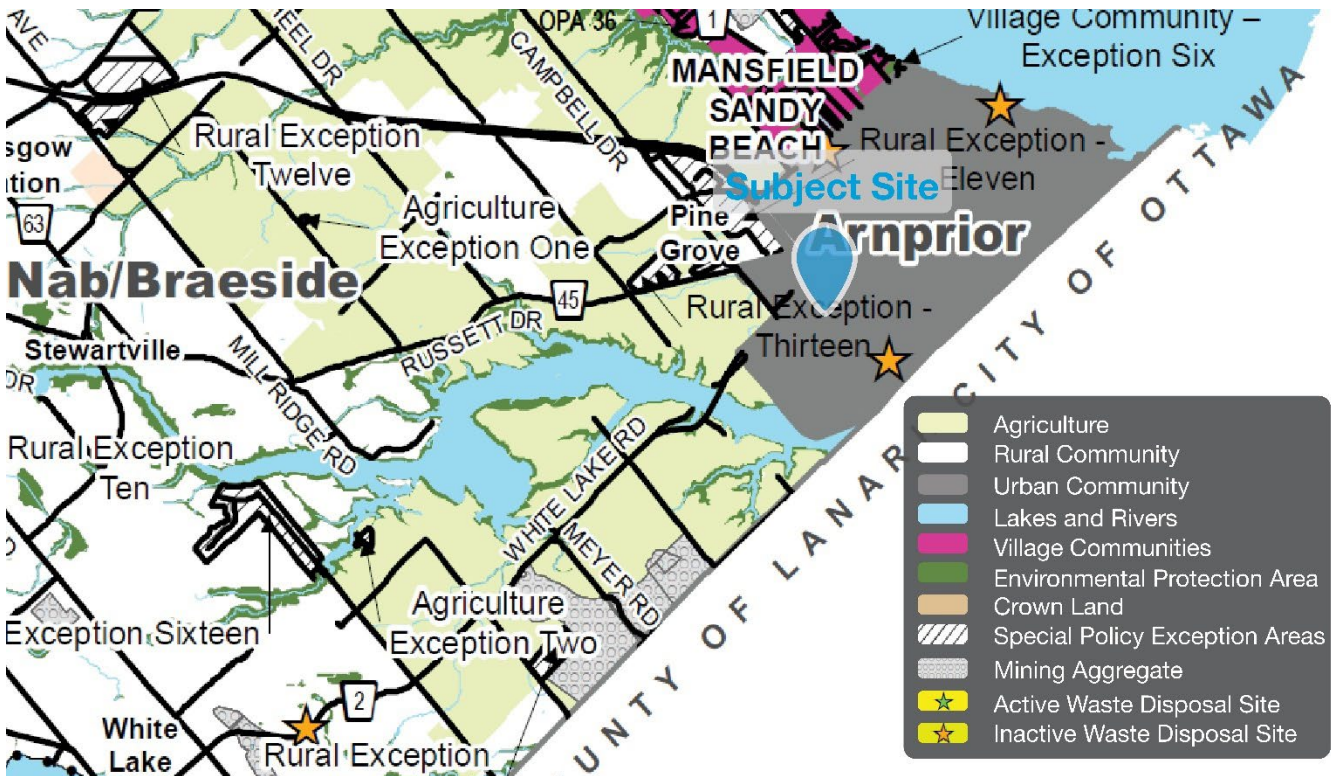


Figure 14: Schedule A – Map 1, County of Renfrew Official Plan, Subject site indicated.

### **Urban Community**

The subject site is designated “Urban Community” on Schedule A of the Official Plan (Figure 14). Policy 1 of Section 3 notes the Urban Community designation represents those locations where the majority of growth and development will occur within the County. Permitted uses within the Urban Community designation include a broad variety of residential uses including low-, medium-, and high-density residential uses, infill and intensification. Residential intensification is encouraged within Urban Communities where servicing is available.

**The proposal includes high-density residential intensification of an underutilized site in the urban area of Arnprior, immediately adjacent to an existing built-up area along Daniel Street.**

### **Fish Habitat**

Section 2.2(8)(d) of the County Official Plan states that all rivers, drains, and watercourses have the potential to be fish habitat. Development (including plans of subdivision) and site alteration shall not be permitted on adjacent lands (within 120 metres) of a waterbody containing fish habitat unless it is demonstrated that there will not be negative impacts on the habitat. The level of detail of the assessment should correspond with the complexity and scale of the development proposal.

**An Environmental Impact Study (EIS) was prepared by Jp2g Consultants Inc., in support of the proposed subdivision. It was determined that fish habitat is present in the unnamed watercourse that travels through the subject lands as well as within off-site downstream habitat in the Madawaska River (located over 600 metres away). Through the realignment of the watercourse, no adverse impacts on any fish or fish habitat are anticipated to occur as a result of the proposed development.**

### **Significant Valleylands**

Section 2.2(8)(f) of the County Official Plan identifies Valleylands throughout the County as natural areas that occur along watercourses. These lands are to be protected for natural vegetation within 30 metres of watercourses. The southern portion of the subject site is identified on Schedule “B” as Valleylands.

Significant Valleylands are areas that are ecologically important in terms of features and functions, and contribute to the quality and biodiversity of the natural heritage system. Significant Valleylands often provide the important linkages connecting other natural heritage features.

Depending on the scale and nature of a proposed development, a Planning Act application within or adjacent (within 120 metres) to Significant Valleylands may require an environmental impact study which demonstrates that there will not be a negative impact to the Valleylands.

**The EIS included in the submission package confirms that the realigned watercourse will be longer than the existing channel, and as it will provide similar features and functions post development, there will not be a net loss of significant valleyland habitat. The stormwater management pond will be significantly improved through naturalization with native species, enhancing biodiversity and ecological function as compared to the existing condition. This area will be supported through the construction of a nature trail connecting to a park area and other trail amenities. Landscaping along the edges of the watercourse and stormwater management pond will further improve the site by establishing a naturalized buffer, providing environmental protection and visual screening from adjacent Highway 417.**

### **Plans of Subdivision and Condominium**

Section 14.4 of the County Official Plan states that the County of Renfrew is the approval authority for plans of subdivision and condominium. Applications for approval of plan of subdivision or condominium are reviewed by the Planning Division of the County of Renfrew in coordination with the Town of Arnprior.

**This Plan of Subdivision application has been prepared concurrently to both Official Plan and Zoning By-law Amendment applications for the proposed development.**

### **Parkland Dedication**

Section 2.2(29)(a) of the County Official Plan states that municipalities may require a 5 percent parkland conveyance as a condition of subdivision approval. However, valleylands, lands required for drainage purposes, land susceptible to flooding or otherwise unsuitable for development will not be accepted as statutory parkland dedication.

Additionally, where a development proposal includes non-developable land, or land includes natural heritage or hazard areas, the local municipality may request that such land be dedicated to the municipality in addition to the minimum required parkland dedication.

**As part of the proposal, 4,904 square metres (5% of the total lot area) of parkland dedication has been included as part of the subdivision layout.**

### **Stormwater Management**

Section 2(30) of the County Official Plan notes in order to control flooding, ponding, erosion and sedimentation and to protect water quality and aquatic habitat or other natural habitat which depend on watercourses and other waterbodies for their existence, stormwater management plans shall be required for any new development consisting of more than three lots.

The municipality shall require the use of stormwater management facilities downstream of new developments, where appropriate, to mitigate development impacts on stormwater quantity and quality. The municipality shall promote naturalized stormwater management facilities, constructed with gentle slopes. Where appropriate, the integration of stormwater management facilities with parks and open spaces is encouraged.

**The proposed subdivision's stormwater management facilities are located within Block 9 along the southeastern portion of the site and totalling approximately 11,748 square metres in size.**

### **County Roads**

Daniel Street South is classified as a County Road on Schedule B2 of the County Official Plan. Per Section 13.3(2), the typical right-of-way width for a County Road is 26 metres. Development abutting substandard rights-of-way may be required to dedicate land for the purpose of widening.

**No County Road will require widening as part of this application.**

### **Local Roads**

Concession Road 12 is under the jurisdiction of the Town of Arnprior. Per Section 13.3(3), the County Official Plan states that the typical width of a local road right-of-way is 20 metres. Development abutting substandard rights-of-way may be required to dedicate land for the purpose of widening.

Measurements on the County’s online mapping system suggest that the right-of-way for Isabella and Elizabeth Streets currently satisfy the minimum right-of-way width requirements, and this has further been confirmed by the Draft Plan of Subdivision included in the submission package.

4.4 Town of Arnprior Official Plan (2017)

The Town of Arnprior Official Plan outlines policies that encourage growth and development in support of a complete community with the provision of a range of housing options to meet the needs of the community. The Official Plan establishes land use designations, which are then implemented through the Zoning By-law. The Plan is formulated in anticipation of a total population of 11,773 by 2036.

Per Schedule A of the Town’s Official Plan, the majority of the subject site is designated Low/Medium Density Residential Area with a small portion of the site along Daniel Street designated Mixed-Use Commercial / Employment Area. The southern portion of the subject site that surround the watercourse is designated Environmental Protection Area (Figure 15).



Figure 15: Schedule A – Land Use, Town of Arnprior Official Plan, Subject site indicated.

**Section B6 New Development Adjacent To Built Up Area**

Per Section B6, in cases where new development is proposed outside of the built up area, it should be demonstrated that:

- a) The new development area will generally serve as a logical extension to the existing built up area, is compact and minimizes the consumption of land;
- b) A range of housing choices will be provided, subject to servicing constraints; and,
- c) All of the other infrastructure and public service facilities required to service the new development area is available, with such infrastructure and public service facilities being used as efficiently as possible.

**The proposal involves the development of an underutilized, municipally serviced parcel of land located within the Town of Arnprior's Urban Area, directly adjacent to an existing built-up area and a transportation corridor. This location supports the logical and efficient extension of existing services and road infrastructure. Bordering an established residential neighbourhood to the north, the proposal introduces a variety of housing options that are compatible with the surrounding community. Additionally, the site provides sufficient lot area and an appropriate interface to support a built form that ensures a sensitive and compatible transition to the surrounding low-rise residential neighbourhood.**

### **Section B9 Housing Policies**

Per Subsection B.9.2 – General Policies, the Town supports:

- a) Residential intensification and redevelopment in key nodes and corridors, where an appropriate level of infrastructure and public service facilities are or will be available in the immediate future and subject to the policies of this Plan;
- b) The establishment of densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation (such as trails and cycling paths) in areas where it exists or is to be developed;
- c) The establishment of development standards for residential intensification, redevelopment and new residential development that minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety;
- d) The provision of alternative forms of housing for special needs groups and emergency shelters, where possible;
- e) The maintenance and improvement of the existing housing stock through local maintenance and occupancy standards bylaws;
- f) The utilization of available programs and/or funding, if any, from applicable levels of government for assisted housing for households, including those with special needs, as well as programs to rehabilitate older residential areas; and,
- g) The consideration of reductions in Development Charges payable for new affordable housing where appropriate.

**The proposed development seeks to utilize an underused, municipally serviced parcel within the Town of Arnprior's Urban Area, adjacent to an established neighbourhood and a major transportation corridor. The site presents a logical opportunity for the efficient extension of existing municipal services and road infrastructure.**

**By introducing 1,068 residential units, the proposal supports higher residential density and promotes the efficient use of land, infrastructure, and transportation networks, while encouraging the development of new active transportation connections across the site and into the wider Town of Arnprior.**

**The proposal also includes passive open space, dedication of public parkland, and the integration of a new, landscaped stormwater management facility.**

### **Section B11 Comprehensive Development Plans**

Per Policy 1 of Section B11, redevelopment may only be permitted subject to the preparation of a Comprehensive Development Plan because:

- a) Natural heritage features may be present on multiple properties in the immediate area; and/or
- b) There is a need to consider the planning for new roads, infrastructure and community infrastructure on a comprehensive basis; and/or

- c) The phased development of road and/or infrastructure connections on multiple parcels may be required to support development and in order to ensure that orderly development occurs; and/or
- d) There is a need to consider how development on each parcel will relate to each other from a land use and density perspective; and/or
- e) There is need to consider how parkland and other public amenities such as trails are in a logical manner as development occurs; and/or
- f) There is a need to consider how development will be phased such that both residential and non-residential uses are developed in a timely manner.

**While a formal Comprehensive Development Plan has not been prepared for this application, the Draft Plan of Subdivision offers a similarly comprehensive and integrated approach to planning and development, as demonstrated through the following:**

- / **An Environmental Impact Study (EIS) has been completed, identifying natural features and incorporating appropriate mitigation measures to address potential impacts of the proposed development.**
- / **The Draft Plan includes the extension of existing roads and the introduction of new streets, supporting coordinated access and servicing.**
- / **Parkland dedication has been incorporated into the plan, along with a stormwater management facility that provides both functional support and potential amenity value.**
- / **The Draft Plan also enables phased development of blocks and infrastructure, ensuring orderly build-out over time. Proposed land uses and densities are well-coordinated and compatible with the surrounding area, supporting the creation of a cohesive community. Additionally, the plan allows for flexible and timely phasing aligned with servicing capacity and market demand.**

#### **Section C1.4.5 – Redevelopment Policies - Townhouse and Low-Rise Apartment Buildings**

Modest development in the form of townhouses and apartments may be permitted provided:

- a) The new buildings will have a complementary design relationship with existing buildings, while accommodating a diversity of architectural styles, building materials and colours, energy conservation techniques and innovative built forms;
- b) Façade details are used on the ground floor to minimize the perceived mass of a bulkier building;
- c) Existing trees are retained where possible to provide a continuation of street trees along the streetscape;
- d) Appropriately sized areas for snow storage are identified in advance;
- e) Adequate parking is provided;
- f) The colour of the building materials used are generally compatible with the colours used on adjacent buildings and in the surrounding area;
- g) Limiting the amount of new pavement and developing strategies to direct run-off from roofs and driveways into the ground rather than being directed to the storm sewer system encourage infiltration at source.
- h) Impacts on adjacent properties are minimized in relation to grading, drainage, location of service areas, access and circulation, privacy, and microclimatic conditions such as shadowing; and,
- i) Significant views and vistas that help define the neighbourhood are preserved, where necessary.

**The proposed apartment buildings will be further developed through future Site Plan Control applications, which will allow for detailed consideration of architectural design, landscaping, and site layout. Although the design will continue to evolve, the subject site provides adequate lot area to support a built form that offers a thoughtful and**

compatible transition to the surrounding low-rise neighbourhood. This includes the ability to integrate appropriate setbacks, setbacks, and landscape buffers that respect the adjacent residential scale and character.

## **Section C2.4 – Low/Medium Density Residential Area – Development and Redevelopment Policies**

### ***C2.4.1 Integration of Different Housing Types***

- a) Where semi-detached and/or townhouse dwellings are proposed in already developed areas and new development areas, they shall be integrated with single detached dwellings to provide for variability in the built form and streetscape and to provide housing choice throughout the development area.
- b) Where townhouse dwellings are proposed, they shall generally not back onto or be located across the street from existing and/or proposed single detached dwellings, unless they have a built form that is compatible with the existing and/or proposed single detached dwellings.
- c) In addition to the above, townhouse dwellings shall generally not front on the entrance roads to development areas, where the predominant form of housing is single detached dwellings.
- d) In order to ensure compatibility with existing development in the Established Residential Area designation, new development in the Low/Medium Density Residential Area designation should generally have a physical character that is compatible with development in the existing neighbourhood in terms of density, lot sizes, maximum building heights, and minimum setbacks.

**The proposal adheres to the Low/Medium Density Residential Area designation by providing for a range of housing options which are compatible with the surrounding established community. While generally conforming to the required minimum setbacks, maximum building heights, lot sizes and density requirements, any variances to the Zoning By-law will be amended through the concurrent Zoning By-law Amendment application. Further refinements will be made through future Site Plan Control applications.**

## **Section C2.6 – Need for a Comprehensive Development Plan**

Comprehensive Development Plans that apply to multiple properties in the same geographic area may be required by the Town in a circumstance where there is a need to consider how the different dwelling types are distributed on multiple properties to ensure that an appropriate mix of housing is provided.

**While a formal Comprehensive Development Plan has not been prepared for this application, the concurrent Draft Plan of Subdivision offers a similarly comprehensive and integrated approach to ensure an appropriate mix of housing is provided.**

## **Section C4.9 – Redevelopment Policies for All Uses**

In considering an application for development in the Mixed Use Residential/Commercial Area designation, the Town must be satisfied that:

- a) Adequate on-site parking facilities and snow storage facilities are provided for the development with such parking being provided in locations that are compatible with surrounding land uses;  
**Parking has been provided at a 1-to-1 ratio and is located both at and below-grade, for a total of 1,337 parking spaces allocated for residential and visitor spaces.**
- b) Every effort has been made to provide motor vehicle access to the lot from an abutting street where possible, without unduly creating traffic infiltration issues in the surrounding area;  
**A number of accesses are proposed for the site; this includes existing road infrastructure (through the extension of both Isabella and Elizabeth Streets down to Baskin Drive East), and new roadways internal to the site.**

- c) Vehicular access points to multiple uses on the lot are coordinated and consolidated where possible;  
**Vehicular access has been coordinated and consolidated.**
- d) New buildings that are adjacent to low density areas are designed to respect a 45 degree angular plane measured from the boundary of a lot line which separates the lot from an adjacent lot with a low rise residential dwelling;  
**The proposed buildings provide adequate separation distances to the low-rise residential neighbourhood to the east of the site.**
- e) The development will have minimal impacts on adjacent properties in relation to grading, drainage, access and circulation, and privacy;  
**The proposed development has been detailed through the Plan of Subdivision application. Further, a Functional Servicing Report, prepared by Jp2g Consultants Inc., was submitted in support of the development, and confirms there are no adverse impacts are anticipated on the municipal services as a result of the approval, detailed design, and construction of this development.**
- f) Any loading and storage facilities that are provided are buffered so as to minimize disruption and the enjoyment of neighbouring residential properties;  
**Loading and storage is proposed to be screened from the public realm**
- g) Improvements to the streetscape, such as soft landscaping, lighting fixtures, benches and public art, are part of the overall project design;  
**Through the current development applications and future Site Plan Control applications, the site will be significantly improved through streetscape design and connectivity, which will contribute to a more attractive, welcoming, and pedestrian-friendly public realm.**
- h) New buildings are designed to present their principal building facades with an appropriate building design that faces the public road;  
**The 14 apartment buildings proposed have been designed to face and be directly accessible by the public roads internal to the site.**
- i) Barrier free access for persons using walking or mobility aids are provided in all public and publicly accessible buildings and facilities and along major pedestrian routes;  
**Barrier-free access will remain a key consideration of site design as the development advances and will be further refined through future Site Plan Control applications.**
- j) All lighting will be internally oriented so as not to cause glare on adjacent properties or public roads;  
**Lighting considerations will be addressed through future Site Plan Control applications.**
- k) Site and building services and utilities such as waste storage facilities, loading, air handling equipment, hydro and telephone transformers and switching gears and metering equipment, are located and/or screened from public roads and adjacent residential areas or other sensitive land uses, in order to buffer their visual and operational effects; and,  
**Screening of utilities will be considered and addressed through future Site Plan Control applications.**
- l) Waste storage areas are integrated into the principal building on the lot and where waste storage areas are external to the principal building, they are enclosed and not face a public road.  
**Waste storage areas will be further developed through future Site Plan Control applications.**

**Section C5.8.4 – Site / Area Specific Policy: Madawaska Boulevard (between McNab Street / Jack Crescent and vicinity of Bridge Street)**

In addition to the other uses permitted in the Mixed-Use Commercial/Employment Area designation, medium and high density residential uses up to 6 storeys and long term care facilities and retirement homes up to 6 storeys may be permitted subject to the consideration of a zoning by-law amendment. One of the factors to consider when such an application is submitted is the compatibility of the proposed use with existing land uses.

**The proposed development includes the construction of 14 apartment buildings ranging from 3 to 6-storeys in height, which aligns with the planned context for the area.**

**Section D1.2 – Natural Heritage Resources – Development and Site Alteration**

- a) Development and site alteration shall not be permitted in significant wetlands.
- b) Development and site alteration shall not be permitted in the following features unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions:
  - i) Significant woodlands;
  - ii) Significant valleylands;
  - iii) Significant wildlife habitat; and,
  - iv) Significant Areas of Natural and Scientific Interest.
- c) Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.
- d) Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.
- e) Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in Sections D1.2 (a), (b) and (c) of this Plan, unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions. Additional polices on adjacent lands are contained in Section D1.10.1 of this Plan.

**Section D1.9 – Natural Heritage Resources – Fish Habitat**

- a) Fish habitat means spawning grounds and any other areas including nursery, rearing, food supply, and migration areas on which fish depend directly or indirectly in order to carry out their life processes;
- b) All rivers, drains, and watercourses have the potential to be fish habitat;
- c) Spawning areas at the mouth of the Madawaska River where it meets the Ottawa river have been identified in Schedule C;
- d) Certain development activities within fish habitat may require a permit from the Ministry of Environment and Climate Change, Ministry of Natural Resources and Forestry or Department of Fisheries and Oceans. Development proponents are encouraged to direct pre-consult with the MOECC, MNR and DFO early in the process if development is proposed within fish habitat.

**Section D1.11 – Natural Heritage Resources – Adjacent Lands**

- b) No development or site alteration shall be permitted on these adjacent lands unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated, through an Environmental Impact Study (EIS), that there will be no negative impact on the natural features or their ecological functions.

- c) The approval authority may scope the requirements of an EIS within the adjacent lands set out in Table D if, in the opinion of the approval authority, the proposed development or site alteration is minor and is not anticipated to have a negative impact on the natural heritage feature or its ecological functions.

### **Section D1.11.2 – Environmental Impact Studies**

Where the policies of this Plan require that an Environmental Impact Study ('EIS') be prepared, such an EIS shall be prepared in accordance with the requirements of this section.

### **Section D1.13 – Watercourses and Surface Water Features**

- a) It is the intent of this Plan to recognize the importance of the ecological function of all watercourses and surface water features, and their associated floodplains, valleys and stream corridors, which can serve as key components and linkages in the Town's natural heritage system. Watercourses and surface water features are generally shown on the schedules to this Plan.
- b) The Town encourages the regeneration of natural areas near watercourses and surface water features and the protection of headwater areas for maintaining natural hydrological processes within a watershed.
- c) For new lot creation, development, including the septic system tile bed, must be set back a minimum of 30 metres from the high water mark of a watercourse with non-disturbance of the native soils and very limited removal of shoreline vegetation.
- d) The high water mark includes the riparian area associated with the watercourse and is defined as a point where the action of water has been so common and usual that it has created conditions where the vegetation or soil on one side of the mark and the character of the vegetation or soil on the other side of the mark is different. The high water mark is often above and beyond (depending on topography of the site) the water's edge.
- e) For existing lots of record, new development should be set back 30 metres if possible, otherwise as far back as the lot permits with non-disturbance of the native soils and very limited removal of the shoreline vegetation.

**The Environmental Impact Study (EIS) prepared by Jp2g Consultants Inc. confirms no negative impacts to significant natural heritage features. The realigned watercourse will be longer than the existing channel and will maintain existing ecological functions. The new stormwater management pond and channel will be naturalized using native species to enhance biodiversity. A nature trail and pathway connections will promote active transportation, and landscaping will create a naturalized buffer along the watercourse, providing protection and screening from Highway 417. Erosion and sediment controls will be maintained until full re-vegetation.**

### **Section E2.2.4 – Provincial Highways**

- a) In addition to all the applicable municipal requirements, all proposed development located adjacent to and in the vicinity of a Provincial highway within Ministry of Transportation's (MTO) permit control area under the Public Transportation and Highway Improvement Act (PTHIA) will be subject to MTO approval.
- b) Early consultation with MTO is encouraged to ensure the integration of municipal planning initiatives with Provincial transportation planning.
- c) For access connections along municipal crossroads in the vicinity of a Provincial highway intersection or interchange ramp terminal, any proposed municipal road must meet MTO's access management practices and principles. MTO approval will be required in these instances.
- d) New development within 250 metres of Provincial highways may be required to be supported by an appropriate noise and vibration study and traffic impact assessment.

**A Traffic Impact Study was prepared by Parsons, dated February 3, 2025, and is included in the submission package. This study was prepared in accordance with the MTO "General Guidelines for the Preparation of Traffic Impact**

**Studies” (March 2023). Overall, the network shows sufficient capacity to accommodate the proposed development and is recommended from a transportation perspective.**

### **Section E3.1 – Noise and Vibration**

- a) It is a policy of this Plan to minimize any adverse noise and vibration impacts from highways and arterial roads on sensitive land uses. To this end, a Noise Impact Study in accordance with Ministry of Environment guidelines shall be undertaken for proposed development involving sensitive land uses that are adjacent to or in proximity to a highway, arterial road, industrial uses, railways or other stationary point sources of noise to the satisfaction of the approval authority.
- b) The approval of development applications shall be based on the implementations of the required study, such as the restriction of new residential and other sensitive land uses and the provision of appropriate safety and mitigating measures and notices on title.
- c) Noise and vibration studies shall be prepared to the satisfaction of the approval authority.
- d) The approval of development applications shall be based on the implementation of the recommendations of the required studies, such as the restriction of new residential and other sensitive land uses and the provision of appropriate safety measures, such as setbacks, berms and security fencing, mitigating measures, and notices on title.

**A Noise and Vibration Study will be conducted and submitted as part of future Site Plan Control applications.**

### **Section E6.6 –Parkland Dedication**

As a condition of consent, development, redevelopment, or subdivision of land the Town will require that land be conveyed to the Town for park purposes in accordance with the following:

- a) That two percent of land for commercial or industrial use, and five percent of the land for all other uses be conveyed to the Town for park purposes, as detailed in the Town of Arnprior Parkland Conveyance By-law, as amended.
- b) All lands to be conveyed for parkland are required to be located and conveyed in a physical condition satisfactory to the Town.
- c) The Town may require cash-in-lieu of parkland conveyance based on the value of the land for all or a portion of the land otherwise required to be conveyed for park purposes as per the Town of Arnprior Parkland Conveyance By-law, as amended.
- d) Development, redevelopment consent and/or subdivision of land which are exempt from parkland conveyance and/or cash-in-lieu of parkland conveyance requirements are detailed in the Town of Arnprior Parkland Conveyance By-law, as amended.

**As part of the proposed development, land conveyance in the form of a public park (Block 8) is proposed to be located on the western portion of the proposed development and is approximately 4,904 square metres, or 5% of the total lot area.**

### **Section E7.3.2 – Urban Design – Private Realm**

#### ***E7.3.2.1 Residential Site And Building Design***

- a) Lots backing onto public roads (reverse frontages) are prohibited for new low-density residential development, including detached and semi-detached and townhouse dwellings.
- b) Sites will provide for the safe and convenient access of pedestrians and vehicles, directly from the street right-of-way including sidewalks where present.

- c) The massing and exterior design of new and renovated dwellings should relate to, and enhance, the character of adjacent properties and the larger community.
- d) Exterior building materials should incorporate the predominant colour pallets and textures of adjacent properties, and be especially sensitive to heritage buildings and sites.
- e) The extent of the projection of garages beyond the front face of dwellings should be minimized.

**Sidewalks are present along both sides of the proposed street network. The majority of the residential parking is proposed to be located below-grade**

#### ***E7.3.2.3 Parking***

- a) Surface parking between the front of the building and public street shall be minimized to the extent possible, and well landscaped.
- b) Parking facilities should include clearly marked, illuminated and, if possible, separated pedestrian walkways to and from the associated building or site.
- c) Surface parking lots should include sufficient landscaped areas or islands to interrupt paved surfaces to provide aesthetic appeal and to mitigate water runoff and heat island effects.
- d) Underground or decked parking is encouraged, especially on smaller sites where multiple dwellings and/or commercial units are permitted.

**Most of the residential parking is proposed to be located below-grade, with a small surface parking area located off Street D, forming part of Block 5.**

### 4.5 Town of Arnprior Zoning By-law (6875-18)

The subject site is split-zoned “Future Development (FD)”, “Environmental Protection (EP)”, and “Mixed Use Commercial/Employment (MU-CE)” in the Town of Arnprior Zoning By-law (6875-18) (Figure 16).

The majority of the subject site is zoned “Future Development (FD)”, reserved for future development, pending approval of a Zoning By-law Amendment application. The subject site must be rezoned to residential zones to permit the proposed development, in addition to a Plan of Subdivision application.

The portion of the subject site that abuts Daniel Street South is zoned “Mixed Use-Commercial/Employment (MU-CE)”. The Mixed Use Commercial/Employment zone implements the policies of the Mixed Use Commercial Employment Area designation in the Town’s Official Plan. The MU-CE zone permits a full range of non-residential uses including retail, industrial, and institutional land uses. Residential uses are not permitted in the MU-CE zone.

The southern portion of the subject site that surrounds the watercourse is zoned “Environmental Protection (EP)”. The Environmental Protection zone implements the Environmental Protection Designation in the Town’s Official Plan. No development is permitted on lands zoned EP.

A small portion of the subject site, south of the EP zone and north of Highway 417 is zoned Future Development (FD).

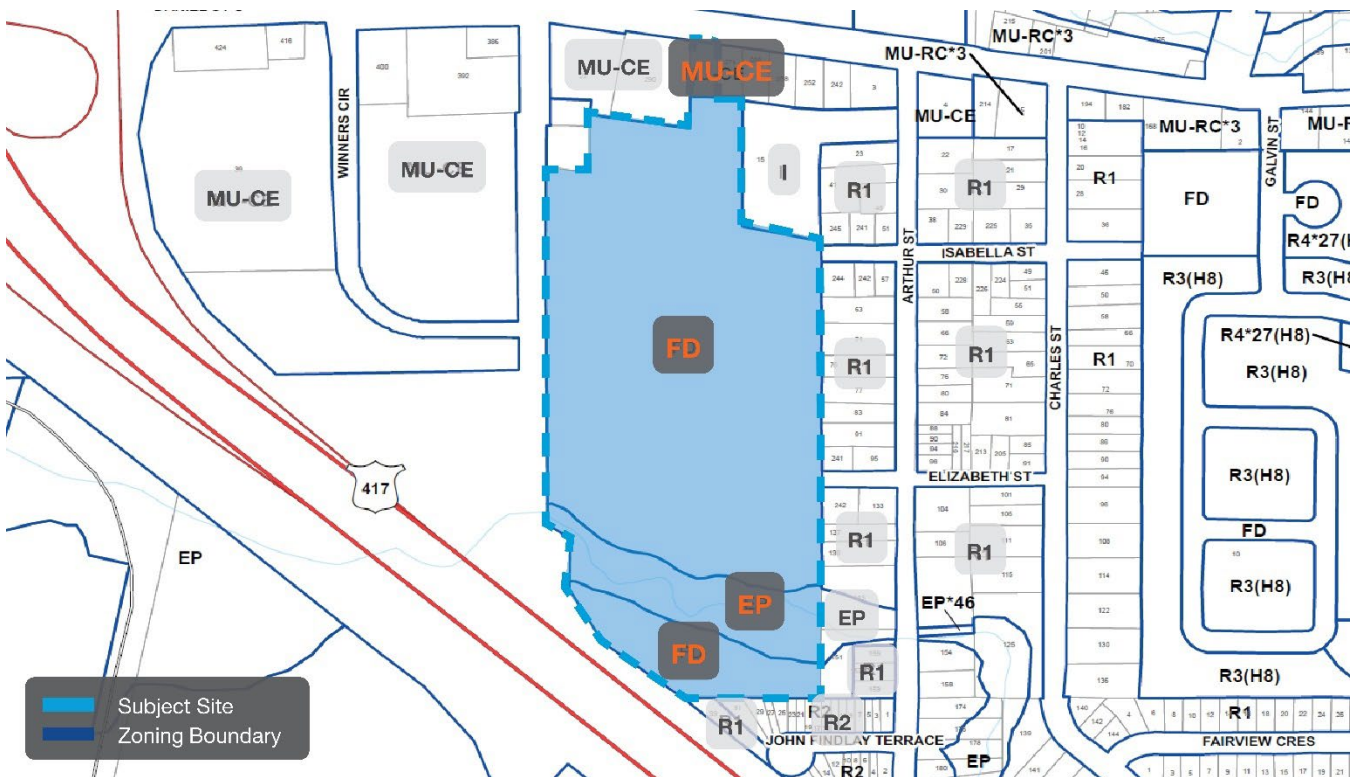


Figure 16: Zoning map of the Subject site and surrounding context.

To permit the development as proposed, a Zoning By-law Amendment application to rezone the lands to Residential Four Zone (R4) is required, and, complementary to the lot fabric, the proposed zoning will reflect the plan of subdivision layout and uses.

Table 1, below, describes detailed zoning provisions applicable to the subject site and indicates the compliance of the proposed development to these provisions:

Table 1: Zoning provisions and proposed development compliance

<b>R4 Zone Provision Apartment/Multiple Dwelling</b>	<b>Required</b>	<b>Provided</b>	<b>Compliance</b>
<b>Block 1</b>			
<b>Minimum Lot Frontage</b> *A through lot	20 metres	East Frontage: 62.82 metres West Frontage: 73.82 metres	<b>Yes</b>
<b>Minimum Front Yard Setback</b>	4.5 metres	Building A: 4.765 metres Building B: 5.70 metres Building C: 6.05 metres Building D: 6.05 metres	<b>Yes</b>
<b>Minimum Rear Yard Setback</b>	6.0 metres	n/a (a through lot)	<b>N/A</b>
<b>Minimum Interior Side Yard Setback</b>	2.4 metres	n/a (a through lot)	<b>N/A</b>
<b>Minimum Exterior Side Yard Setback</b>	4.5 metres	Building A: 3.597 metres Building B: 3.597 metres Building C: 3.597 metres Building D: 3.597 metres	<b>No</b>
<b>Maximum Height</b>	10.5 metres	6 floors / 21 metres	<b>No</b>
<b>Block 2</b>			
<b>Minimum Lot Frontage</b> *A through lot	20 metres	East Frontage: 70.42 metres West Frontage 75.93 metres	<b>Yes</b>
<b>Minimum Front Yard Setback</b>	4.5 metres	Building E: 3.597 metres Building F: > 4.5 metres Building G: > 4.5 metres Building H: 3.597 metres	<b>No</b>
<b>Minimum Rear Yard Setback</b>	6.0 metres	N/A (a through lot)	<b>N/A</b>
<b>Minimum Interior Side Yard Setback</b>	2.4 metres	N/A (a through lot)	<b>N/A</b>
<b>Minimum Exterior Side Yard Setback</b>	4.5 metres	Building E: 6.223 metres (north) / 8.322 metres (south) Building F: 3.597 metres Building G: 5.697 metres Building H: 6.223 metres (north) / 8.322 metres (south)	<b>No</b>

R4 Zone Provision <i>Apartment/Multiple Dwelling</i>	Required	Provided	Compliance
<b>Maximum Height</b>	10.5 metres	6 floors / 21 metres	No
<b>Block 3</b>			
<b>Minimum Lot Frontage</b>	20 metres	89.22 metres	Yes
<b>Minimum Front Yard Setback</b>	4.5 metres	Building I: 3.306 metres	No
<b>Minimum Rear Yard Setback</b>	6.0 metres	Building I: 19.70 metres	Yes
<b>Minimum Interior Side Yard Setback</b>	2.4 metres	Building I: 13.302 metres (north) / 11.961 metres (south)	Yes
<b>Minimum Exterior Side Yard Setback</b>	4.5 metres	N/A	N/A
<b>Maximum Height</b>	10.5 metres	6 floors / 21 metres	No
<b>Block 4</b>			
<b>Minimum Lot Frontage</b> *A corner lot	20 metres	East Frontage: 125.11 metres South Frontage: 6.76 metres	No
<b>Minimum Front Yard Setback</b>	4.5 metres	Building J: 16.91 metres	Yes
<b>Minimum Rear Yard Setback</b>	6.0 metres	Building J: 11.961 metres	Yes
<b>Minimum Interior Side Yard Setback</b>	2.4 metres	Building J: 19.7 metres	Yes
<b>Minimum Exterior Side Yard Setback</b>	4.5 metres	Building J: 15.15 metres	Yes
<b>Maximum Height</b>	10.5 metres	6 floors / 21 metres	No
<b>Block 5</b>			
<b>Minimum Lot Frontage</b> *A through, corner lot	20 metres	East Frontage: 39.13 metres West Frontage: 39.81 metres	Yes
<b>Minimum Front Yard Setback</b>	4.5 metres	Building K: 25.223 metres (east) / 38.883 metres (west)	Yes
<b>Minimum Rear Yard Setback</b>	6.0 metres	N/A (a through lot)	N/A

R4 Zone Provision <i>Apartment/Multiple Dwelling</i>	Required	Provided	Compliance
<b>Minimum Interior Side Yard Setback</b>	2.4 metres	Building K: 13.685 metres	<b>Yes</b>
<b>Minimum Exterior Side Yard Setback</b>	4.5 metres	<b>Building K: 3.597 metres</b>	<b>No</b>
<b>Maximum Height</b>	10.5 metres	<b>3 floors / 11.5 metres</b>	<b>No</b>
<b>Block 6</b>			
<b>Minimum Lot Frontage</b> <i>*A corner lot</i>	20 metres	East Frontage: 145.87 metres South Frontage: 47.92 metres	<b>Yes</b>
<b>Minimum Front Yard Setback</b>	4.5 metres	Building M: > 4.5 metres Building N: 8.148 metres Building L: > 4.5 metres	<b>Yes</b>
<b>Minimum Rear Yard Setback</b>	6.0 metres	Building M: 28.392 metres Building N: 28.392 metres Building L: 13.60 metres	<b>Yes</b>
<b>Minimum Interior Side Yard Setback</b>	2.4 metres	Building M: 13.698 metres Building N: TBC Building L: 8.20 metres	<b>Yes</b>
<b>Minimum Exterior Side Yard Setback</b>	4.5 metres	Building M: > 4.5 metres <b>Building N: 4.2 metres</b> <b>Building L: 4.2 metres</b>	<b>No</b>
<b>Maximum Height</b>	10.5 metres	<b>6 floors / 21 metres</b>	<b>No</b>

Table 2, below, describes the required parking provisions and compliance of the proposed development:

Table 2: Parking Requirements

Parking Requirements	Required	Provided	Compliance
<b>Minimum Parking Requirements</b>	For Dwelling, Apartment: 1 parking space per unit plus 0.25 parking spaces per unit for visitors  Residential: 1,068 units x 1 = 1,068 spaces Visitor: 1,068 x 0.25 = 267 spaces  <b>Total required: 1,335 spaces</b>	Block 1: 395 spaces Block 2: 380 spaces Block 3: 147 spaces Block 4: 162 spaces Block 5: 80 spaces Block 6: 173 spaces  <b>Total: 1,337 parking spaces provided</b>	<b>Yes</b>

<p><b>Bicycle Parking Requirements</b></p>	<p>In cases where 13 or more motor vehicle parking spaces are required in accordance with Tables 5.3 and 5.4 of this By-law, the minimum number of bicycle parking spaces provided shall be 5% of the required number of motor vehicle parking spaces.</p> <p>The maximum number of bicycle parking spaces required is 30 bicycle parking spaces.</p>	<p>69 bicycle parking spaces provided</p>	<p><b>Yes</b></p>
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## 5.0 Proposed Official Plan Amendment

A site-specific Official Plan Amendment is proposed to the Town of Arnprior to redesignate the lands as follows:

- / Amend the location of the Environmental Protection Area (EP) designation, currently located along the southern portion of the site, to conform with the newly relocated watercourse and stormwater management pond on the property.

**The proposed development, which includes fourteen (14) low- and mid-rise apartment buildings, a new stormwater management facility, a public park block connecting to Daniel Street, and new roadway connections linking Isabella and Elizabeth Streets to Baskin Drive East, is consistent with the Provincial Planning Statement (2024) and the intensification policies of the Town’s Official Plan. The project facilitates the logical and efficient extension of municipal services and roadways within the Town’s Urban Area, in proximity to an existing built-up area and transportation corridor. It introduces a range of housing options that are compatible with the surrounding community, advancing provincial objectives to expand housing supply**

**The Official Plan Amendment seeks to relocate the Environmental Protection Area (EP) designation to align with the newly relocated watercourse and stormwater management pond. This proposed amendment is supported by the Environmental Impact Statement (EIS) included in the submission package, which confirms there are no significant adverse impacts anticipated as a result of the relocation and subsequent development.**

**It is the professional opinion of Fotenn that the proposed Official Plan Amendment to Town of Arnprior Official Plan discussed herein is necessary to align the proposed residential subdivision with the directions of the Town’s Official Plan.**

## 6.0

# Proposed Zoning By-law Amendment

The Zoning By-law Amendment is proposed to rezone the subject lands to “Residential Four Zone with a special exception. A new site-specific exception will establish the permitted building heights, required setbacks and other site-specific provisions.

Anticipated site-specific exceptions include:

- / **Building Heights:** Permit maximum building heights as follows according to the Concept Plan for the subject site:
  - Block 1: 21 metres (6 storeys)
  - Block 2: 21 metres (6 storeys)
  - Block 3: 21 metres (6 storeys)
  - Block 4: 21 metres (6 storeys)
  - Block 5: 11.5 metres (3 storeys)
  - Block 6: 21 metres (6 storeys)
  
- / **Minimum Exterior Side Yard Setback:** Permit a reduced Exterior Side Yard Setback for Blocks 1, 2, 5 and 6. The Zoning By-law permits a minimum Exterior Side Yard Setback of 4.5 metres for an apartment building. Relief is sought to reduce the proposed setbacks to 3.5 metres.
  
- / **Minimum Lot Frontage:** Permit a reduced Lot Frontage for Block 4, a through corner lot. The Zoning By-law permits a minimum lot frontage of 20 metres for an apartment building. While the east lot frontage complies to the Zoning By-law at 125.11 metres, relief is sought to reduce the southern lot frontage abutting Baskin Drive East to 6.76 metres.
  
- / **Minimum Front Yard Setback:** Permit a reduced Front Yard Setback for Blocks 2 and 3. The Zoning By-law permits a minimum Front Yard Setback of 4.5 metres for an apartment building. Relief is sought to reduce the proposed front yard setbacks to 3.3 metres.

## 7.0 Supporting Studies

The following reports and studies have been prepared in support of the concurrent Official Plan Amendment and Plan of Subdivision applications:

### 7.1 Phase I and II Environmental Site Assessments

Phase I and II Environmental Site Assessments (ESAs) were prepared by Paterson Group, dated March 8, 2023, and March 29, 2023 respectively. The purpose of the Phase I ESA was to research the past and current use of the subject site and study area as well as to identify any environmental concerns with the potential to have impacted the subject site. The findings from the Phase II ESA are as follows:

- / The encountered soil profile consists of a layer of topsoil, overlying native brown silty clay underlain by glacial till or marble bedrock. All of the analyzed VOC parameters (including 1,1-Dichloroethylene) were identified as being non-detect in the submitted soil samples and are therefore in compliance with the selected MECP Table 9 standards.
- / No detectable VOC parameters (including 1,1-Dichloroethylene) were identified in the groundwater samples analysed with the exception of a toluene concentration identified in BH8-23, which was significantly below the applicable MECP Table 9 standards.

It is anticipated that the development will take a number of years to completed. Prior to developing the southeastern portion of the site, it is recommended that future annual groundwater monitoring reports be obtained from the Town of Arnprior to ensure that there have been no significant changes in the identified offsite VOC plume.

### 7.2 Environmental Impact Study

An Environmental Impact Study (EIS) was prepared by Jp2g Consultants Inc., dated July 26, 2024, and revised May 29, 2025. The purpose of the EIS is to provide details regarding Species at Risk (SAR) and their potential habitat, as well as details on other natural heritage features on and adjacent to the subject lands in support of a subdivision proposal on the subject lands. Through this study it was determined that there will be no negative impacts (or impacts can be adequately compensated for) as a result of the proposed development on the potential or confirmed significant natural heritage features and areas on/adjacent to the subject lands, provided the mitigation measures outlined in the report are properly implemented.

### 7.3 Geotechnical Investigation

A Geotechnical Investigation was prepared by Paterson Group, dated August 23, 2024. The objective of the geotechnical investigation was to determine the subsoil and groundwater conditions at this site by means of test holes and provide geotechnical recommendations for the design of the proposed development including construction considerations which may affect the design. The findings of the investigation are as follows:

- / Due to the presence of a silty clay deposit, the proposed development will be subjected to a permissible grade raise restrictions.
- / It is anticipated that bedrock removal may be required to complete the underground parking levels of the proposed buildings and for installation of infrastructure services.
- / The location of the proposed storm water management pond along the northern portion of the watercourse is considered acceptable from a geotechnical perspective.

From a geotechnical perspective, the subject site is considered suitable for the proposed mixed-use development. It is anticipated that the future buildings will be founded over conventional shallow footings placed on an undisturbed very stiff brown silty clay, compact to very dense glacial till, or engineered fill approved by Paterson personnel or clean, surface-sounded bedrock bearing surface.

## 7.4 Tree Information Report

A Tree Information Report was prepared by IFS Associates, dated July 28, 2024. The purpose of the plan is to provide an inventory of trees greater than 20cm diameter at breast height (DBH), a butternut/black ash survey and a delineation of the spread of invasive species was conducted in anticipation of the future clearing of a proposed development. The results of the study include:

- / A total of 177 trees were identified throughout the site. This includes 163 trees in good condition, 1 black willow tree in poor condition, and 13 dead trees.
- / Common buckthorn was observed within the subject lands.
- / Seven butternut were found within the subject lands, and no black ash trees were located on or within the 50m of the property. These trees are to be protected per provincial regulation.

## 7.5 Stage 1 and 2 Archaeological Study

A Stage 1 and 2 Archaeological Study was prepared by Root Treks Archaeological Consulting. The assessment was triggered by the Ontario Planning and Development Act 1994 as part of the site development plan approval. The purpose of this assessment is to provide information regarding the property's geography, history, previous archaeological fieldwork, and current land condition, and to determine the presence of archaeological resources in the area that may be affected by any future development, and if encountered recommend appropriate strategies for further assessment.

It was determined that no significant archaeological resources were identified during the Stage 2 assessment. Therefore, this investigation supports the recommendation that no further archaeological assessment is required within the Stage 2 study area.

## 7.6 Functional Servicing Report

A Functional Servicing Report was prepared by Jp2g Consultants Inc., dated February 10, 2025, and revised July 31, 2025. The purpose of this report is to identify typical road cross-sections, preliminary grading, municipal sanitary, storm and water (domestic and fire protection) servicing, and concept stormwater management plan for the development. Through the report it was determined that the proposed residential development can be serviced by new municipal roadways, sanitary sewers, storm sewers, and municipal water in accordance with the Town of Arnprior's standards and servicing requirements.

No adverse impacts are anticipated on the municipal services as a result of the approval, detailed design, and construction of this development.

## 7.7 Traffic Impact Study

A Plan of Subdivision Traffic Impact Study Report was prepared by Parsons, dated February 3, 2025. The study was prepared in support of a development application to the Town of Arnprior in accordance with the MTO "General Guidelines for the Preparation of Traffic Impact Studies" (March 2023), with input and direction provided by both the County of Renfrew and Town of Arnprior staff. The study's findings include the following:

- / Given the proximity to the future employment lands and commercial uses to the north and west, the site is a good candidate for promoting walking and active trips to complete shopping needs and possible employment trips.

- / The most critical scenario, future full buildout plus 5 years (2035), demonstrated that all intersections are anticipated to operate within acceptable performance.
- / A review of queueing impacts was undertaken, with both highway ramps anticipated to operate very well, without any concerns for queueing or adverse level of service.
- / None of the unsignalized intersections were considered candidates for new all-way-stop-control or traffic signalization.
- / Overall, the network shows sufficient capacity to accommodate the proposed development by Lépine, and based on the preceding report, the proposed development located at in Arnprior is recommended from a transportation perspective.

## 8.0 Conclusion

It is our professional opinion that the proposed Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision applications for the redevelopment of the subject site with the proposed residential subdivision constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed Draft Plan of Subdivision meets the evaluation criteria for subdivision in the Planning Act.
- / The proposed applications are consistent with the Provincial Planning Statement (PPS) by providing additional housing within a settlement area that is planned to be municipally serviced, making more efficient use of existing and planned infrastructure.
- / The proposed applications conform to the 'Urban Community' designation within the County of Renfrew Official Plan by introducing higher density residential intensification of an underutilized site in the urban area of Arnprior.
- / The majority of the site is designated 'Low/Medium Density Development Area' within the Town of Arnprior Official Plan, with a small portion of the site along Daniel Street designated 'Mixed-Use Commercial / Employment Area' and the southern portion of the site surrounding the watercourse is designated 'Environmental Protection Area'.
- / The Official Plan Amendment would seek to relocate the 'Environmental Protection Area' to line up with the relocated watercourse. The proposed Official Plan Amendment is appropriate in accommodating the development and does not result in undue negative impacts to the subject site or surrounding properties.
- / The proposed Zoning By-law Amendment would rezone the lands to Residential Four Zone with a site-specific exception to permit the proposed apartment dwellings on site. The requested amendments are appropriate, conform to the main Official Plan policy direction, are consistent with the PPS, and will not create undue negative impacts on the community or surrounding properties.
- / The development proposes uses that are consistent with the existing land uses in the surrounding area and are supported by technical studies and plans submitted as part of this application.

Sincerely,



Jillian Simpson, MCIP RPP  
Planner



Brian Casagrande, MCIP RPP  
Partner