Final Report & Recommendations

BuildingIN Almonte

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Executive Summary

Context

The municipality of Mississippi Mills expects a 60% population increase by 2038, with most of its growth allocated to Almonte.[1] This presents both opportunities and challenges: how to accommodate new residents while maintaining Almonte's historic character, social dynamic, walkable downtown, and long-term fiscal health.

Recent growth patterns in Almonte have primarily produced housing for middle- and higher-income households and have increased commercial activity in car-dependent areas. Our analysis shows that continuing with expansion-based development **is fiscally unsustainable**. This type of growth generates escalating long-term infrastructure costs, replaces farmland and natural environments, and gradually erodes the defining characteristics that make Almonte special. Without a long-term vision, future generations will bear the unfair financial burden.

While expansion growth will remain in Almonte's future, a more balanced approach is needed. Integrating infill development within established areas is essential for managing growth responsibly, and aligns with Almonte's current Official Plan which recognizes infill as a desirable strategy for supporting fiscal sustainability.

This moment requires bold leadership to reshape residential growth. Council has already taken bold steps to include attainable housing in new suburbs, including stacked and back-to-back townhouses, and increased residential densities in the Official Plan. Now, decision-makers must consider the potential for low-rise, multi-unit infill housing in carefully selected areas, and weigh the needs of today's residents against the fiscal and social legacy left for future generations.

Figure 1. Example of a typical low-rise neighbourhood, before and after infill.

[1] Mississippi Mills & J.L. Richards. *OPA No. 22 Urban Settlement Area Review*. Accessed here: https://pub-mississippimills.escribemeetings.com/filestream.ashx?DocumentId=2739

Solution and Projected Outcomes

A strategic shift toward low-rise multi-unit infill in Almonte's older neighbourhoods could be regulated so that infill enhances existing valued characteristics, while also offering a path to financially sustainable growth. The BuildingIN recommendations, developed through scenario testing and extensive stakeholder engagement, identifies suitable areas and proposes a comprehensive implementation plan. Key elements include alternate zoning recommendations, a Qualifying Area map, a street permit parking strategy, small targeted amendments to various planning documents, and guidance memos to streamline permitting.

With this approach, the following outcomes represent the maximum potential achievable by 2038:

- **Expanded housing supply with a diversity of housing types.** By enabling the development of low-rise multi-unit buildings (up to 12 units) that are a good fit with existing neighbourhood character, this approach could deliver as much as a 156% increase in low-rise infill housing in the next 13 years (1,775 new units, 1640 net new dwelling units) compared to the current regulatory framework, and would offer a wider range of housing options for various income levels and household sizes.
- **Fiscally-sustainable growth.** The successful implementation of the BuildingIN recommendations has the potential to result in a tax uplift of up to $40.5 million by 2038 under the maximum capacity in the qualifying area (Figure 3), far surpassing the estimated $4 million anticipated with status quo. This would support the municipality's long-term financial health and ongoing infrastructure maintenance.
- **Preservation and enhancement of neighbourhood character.** The BuildingIN alternate zoning includes provisions which ensure new low-rise multi-unit infill homes not only fit with the character and scale of the neighbourhood but also foster street-level engagement and community pride by requiring animated facades (windows, doors, porches, balconies), directly addressing concerns about infill compatibility and visual appeal.

BuildingIN's high-level recommendations are as follows:

1. **Regulatory changes:** Implement alternate zoning provisions well suited to multi-unit low-rise infill and targeted only to the areas well suited to infill, together with other small adjustments to municipal regulations.
2. **Neighbourhood-based parking solutions:** Adopt neighbourhood parking solutions, only for multi-unit infill. This represents a shift away from the requirement for on-site parking with each redevelopment and instead

embraces shared, neighbourhood-focused parking strategies that better support infill projects.

3. **Clarity for municipal staff and developers:** Offer clear, consistent guidance on practical matters such as building code and zoning interpretation, thereby removing uncertainty and streamlining the development process. This clarity is absolutely critical; without it, uncertainty becomes a significant barrier that can stall progresses and undermine the full potential of the BuildingIN program, ultimately hindering the growth Almonte needs.

Imperatives for Overcoming Barriers to Infill

Achieving a new, sustainable growth pattern in Almonte hinges on empowering property owners and developers to deliver low-rise multi-unit infill housing that fits compatibly and enhances established neighbourhoods – and to do so quickly, efficiently and repeatedly. Transitioning to this model will require some necessary trade-offs, which may not always be immediately popular with residents or operational staff. However, these changes are essential for fostering a more resilient and equitable community that will benefit both current and future generations.

Importantly, this approach positions Almonte for strong fiscal health, enabling analyses of existing stormwater systems, updates to the Water and Wastewater Master Plan, and investments for maintenance and upgrades.

Figure 2. Multi-unit building examples in Ottawa: semis with secondary units totaling 8 units (left); 2-storey semis with 8 units (top right); semi-detached with secondary units totaling 4 units (middle right); and 3 semis with secondary units totaling 12 units (bottom right).

This period of anticipated growth presents a pivotal opportunity for Almonte to chart a new course in urban development. By adopting the BuildingIN recommendations and addressing these imperatives, the town can secure long-term financial health while enhancing Almonte's defining characteristics, ensuring it remains a vibrant and welcoming community for generations to come.

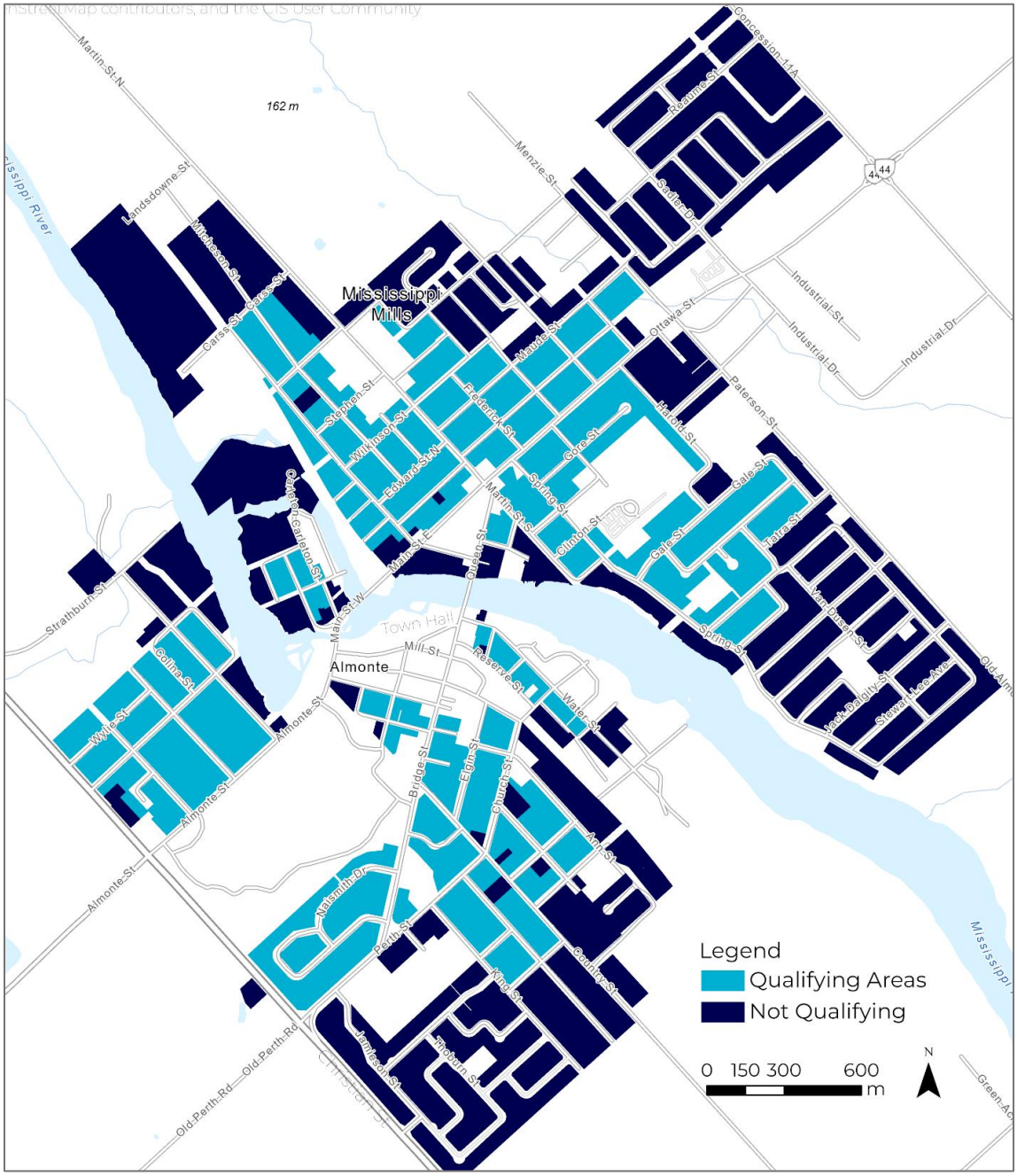


Figure 3. Final Qualifying Area identified by the BuildingIN Program, the targeted area for the alternate zoning and other recommendations.

Background & Context

Indigenous Peoples

We acknowledge that this sacred land on which Mississippi Mills is now located has been a site of human activity for over 10,000 years and is rich in Indigenous history. This land is the ancestral and unceded territory of the Algonquin Anishinaabe Nation. We are grateful to the Algonquin ancestors who cared for the land and water in order that we might meet here today.

Before settlers arrived, this territory was subject to the Dish With One Spoon Wampum Belt Covenant, an agreement between Anishinaabe and Haudenosaunee Nations to peaceably share and care for resources. After settlers arrived, it became subject to the Three Figure Wampum Belt, last carried by Algonquin Elder William Commanda, which commemorates the sharing of this land with English, French and Indigenous Nations under the governance of Natural Law.

We recognize with gratitude the knowledge and contributions that the Algonquin Peoples bring to the Municipality of Mississippi Mills. Today, Mississippi Mills is also home to other Indigenous peoples from across Turtle Island. We extend our respect to all First Nations, Inuit and Métis people for their valuable past and present contributions.

We are mindful of broken covenants and the need to reconcile with all our relations. Together, may we care for this land and each other, drawing on the strength of our mutual history of nation building through peace and friendship being mindful of generations to come.[2]

The Town of Almonte

The town of Almonte has roots dating back to the early 1800s. The settlement initially emerged as "Shipman's Mills" around 1820, named after Daniel Shipman.[6] Later, it was named after Mexico's General Almonte, ambassador to the United States, who fought against the US when warfare erupted between the two countries. After his passing in 1869, the English press praised him as being kind and accomplished. The loyal British citizens renamed the town to Almonte.[7] The

[2] Mississippi Mills. (n.d.).Land acknowledgement statement. https://www.mississippimills.ca/municipal-hall/mayor-and-council/land-acknowledgement-statement/
[6] Kirkland, H. (1970). *The Founder of Our Town*. Accessed here: https://almonte.com/daniel-shipman/
[7] Almonte. *A Brief History of Almonte*. [Webpage]. Accessed here: https://almonte.com/our-history/

broader Municipality of Mississippi Mills was officially formed much later, in 1998, following the amalgamation of Almonte, Ramsay, and Pakenham.[8]

Almonte's neighbourhoods saw significant population growth in the late 19th century, linked to the success of woollen mills like the Rosamond Woollen Company, which spurred industrial and residential development. This period marked a notable rise in both population and housing, transforming the town into a key industrial centre in the Mississippi Valley region.[9]

Figure 4. Almonte Old Town Hall

[8] Morrison, K. I. (2012). *Almonte*. The Canadian Encyclopedia. Accessed here: https://www.thecanadianencyclopedia.ca/en/article/almonte
[9] Almonte. *A Brief History of Almonte*. [Webpage]. Accessed here: https://almonte.com/our-history/

Housing in Almonte

Today, housing in Almonte is a mix of singles, semis, towns, and small and large apartment buildings, but with a significant emphasis on low-rise single detached housing.

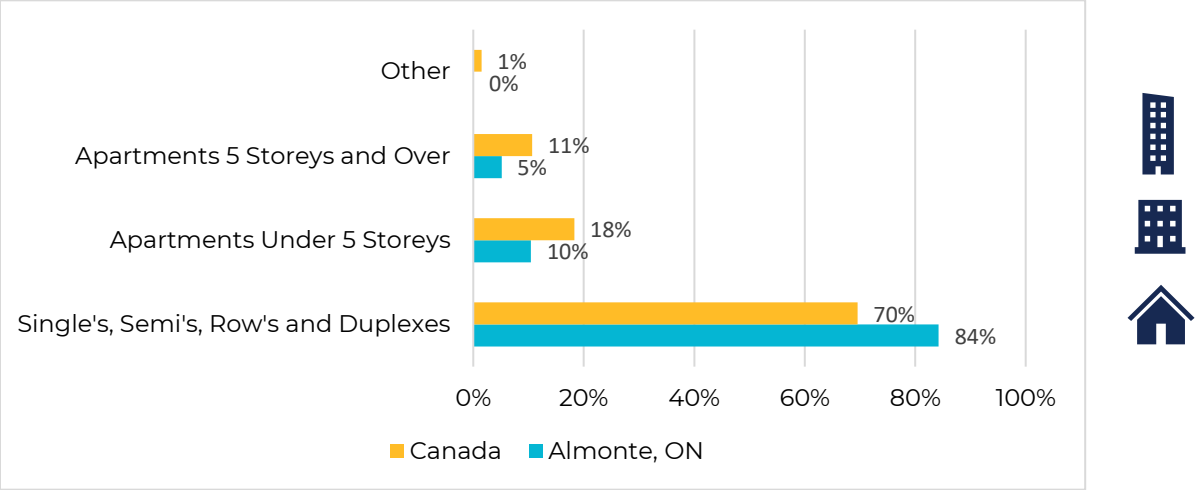


Figure 5. Proportion of Dwellings by Type – Comparison Between Almonte and Canada. Source: Statistics Canada, 2021 Census of the Population for Almonte and Canada.

According to Statistics Canada, 94% of dwellings in Almonte are low-rise (i.e. dwellings in buildings under 5 storeys), and between 2016 and 2021, 96% of dwellings constructed were low-rise. **Moving forward, residential low-rise growth patterns are key to meeting housing needs.**

Almonte's urban area is projected to grow from 6,879 in 2020 to a population of 10,978 by 2038[10]. The average residential household size in Almonte is 2.4 persons, meaning we can estimate that for an additional 4,099 people, the municipality will need approximately 1708 new dwelling units by 2038. Assuming a trend of 96% low-rise being constructed, that is **1640 low-rise dwelling units** required to meet demand. **If Almonte continues to grow at the same rate it has since 2011, there will be a shortfall of approximately 450 low-rise units by 2038.**

[10] Mississippi Mills & J.L. Richards. *OPA No. 22 Urban Settlement Area Review*. Accessed here.

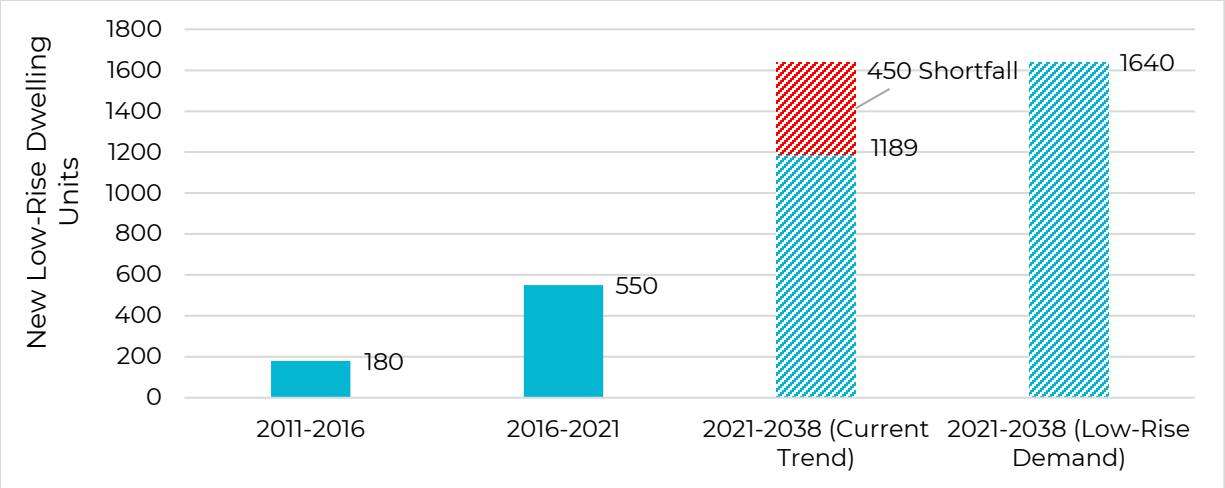


Figure 6. Low-Rise Trend vs. Demand. Source: Statistics Canada. Community Profiles – Almonte [Population Center]. 2011, 2016, 2021.

Low-rise Neighbourhoods in Almonte

Older neighbourhoods in Almonte are characterized by smaller homes, larger spaces between homes, established trees, varied front and side setback dimensions, and a mix of traditional housing styles and materials. A total of 49.5% of existing homes predate 1980[11]. Assuming 94% are low-rise, that amounts to about 1,300 dwelling units in any variety of low-rise buildings. These older properties are well suited for redevelopment, if a small percentage were to be replaced each year, excluding properties along shorelines.

Figure 7. Example of a Pre-1980's Suburb in Almonte.

[11] Statistics Canada. 2023. (table). *Census Profile*. Almonte – Census of the Population. Statistics Canada Catalogue no. 98-316-X2021001. Ottawa. Accessed here: https://www12.statcan.gc.ca/census-recensement/2021/dp-pd/prof/details/page.cfm?Lang=E&SearchText=Almonte&DGUIDlist=2021S05100010&GENDERlist=1,2,3&STATISTIClist=1,4&HEADERlist=0

Figure 8. Example of a Post-1980's Suburb in Almonte.

Around the 1980s, the patterns of neighbourhood development changed, and developers began to subdivide lots more economically and build larger homes closer together. These newer neighbourhoods are unlikely candidates for infill development, as the homes are well-built and too valuable for it to make business sense to tear down and rebuild.

Residential lots in Almonte's older neighbourhoods are typical of Canadian residential development patterns in shape (mostly rectangular) and size. There is a large proportion of lots that are very deep and/or wide, and many lots have side yards that are undeveloped.

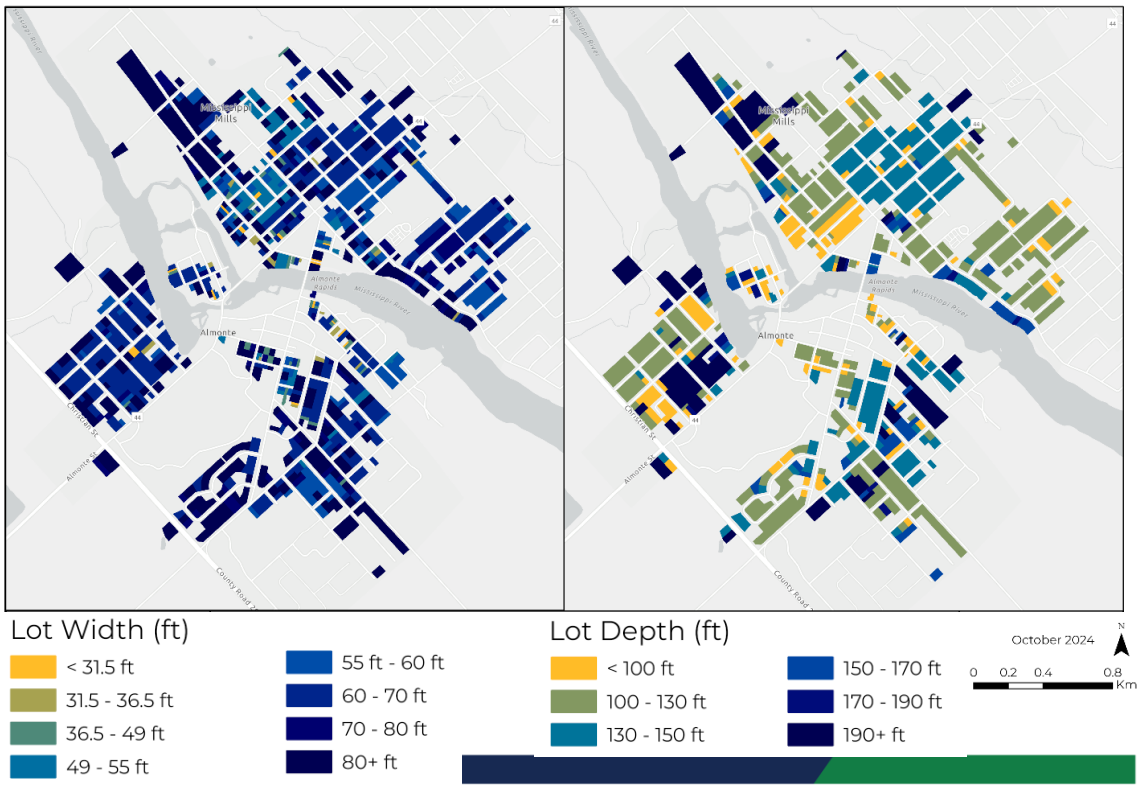


Figure 9. Lot Dimensions of Older Low-Rise Neighbourhoods in Almonte.

Transportation in Almonte

Approximately 89% of residents in Almonte use a private vehicle for their daily trips[12]. Transit is not available in Almonte (other than Lanark), but distances are short, and some residents walk to daily destinations. Many streets in older residential neighbourhoods have sidewalks and have had sidewalks from their earliest days. During discussion with people in Almonte, residents and visitors characterized Almonte as a lovely place to walk.

Almost all visitors arrive in a personal vehicle and then park to enjoy the main street. Most residents depend on their private vehicles to shop for food and household items in car-centric shopping destinations. Street parking is generally permitted, with winter snow parking restriction schedules. There is limited by-law enforcement of parking, but downtown parking is limited to three hours, and three public parking lots allow 5-hour parking. In some newer neighbourhoods, there is frustration about street parking.

[12] Statistics Canada. 2023. (table). *Census Profile*. Almonte – Census of the Population. Statistics Canada Catalogue no. 98-316-X2021001. Ottawa. Accessed here: https://www12.statcan.gc.ca/census-recensement/2021/dp-pd/prof/details/page.cfm?Lang=E&SearchText=Almonte&DGUIDlist=2021S05100010&GENDERlist=1,2,3&STATISTIClist=1,4&HEADERlist=0

Qualifying Neighbourhoods for Infill

Multi-unit low-rise infill housing isn't a good fit everywhere. Some lots don't allow for a viable business development model because of their dimensions, grading, location or sales price. In some areas, redevelopment isn't a good fit because existing municipal services are insufficient.

The process of identifying areas ideal for infill was iterative. The following criteria was used to identify areas ideal for low-rise multi-unit infill development:

- Low-rise residential zones (3-storeys and under)
- Not on a shoreline
- Existing older neighbourhoods
- Access to municipal water and sewer services

See Appendix B for intermediary maps and analysis.

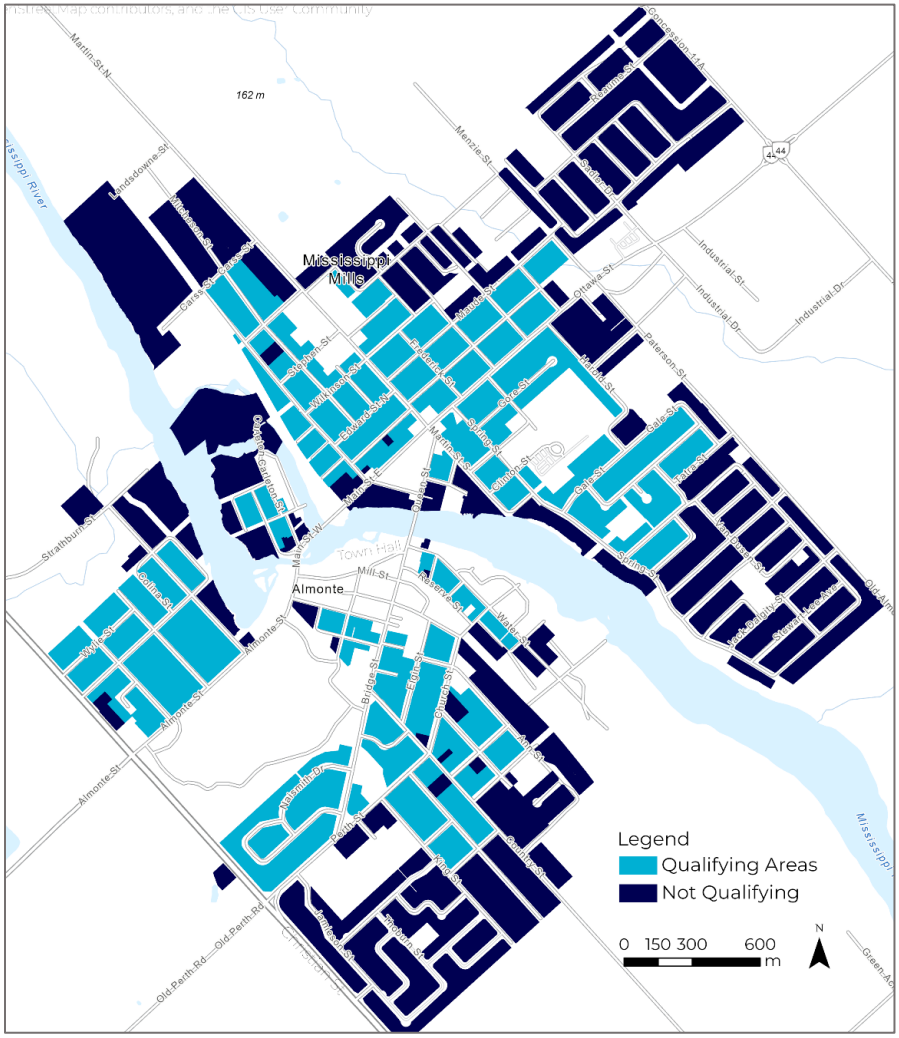


Figure 10. Map of Qualifying Neighbourhoods, ideal for low-rise multi-unit infill.

Community Consultation

BuildingIN held three in-person consultation workshops, which played a central role in defining and refining a proposed new direction for Almonte's older neighbourhoods. All workshops included playful learning, group discussions, problem-solving and active listening. Refer to Consultation Reports 1-3 (previously provided) for more details.

The consultation process unfolded as follows:

5.	November 7th, 2024	Discovery & Direction
5.	December 5th, 2024	Trade-Offs and Simulations
5.	January 30th, 2025	Refining a Solution

Participant Feedback

In Consultation 1, participants shared their goals, hopes, frustrations and fears about the future of their older neighbourhoods, and then clearly articulated a shared vision.

The size of each word corresponds to how often it was mentioned during the consultation.

Figure 11. Word Art of community priorities drawn from community documents and resident feedback.

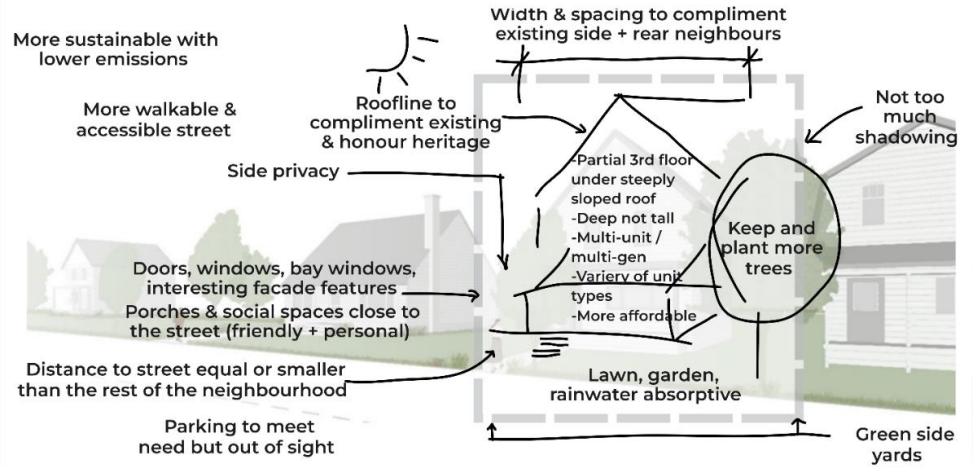


Figure 12. Community consultation feedback about infill that would make neighbourhoods better.

In Consultation 2, BuildingIN presented four different growth scenarios, and participants were asked to consider the pros and cons, given the priorities identified in Consultation 1. There was overwhelming support for Scenario 2, even though many expressed concerns with the parking aspects of this option. This option isn't feasible without a street permit parking program.

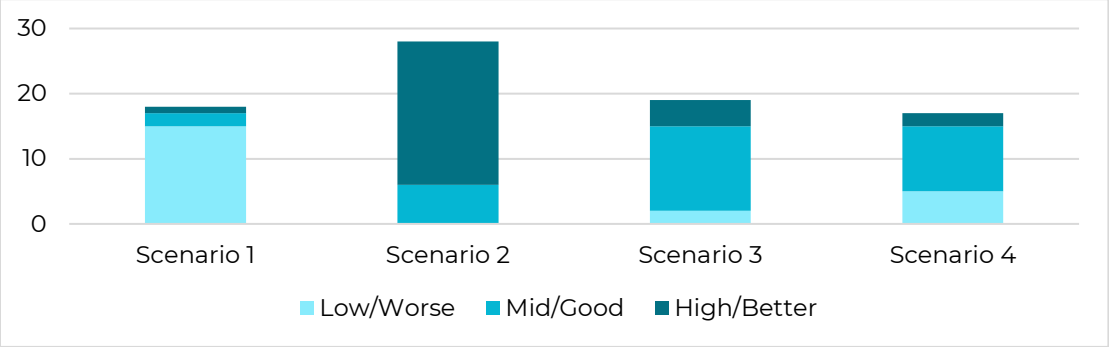


Figure 13. Participant responses to the question: "How does each scenario rank for equity and diversity of housing?"

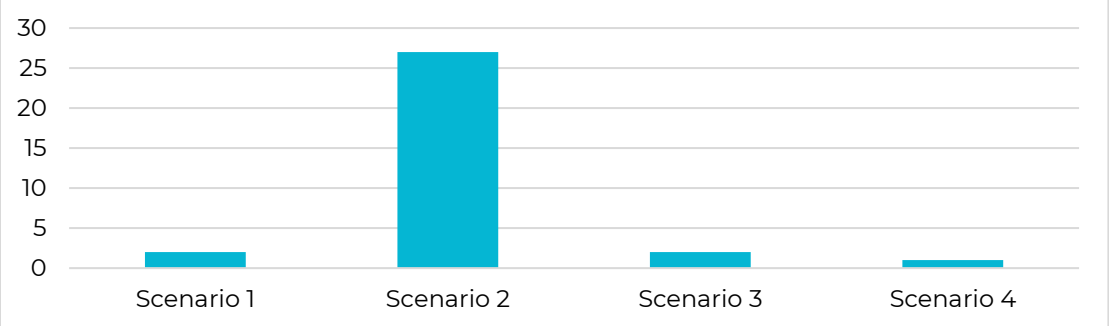


Figure 14. Participant responses to the question: "Which scenario is best for Almonte?"

In Consultation 3, a variation on Scenario 2 was presented (Scenario 2A), together with fiscal and emission outcomes. Participants shared opinions about neighbourhood parking solutions, dedicated vs. shared entrances, and options around form-based zoning. Participants were also asked about their priorities for community investments.

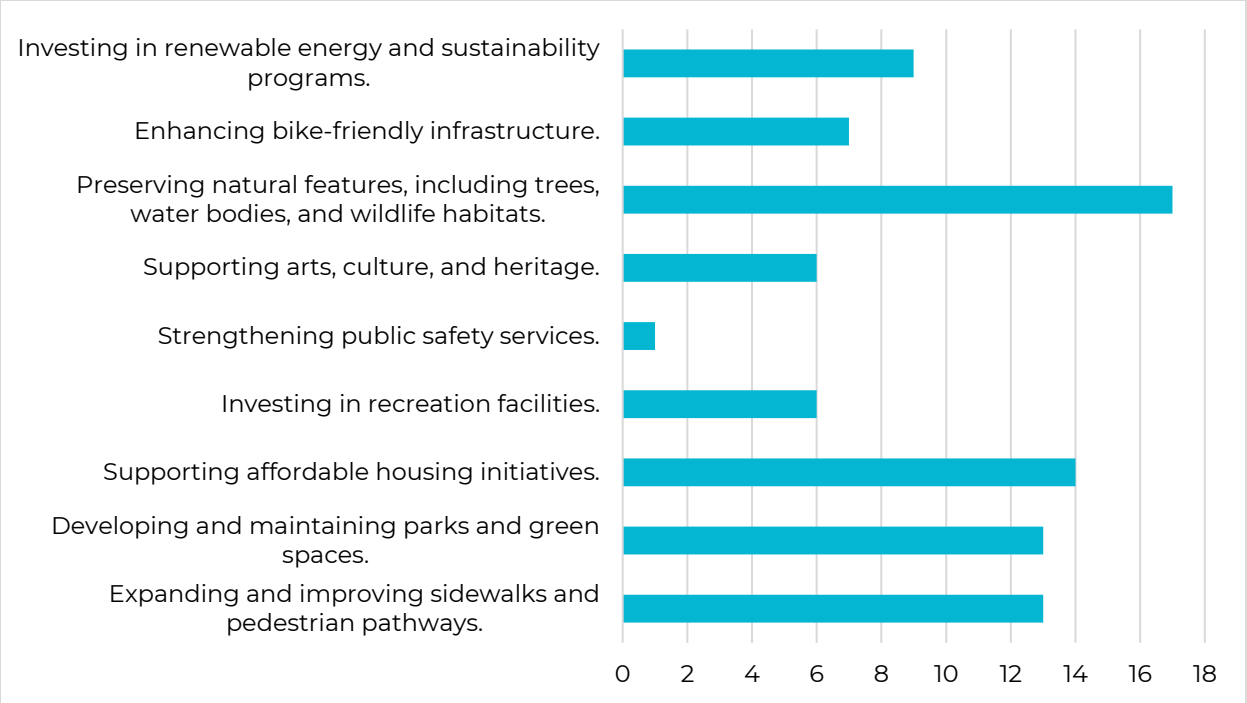


Figure 15. This chart illustrates how participants would prioritize spending additional tax revenue from infill, after being given a plausible infill development future scenario.

Communication with Municipality of Mississippi Mills Staff and Councillors

Throughout this process, the BuildingIN team worked closely with Mississippi Mills planning staff to ensure priorities aligned with departmental needs, and analysis was context-sensitive.

Table 1. Meetings with Municipal staff and Councillors

Date	Meeting description
August 20, 2024	Start-Up: Established goals and priorities, as well as communications logistics.

Oct 8th, 2024	Client communications meeting to discuss community outreach strategy.
Oct 21, 2024	Client Kick-off: Including a review of the Program Schedule, Community Consultation Plan, Communications Strategy, and meeting plan with the Committee of Councillors.
Oct 25, 2024	Case Study: The BuildingIN team met with engineering and planning approvals staff to review a hypothetical case study development site. This allowed a better understanding of Almonte's development regulations and application processes based on a realistic business as usual scenario.
Nov 5, 2024	Client meeting and Committee of Councillors meeting: Presentation of materials for the first community consultation. Input provided by Councillors was used to refine the consultation plan.
Nov 18, 2024	Site example pre-consultation meeting
Nov 27th 2024	Site example follow-up meeting with the engineering department.
Dec 2/3, 2024	Committee of Councillors meeting: Summary of feedback from residents in the first consultation. Presentation of materials for the second consultation. Input provided by Councillors was used to refine the language/framing used in the presentation, particularly concerning parking.
Dec 4, 2024	Client meeting: Review of work to date, including Quantifying Area mapping and criteria for simulations.
Dec 17th, 2024	Client meeting to debrief consultation #2
Jan 5, 2025	Client meeting: Discussion about overland flow, stormwater management and Fireflow requirements for buildings. Engineering staff indicated areas that should be removed from the preliminary qualifying areas map due to servicing capacity (see Appendix B, Figure B4).
Jan 28th, 2025	Committee of Councillors meeting: Summary of feedback from residents in the second consultation. Presentation of materials for the third consultation. Input provided by councillors was used to refine the language/framing used in the presentation, particularly with respect to parking.
Mar 25th, 2025	Client meeting: work session with the Planning department, the engineering department, and the plans examiners. This in-person meeting served as an opportunity to preview our final report + building memos. Discussions led to further refining of our recommended solutions.
Apr 4th, 2025	Client meeting: continued discussion surrounding waste collection, street permit parking, and snow removal.
Apr 7th, 2025	Client meeting: continued discussion surrounding development charges and fiscal impact as a result of our recommended scenario outcomes.
Apr 14th, 2025	Committee of Councillors meeting: Presentation of our final report to be submitted to the planning department.

Communication with Development Industry Members

Some members of the local development industry attended a community consultation session, but none attended all three sessions. As a result, Rosaline Hill met with a group of eight involved community members, including an architect, developers on January 28th, 2025. The primary objective was to validate and refine the proposed infill housing solution, ensuring its market viability and practical implementation. This group also provided insights into Almonte neighbourhoods and the kinds of redevelopment that would enrich them.

During this focused session, participants engaged in a productive dialogue covering several key aspects of the infill housing design:

1. Parking solutions
2. Dedicated entrances
3. Building height considerations
4. Roofline designs
5. Active facade implementations

The group expressed strong support for 3-storey infill housing, with third floors integrated within rooflines. They also favoured the concept of shared entrances, describing the potential to enhance community interaction in interior shared spaces, and to optimize space utilization. They strongly supported the idea of multi-unit low-rise infill housing.

Phase 1: Simulations – Evaluating Four Preliminary Scenarios

BuildingIN developed four scenarios that forecast the maximum capacity housing industry responses through 2038, based on various factors (Table 2). The scenarios illustrate possible trajectories of housing development and the impacts of different policy and market conditions. They aim to provide insights into potential outcomes for addressing housing supply challenges to help guide decision-making processes.

Each scenario includes:

1) Forecasted outcomes for qualifying neighbourhoods, including new housing types, impacts on trees, effects on municipal finances, and parking considerations.
2) Community aspirations analysis: An analysis that visualizes scenario alignment with resident aspirations, based on Consultation 1 feedback. Word art is used to visualize whether each scenario meets or does not meet resident's ideas.
3) 3D visualizations of expected massing, spacing, windows, doors, porches, rooflines, and social dynamism. (Styles shown are only examples, as style and materials are not regulated in any of the scenarios.)

Table 1. Scenario descriptions.

	Scenario 1: Business-as-Usual	**Scenario 2: Max 12 dwelling units (du)**	**Scenario 3: Max 8 dwelling units (du)**	**Scenario 4: Max 8 dwelling units (du) & complexities**
Number of dwellings	Singles, semis, towns	Up to 12	Up to 8	Up to 8
Form-based zoning	No	Yes	Yes	Applies to some areas only
Complexity of approvals	Medium	Simple	Simple	Complex
Neighbourhood upgrades	Limited	Ample	Moderate	Limited
Parking location	On-site	Neighbourhood	Neighbourhood	On-site and Neighbourhood

Figure 16. Streetscape example of an existing older neighbourhood in Almonte.

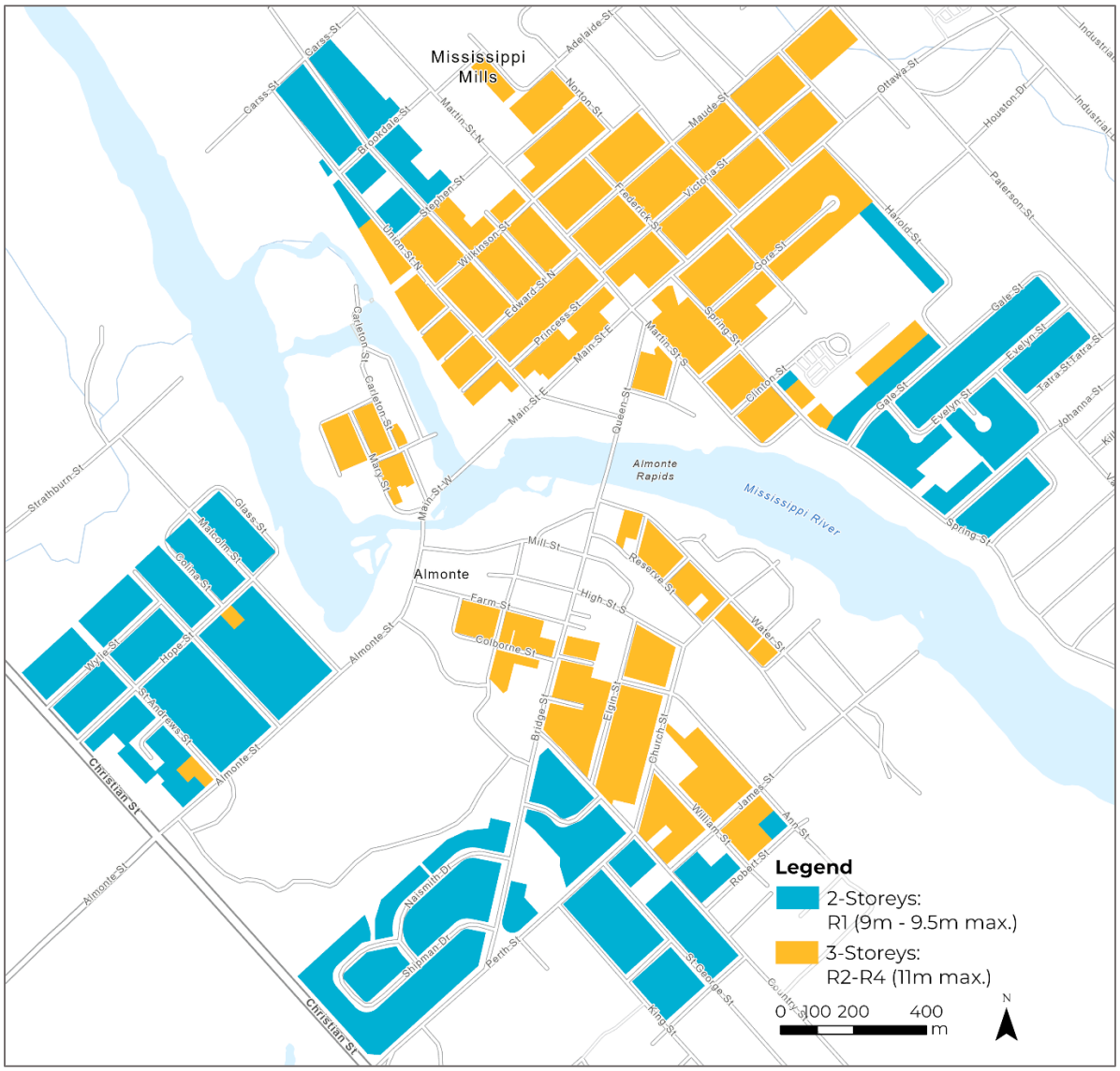


Figure 17. Max heights of 2 and 3-storeys in existing zoning and scenario outcomes.

Scenario 1: Business-As-Usual

Scenario 1 demonstrates the anticipated housing industry response under a framework that includes existing zoning. It illustrates likely housing responses up to 2038 if development follows a 'business as usual' trajectory, is based largely on patterns of existing redevelopment that include singles, semis, and additional residential units.

Forecasted outcomes

Neighbourhoods in the qualifying areas are anticipated to experience the following changes:

- **New housing types:** Small amounts of infill in singles, semis with ADUs, and rows that are priced higher than many households can afford (see Appendix F). Many of these new homes wouldn't 'fit' with the existing context due to large garage doors facing the streets, lack of animation (windows and porches), and overall large building size.
- **Tree impacts:** Some trees are lost to infill, but many more will be lost to disease and age.
- **Municipal finances:** Highly strained due to resource-intensive expansion growth rather than the intensification of existing older neighbourhoods. This leaves minimal budget for tree planting, sidewalks, or neighbourhood upgrades. Expansion growth means expanding car-centric commercial activities, eroding the town's walkable character.
- **Parking:** New homes would have a driveway and attached garage parking.

Alignment with Community Goals

Scenario 1 falls short of meeting community goals, as shown by the word art from Consultation 1, where unmet aspirations have been greyed out.

Figure 18. Scenario 1 - 3D Visualizations.

Scenario 2: Max 12 Dwelling Units

Scenario 2 demonstrates the maximum forecasted housing industry response under a framework that includes a 12-unit cap, form-based zoning, standardized stormwater management and application requirements. More significant neighbourhood investments are possible.

Forecasted Outcomes

Neighbourhoods in the qualifying area are anticipated to experience the following changes:

- **New housing types:** 6 to 12-unit infill buildings in older neighbourhoods. They are scaled to fit their context and have animated facades with large porches.
- **Tree impacts:** Some trees will be lost to infill, and many will be lost to disease and age, but many more can be planted so that the tree canopy will increase.
- **Municipal finances:** With most new housing in older neighbourhoods, municipal finances will be strengthened, resulting in money for new pedestrian paths or sidewalks, bike lanes, new mini-parks, and other service upgrades necessary to support infill.
- **Parking:** Neighbourhood parking is included in this scenario, though the solution—street permit parking or neighbourhood parking lots — was not yet finalized.
  Note: The simulation also tested Scenario 2 with an added on-site parking requirement, which yielded results similar to Scenario 1. Even with increased unit permissions, without neighbourhood parking, developers will prioritize on-site parking and driveways over additional dwelling units, which limits density.

Alignment with Community Goals

Scenario 2 is meeting community goals, as shown by the word art from Consultation 1, where unmet aspirations have been greyed out.

Figure 19. Scenario 2 - 3D Visualizations.

Scenario 3: Max 8 Dwelling Units

Scenario 3 demonstrates the anticipated housing industry response within a framework that closely resembles Scenario 2, but with some key distinctions: It imposes an 8-unit cap on developments and more moderate neighbourhood upgrades.

Forecasted Outcomes

Neighbourhoods in the qualifying area are anticipated to experience the following changes:

- **New housing types:** 6 to 8-unit infill buildings in older neighbourhoods. They are scaled to fit their context and have animated facades with large porches.
- **Tree impacts:** Some trees will be lost to infill, and many will be lost to disease and age, but more will be planted.
- **Municipal finances** will be somewhat strengthened, leaving a budget for new pedestrian paths or sidewalks, new mini-parks, and other service upgrades necessary to support infill housing. By concentrating development within existing older neighbourhoods, Almonte will cut future expansion growth by about one-third.
- **Parking:** Neighbourhood parking is included in this scenario, though the solution — street permit parking or neighbourhood parking lots — was not yet finalized.
  Note: The simulation also tested Scenario 3 with an added on-site parking requirement, which yielded results similar to Scenario 1. Even with increased unit permissions, without neighbourhood parking, developers will prioritize on-site parking and driveways over additional dwelling units, which limits density.

Alignment with Community Goals

Scenario 3 falls short of meeting resident aspirations, as shown by the word art, where unmet aspirations have been greyed out.

Figure 20. Scenario 3 - 3D Visualizations.

Scenario 4: Max 8 Dwelling Units + Complicated Applications

This scenario demonstrates the anticipated housing industry response, based on a framework that includes an 8-unit cap on developments, BuildingIN's form-based zoning implemented on only some of the qualifying area, complex approvals, and a combination of on-site and neighbourhood parking.

Forecasted Outcomes

Neighbourhoods in the qualifying area are anticipated to experience the following changes:

- **New housing types.** Small amounts of multi-unit low-rise infill housing developments are built, in addition to some large infill single homes and upscale semis with ADUs, as well as expansion growth.
- **Tree impacts:** Some trees are lost to infill, but many more will be lost to disease and age.
- **Municipal finances.** Similar to Scenario 1, municipal finances will be weakened, spending power on older neighbourhoods will be limited because new developments will primarily be through expansion growth.
- **Parking:** Some neighbourhood parking is included in this scenario but permitted on-site parking options would have more favourable infill development opportunities.

Alignment with Community Goals

Scenario 4 falls short of meeting resident aspirations, as shown by the word art, where unmet aspirations have been greyed out.

Figure 21. Scenario 4 - 3D Visualizations.

Phase 2: Scenario Selection, Modelling and In-Depth Analysis

Scenario Selection and Refinements

Scenario 2 was selected as Almonte's preferred development approach (see Figure 15), following Consultation 2. as it was strongly supported for effectively addressing diverse housing needs while ensuring fiscally-sustainable growth.

In Phase 2, we conducted a more in-depth analysis and refinement of this chosen scenario. The following refinements were made:

- **Building Height:** During Consultation 3, residents expressed a range of ideas about building height, though few held strong opinions on the matter. There was a general comfort level with allowing 3-storey infill buildings. As a result, Phase 2 maintained existing zoning for 2 and 3-storey buildings, unlike the earlier 2-storey limit (see Figure 18).
- **Qualifying Area:** Municipal staff recommended changes to the Qualifying Area, so both scenarios were re-simulated to reflect these updates.

In-Depth Analysis of BAU vs BuildingIN Scenarios

Based on the feedback collected from all stakeholders during Phase 1, we proceeded to Phase 2 with targeted refinements to both building heights and the qualifying area. This phase involved a comprehensive analysis comparing the **"Business-As-Usual Scenario"** (BAU) with the newly refined **"BuildingIN Scenario"** (formerly known as Scenario 2, now updated based on Phase 1 feedback).

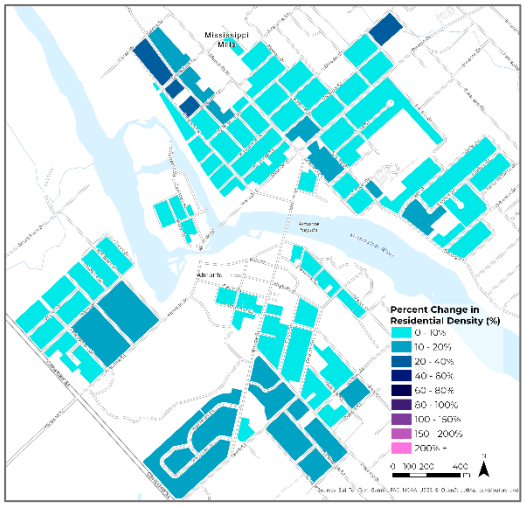
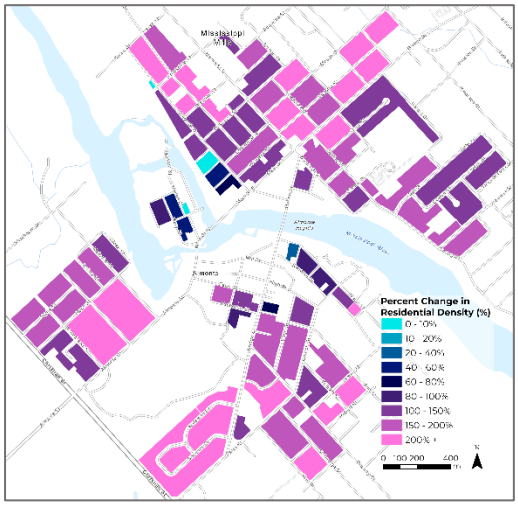
Both scenarios estimate outcomes based on the **maximum amount** of infill redevelopment anticipated in the qualifying area, assuming that purchasers generally prefer infill to expansion growth (greenfield) housing. Please note that the model does not factor in any preferences for, or projections of, greenfield development outside these areas.

The following sections provide an in-depth analysis of the Business-As-Usual Scenario vs the BuildingIN Recommended Scenario for:

- Summary of high-level outcomes
- Infill vs non-infill growth
- Axonometric diagrams of new homes
- Streetviews
- Residential density outcomes
- Residential diversity outcomes
- Social Dynamics on Neighbourhood Streets
- Fiscal scenario outcomes
- Emission outcomes

Summary of High-Level Maximum Outcomes

The table below summarizes key maximum potential outcomes for the "Business-as-Usual" and "BuildingIN Scenario," forecasting the housing industry response through 2038.

	Business-As-Usual Scenario	**BuildingIN Scenario**
Modeling parameters for the housing industry response	Assumes existing zones, approvals, and on-site parking requirements. This is also a simple approval.	Allows up to 12 units/building, implements simpler standardized approvals, uses form-based zoning, and incorporates neighbourhood parking solutions.
Maximum Potential Cumulative Tax and Development Charge Uplift	**$3,985,782** Infill would increase in tax revenue by a modest amount. (The additional tax revenue generated by expansion growth is not included here - it is unlikely to cover the cost of long-term maintaining the associated expanded infrastructure.)	**$40,058,193** Infill would significantly increase tax revenue within the this area and provide a substantial fiscal advantage and supporting long-term financial health for the municipality.
Maximum Potential Residential Density Maps See Residential Density section for maps.	141 new dwelling units possible 58 dwellings demolished 83 net new dwelling units (8% increase) 	1775 new dwelling units possible 135 dwellings demolished 1640 net new dwelling units (156% increase) 
3D Visualizations See Streetview section for enlarged images.	 	 

Infill vs Non-Infill Housing Growth

As discussed in Background: Housing in Almonte section, Almonte is projected to require 1708 new dwelling units by 2038 to accommodate significant population growth, with 96% of that supply (1640 units) being low-rise to meet housing demand.

Here is a breakdown of how each scenario could meet that demand, if maximum outcomes were developed:

Table 2. Maximum Housing Potential

Maximum Housing Potential (# dwelling units)			
	Existing Condition	**Business-As-Usual Scenario**	**BuildingIN Scenario**
Existing Dwellings in the QA	1050	992 (58 demolished)	915 (135 demolished)
New Infill Units anticipated in the QA	N/A	141	1831
Net New Infill Units anticipated in the QA	N/A	83	1696 (56 units beyond 1640 target)
Capacity to meet Low-Rise Target of 1640 New Dwelling Units in the Qualifying Area	N/A	**Does not meet target.** Shortfall of 1557 low-rise dwelling units.	**Has capacity to meet target.** Exceeds targeted by 56 dwelling units. (1831-56 = **1775**)

Business-As-Usual Scenario

This scenario represents the current development trajectory, which falls significantly short of meeting Almonte's housing needs through infill redevelopment. Because it's not possible for developers to meet demand for the quantity and diversity of housing people seek in existing older neighbourhoods, they will do so mostly on expansion land (greenfield areas).

Anticipated new housing outcomes will:

- Fall short of housing targets by 1,557 dwelling units
- Provide 5.1% of new housing as infill (83 net new dwelling units)
- Provide the balance of new housing on expansion lands

The Business-As-Usual approach would necessitate substantial greenfield development, as it fails to utilize existing urban areas efficiently for new housing.

BuildingIN Scenario

This scenario proposes policy changes to dramatically increase infill development, attracting developers to an efficient, repeatable and strong business opportunity.

With these revised regulations, it would be possible to fit all new low-rise housing to match forecasted growth within existing older neighbourhoods (up to 1,775 new dwelling units, 1640 net new dwelling units). We know however, that some purchasers will prefer expansion land (greenfield) options, so demand will determine the balance between infill and greenfield. A wave of new infill development would be expected including a diversity of unit sizes, tenures, and price points. The BuildingIN Scenario would allow qualifying neighbourhoods to as much as double in density in step with demand, curbing some demand for expansion growth and promoting more sustainable urban development patterns.

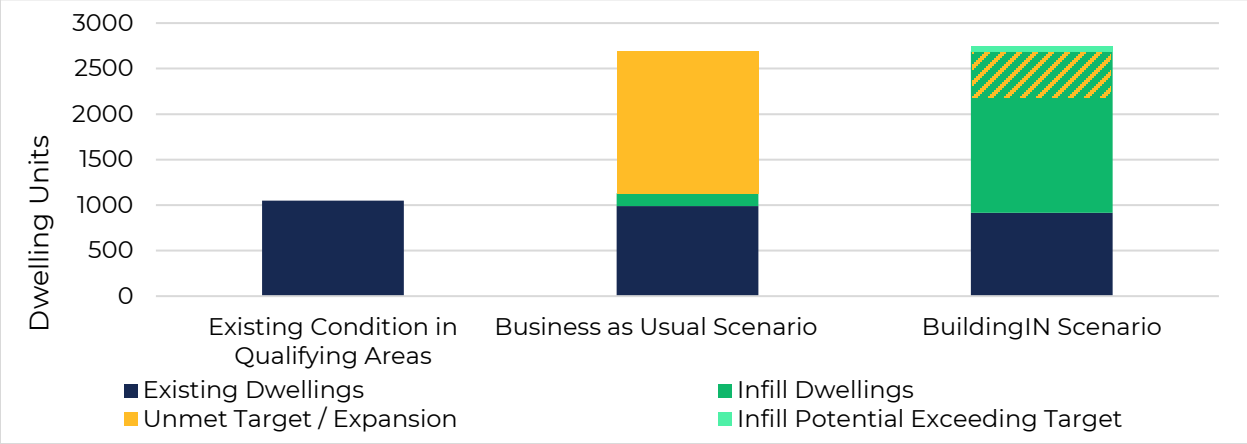


Figure 22. Scenario Outcomes for Meeting Low-Rise Target.

The chart in Figure 22 above demonstrates that under the BuildingIN Scenario, the potential for infill slightly surpasses the projected target/ demand (shown in light green). We know that developers will not build more than the market demands, and that some purchasers will continue to demand greenfield homes. The balance between infill and greenfield growth remains uncertain. The yellow hatch in the BuildingIN Scenario above is a reminder of the possible expansion growth. This amount cannot be simulated; it is purely illustrative.

In the Business-As-Usual Scenario we have assumed that the rate of redevelopment today would continue into the future. The BuildingIN Scenario assumes new

regulations that would generate a ‘hot’ business opportunity for infill developers, and we have therefore assumed a rate of redevelopment similar to other ‘hot’ infill neighbourhoods in Canada.

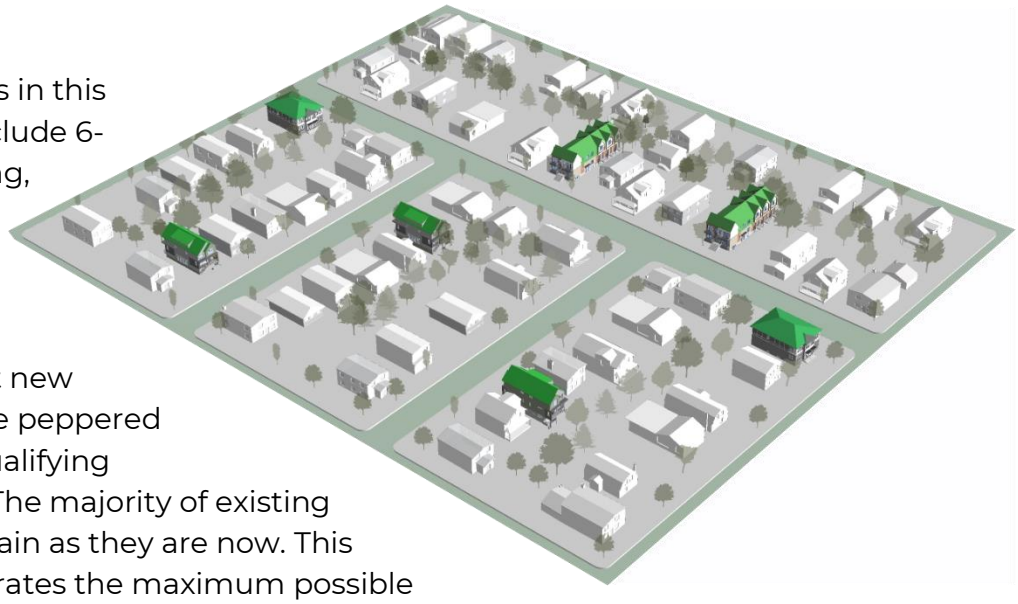
If instead we were to assume that the BuildingIN Scenario did not result in a stronger development opportunity, and that infill would proceed at today’s rate of redevelopment, the potential outcome would be different. Instead, it would result in 789 new dwelling units in 13 years. Considering the number of dwellings that would be demolished, it would result in 731 net new dwelling units.

Axonometric Diagrams of New Homes by 2038

Business-as-Usual Scenario

Infill developments in this scenario would include small numbers of custom singles, semis and towns, as well as some additional dwelling units.

BuildingIN Scenario



Infill developments in this scenario would include 6-12 units per building, with some 12-unit buildings having elevators.

We anticipate that new buildings would be peppered throughout the qualifying neighbourhoods. The majority of existing homes would remain as they are now. This diagram demonstrates the maximum possible outcome, assuming a 'hot' infill market.

Streetviews

Business-As-Usual Scenario

Example 1: Single with two car garage. Some existing dwellings may add ARU's.

Figure 23. Streetscape Example 1 – Business-As-Usual Scenario.

Example 2: Large semis with garages. Some existing or new dwellings may add or include ARUs.

Figure 24. Streetscape Example 2 – Business-As-Usual Scenario.

BuildingIN Scenario

Example 1: 9-units with 1-bedroom units facing the street and townhomes along a side walkway

Figure 25. Streetscape Example 1 – BuildingIN Recommended Scenario

Example 2: Small apartment with 8-12 units.

Figure 26. Streetscape Example 2 – BuildingIN Recommended Scenario

Residential Density Outcomes

Expressed in Dwelling Units Per Net Hectare

The map below illustrates the current residential density in Almonte's qualifying areas. Analyzing the current condition allows us to understand the change that can occur under the different scenarios.

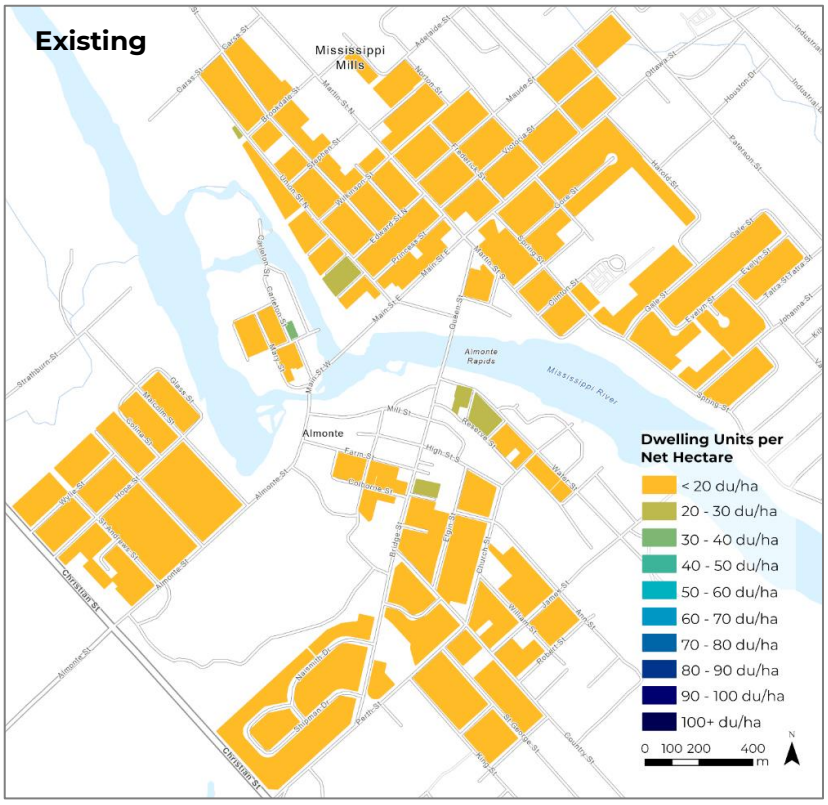


Figure 27. Current Residential Density Expressed in Dwelling Units Per Net Hectare. [1]

Mississippi Mills' current Official Plan (OPA32) provides residential density ranges based on the number of dwelling units per net hectare. In expansion growth areas, intended densities can be implemented over entire areas of new development, by lot or by block, as densities are quite consistent. In Almonte's older intensifying neighbourhoods, residential densities vary from lot to lot, and the overall density by block is a more useful measure – informing an understand of the impact of density within the surrounding context and the impact of density on municipal servicing. The Official Plan contemplates densities of 15-30 dwellings units per net hectare for low density areas, and 30-40 dwelling units per net hectare for medium density areas. This corresponds well with the BuildingIN density outcomes for 2038 below.

The maps following illustrate maximum anticipated residential densities by 2038, expressed in dwelling units per net hectare, factoring in lot sizes and other variables. Yellow-marked areas indicate critically low densities, falling short of fiscal sustainability thresholds. In these areas, municipal long-term maintenance and servicing costs would significantly outweigh property tax revenues.

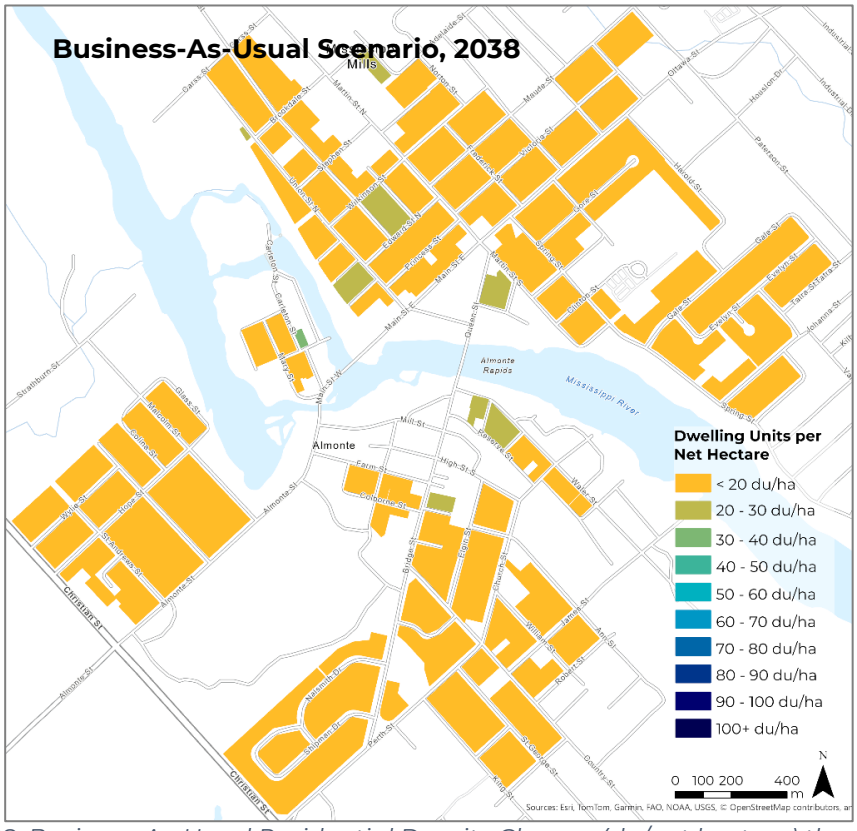


Figure 28. Business-As-Usual Residential Density Change (du/net hectare) through 2038

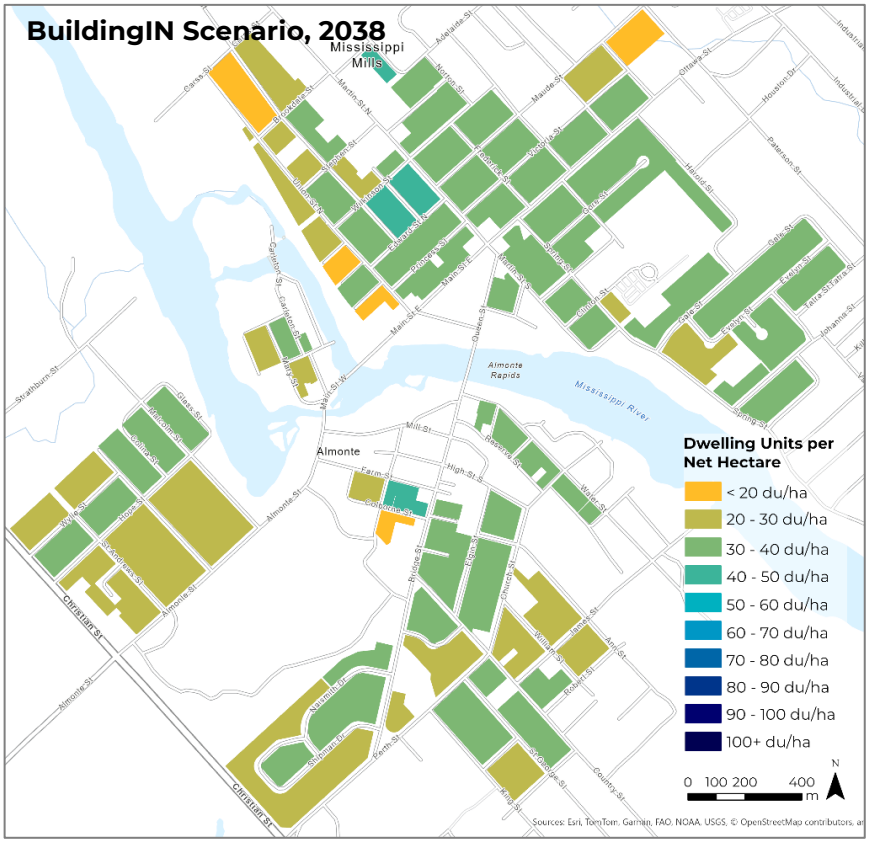


Figure 30. BuildingIN Residential Density Change (du/net hectare) through 2038

Expressed in % Change in Dwelling Units per Net Hectare

The maps below illustrate maximum anticipated percentage increases in dwelling units through 2038. The “Business-as-Usual Scenario” shows minimal density increases, maintaining fiscally unsustainable levels. In contrast, the “BuildingIN Scenario” demonstrates substantial maximum anticipated density increases while preserving most existing homes. See Appendix C for larger versions of all maps.

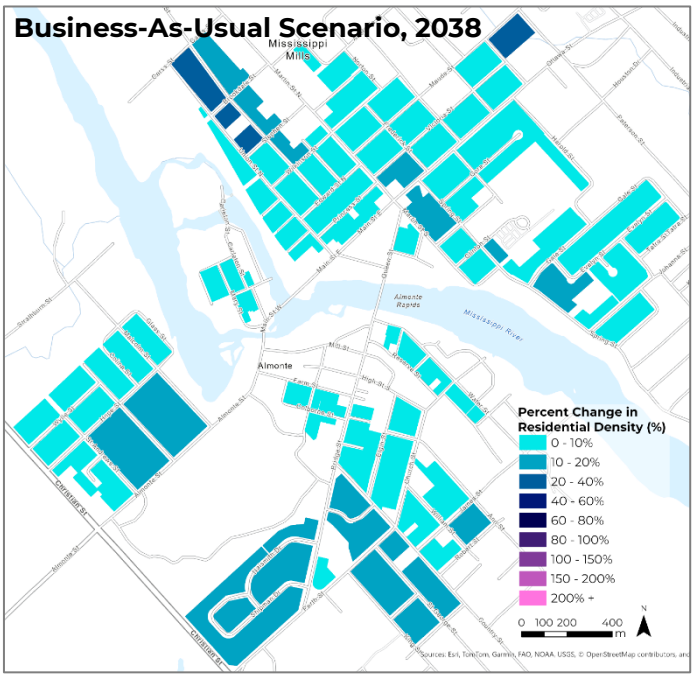


Figure 31. Business As Usual - % Change in Residential Density Outcomes through 2038

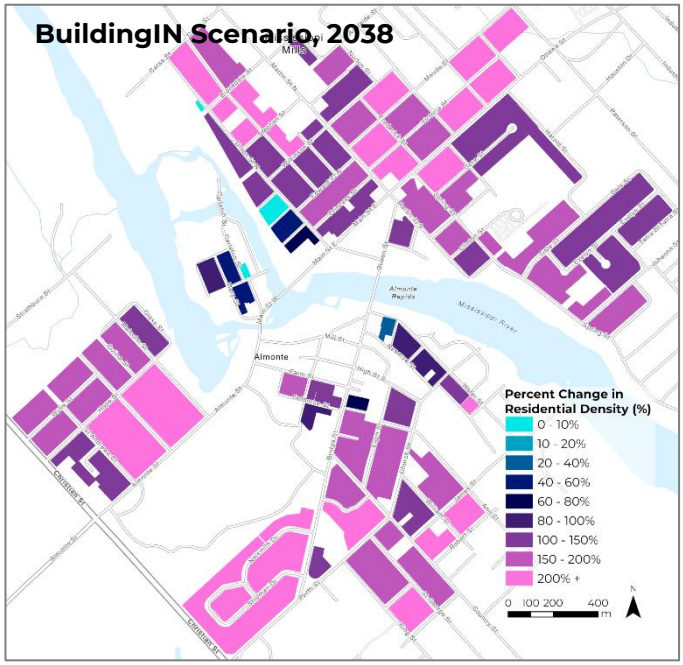


Figure 32. BuildingIN - % Change in Residential Density Outcomes through 2038

Residential Diversity Outcomes

Exclusionary Zoning

The Business-As-Usual Scenario results in small amounts higher priced custom infill in semis (often with ARU's) and some singles, as well as some conversions that add some more affordable apartments to existing homes. This amounts to a slow loss of more moderately priced housing and a slow increase in high-end housing together with some ADUs. Meanwhile, all housing has become more expensive, such that the average older home is beyond the budget of the average household.

Zoning for Diversity

The BuildingIN Scenario results in a much greater mix of housing within the Qualifying Areas. New multi-unit low-rise buildings will provide dwelling units for a variety of household sizes, from 1 to 3 bedroom units. Some new dwellings will be rentals, some condos, some freehold, and some pairs or triplets of dwellings will be freehold. Most of these new dwellings will depend on street permit parking, so rents and purchase prices will be a little lower as a result. Most older homes will remain, so the end result will be an increased diversity of housing options, including larger homes and very small units. See Figure 28.

Zoning for Repeatable Solutions

BuildingIN's recommended additional zoning is designed to allow for more density with increased unit permissions, and also by making repeatable and modular designs work well, even on infill lots that are all a little different from one to the next. This facilitates more cost-effective construction.

Social Dynamics on Neighbourhood Streets

Car-Culture and Sterile Facades

The Business-As-Usual Scenario impact on neighbourhood streets is a lessening of social interaction, with infill that has garage doors facing the street, fewer front windows into living spaces, and residents who tend to drive rather than walk.

Walking Culture and Animated Facades

The BuildingIN Scenario would result in infill housing with facades animated with porches and windows, and new residents who walk to their car parked down the street, or just walk to local desinations.

Figure 34. Business-As-Usual, Custom Semi

Figure 33. BuildingIN Scenario

Fiscal Scenario Outcomes

The map below illustrates the estimated municipal revenue accrued in 2025 from property taxes.[iii]

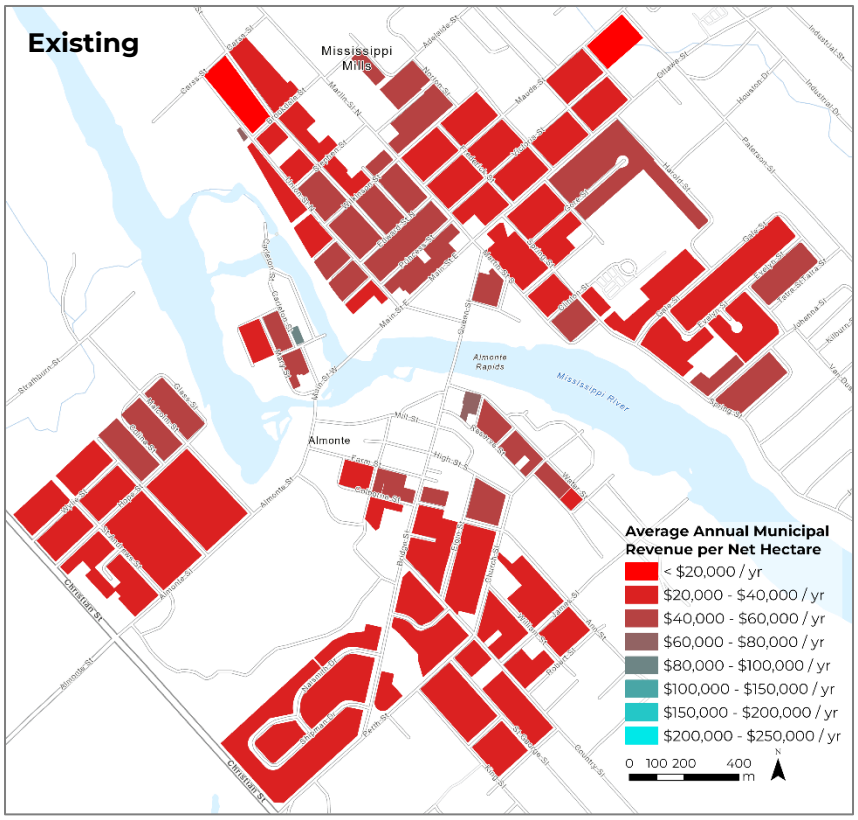


Figure 35. Existing Condition – Estimated Municipal Revenue from Property Taxes in 2025.

The "Business-As-Usual Scenario" projects a total municipal revenue uplift of up to **$3,985,782** from 2025 to 2038, based on the maximum potential housing outcome.

In contrast, the BuildingIN Scenario anticipates a significantly higher total municipal revenue uplift of up to **$40,058,193** over the same period, based on the maximum potential housing outcome. See End Notes for our fiscal scenario assumptions.

Figures 30 and 31 below offer a visual comparison of the average annual municipal revenues generated from property taxes and development charges under the two scenarios.

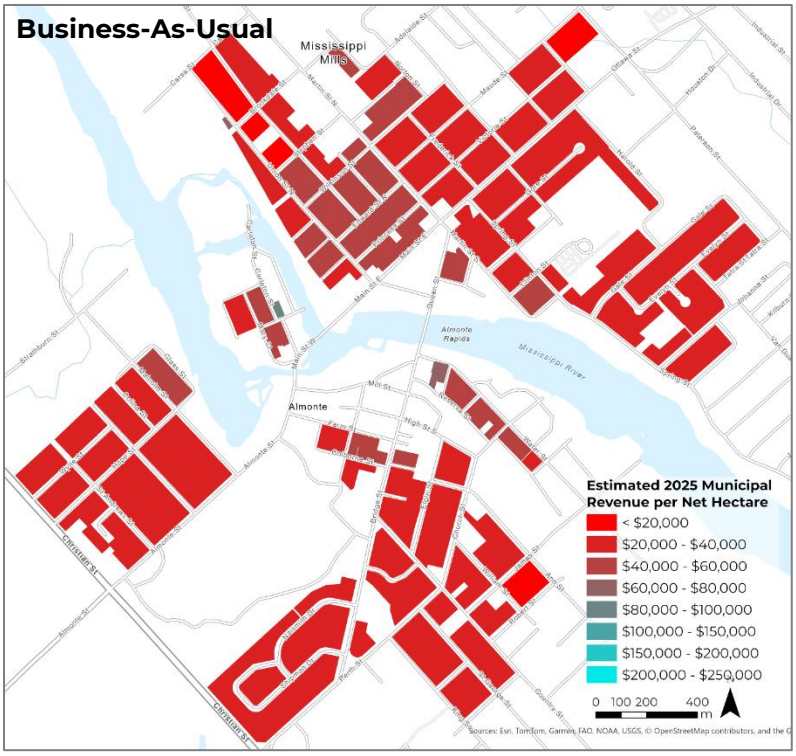


Figure 30. Average Annual Municipal Revenue from Property Taxes and Development Charges based on maximum housing outcome.

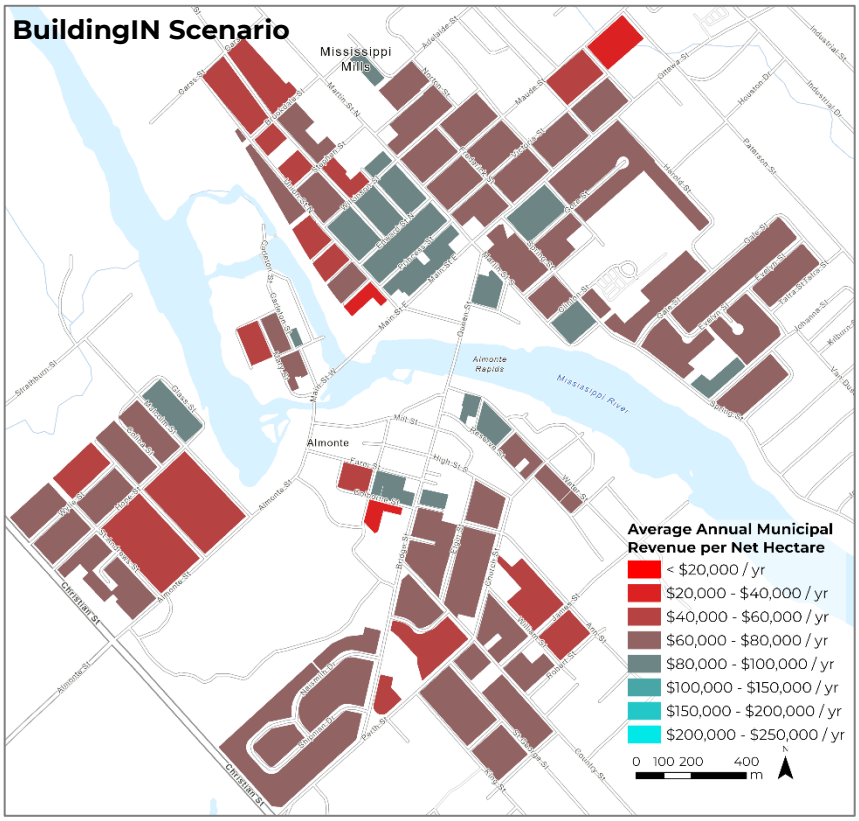


Figure 31. Average Annual Municipal Revenue from Property Taxes and Development Charges based on maximum housing outcome.

Municipal Revenue - % Change

The maps below illustrate projected percentage increases in average annual municipal revenue through 2038 based on maximum potential housing outcomes. The “Business-as-Usual Scenario” shows minimal revenue growth, maintaining fiscally unsustainable levels. In contrast, the “BuildingIN Recommended Scenario” demonstrates substantial annual revenue increases.

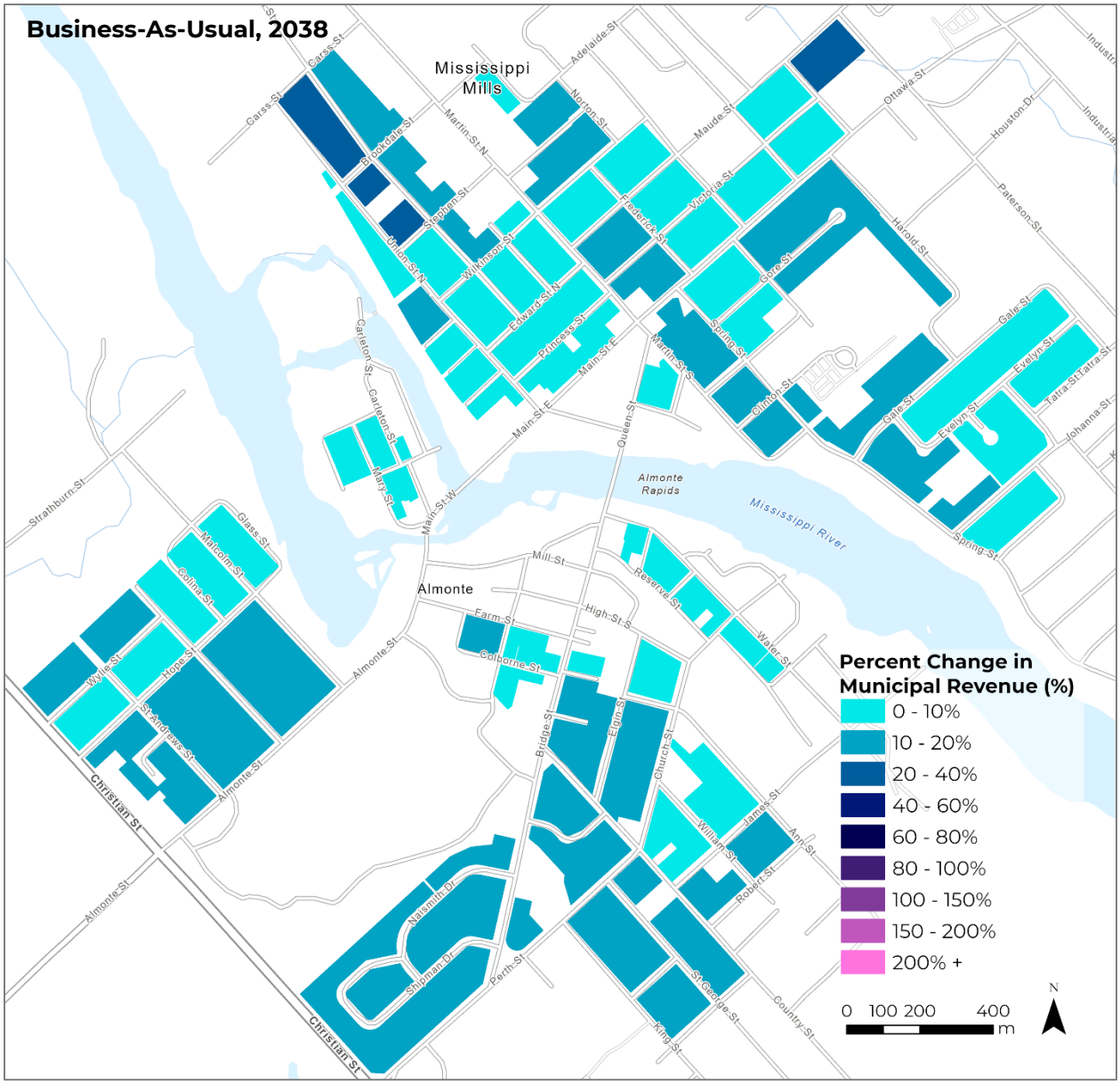


Figure 32. Percent Change in Municipal Revenues from Existing Condition based on maximum housing outcome.

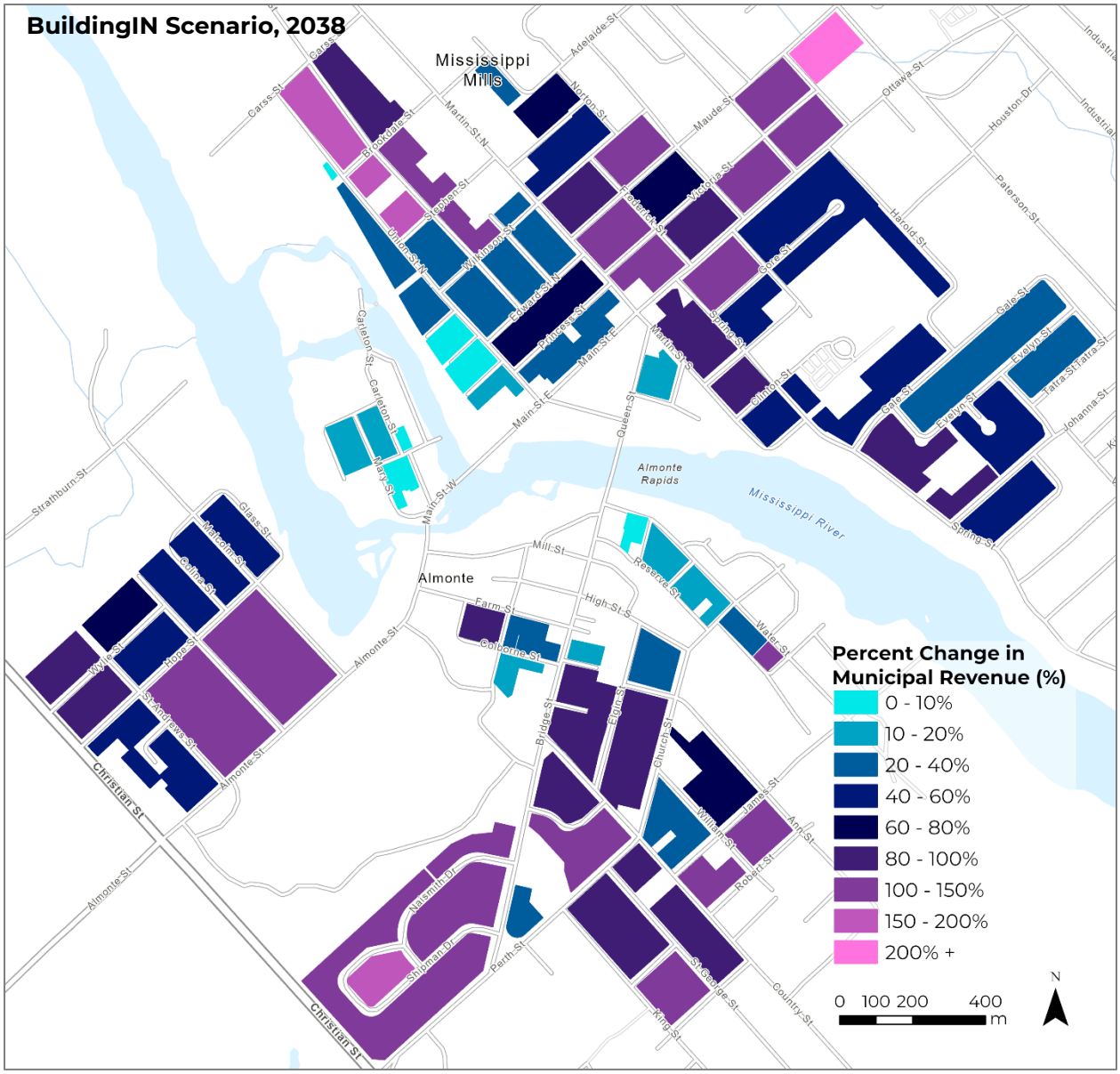


Figure 36. Percent Change in Municipal Revenues from Existing Condition based on maximum housing outcome.

Climate Change Impact Outcomes

The analysis of emission reduction outcomes reveals significant differences between the scenarios examined. Figure 34 and 35 illustrate the estimated percent change in annual housing-related emissions (measured in tons of CO2 equivalent) from 2025 to 2038 based on maximum housing outcomes.[iv]

Under the Business-As-Usual Scenario, a reduction of 711 tCO2eq/yr in housing-related emissions is projected. In contrast, the BuildingIN Scenario demonstrates a more substantial decrease, with an anticipated reduction of 951 tCO2eq/yr. This enhanced reduction in emissions can be primarily attributed to the increased number of new homes that would share walls, floors, and ceilings, highlighting the environmental benefits of more compact and efficient housing designs proposed in the BuildingIN recommendations. See BuildingIN's emission reduction assumptions in the End Notes.

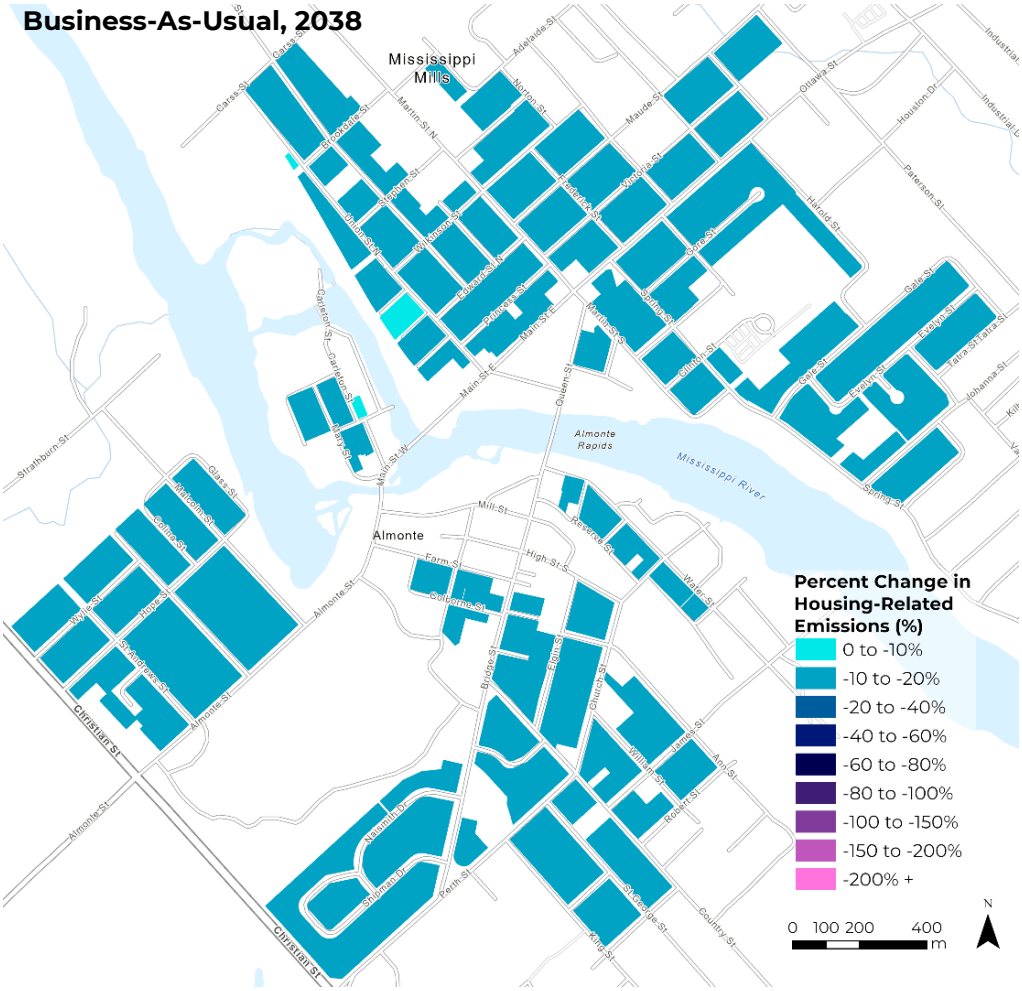


Figure 34. Percent Change in Average Annual Housing-Related Emissions between 2025 and 2038.

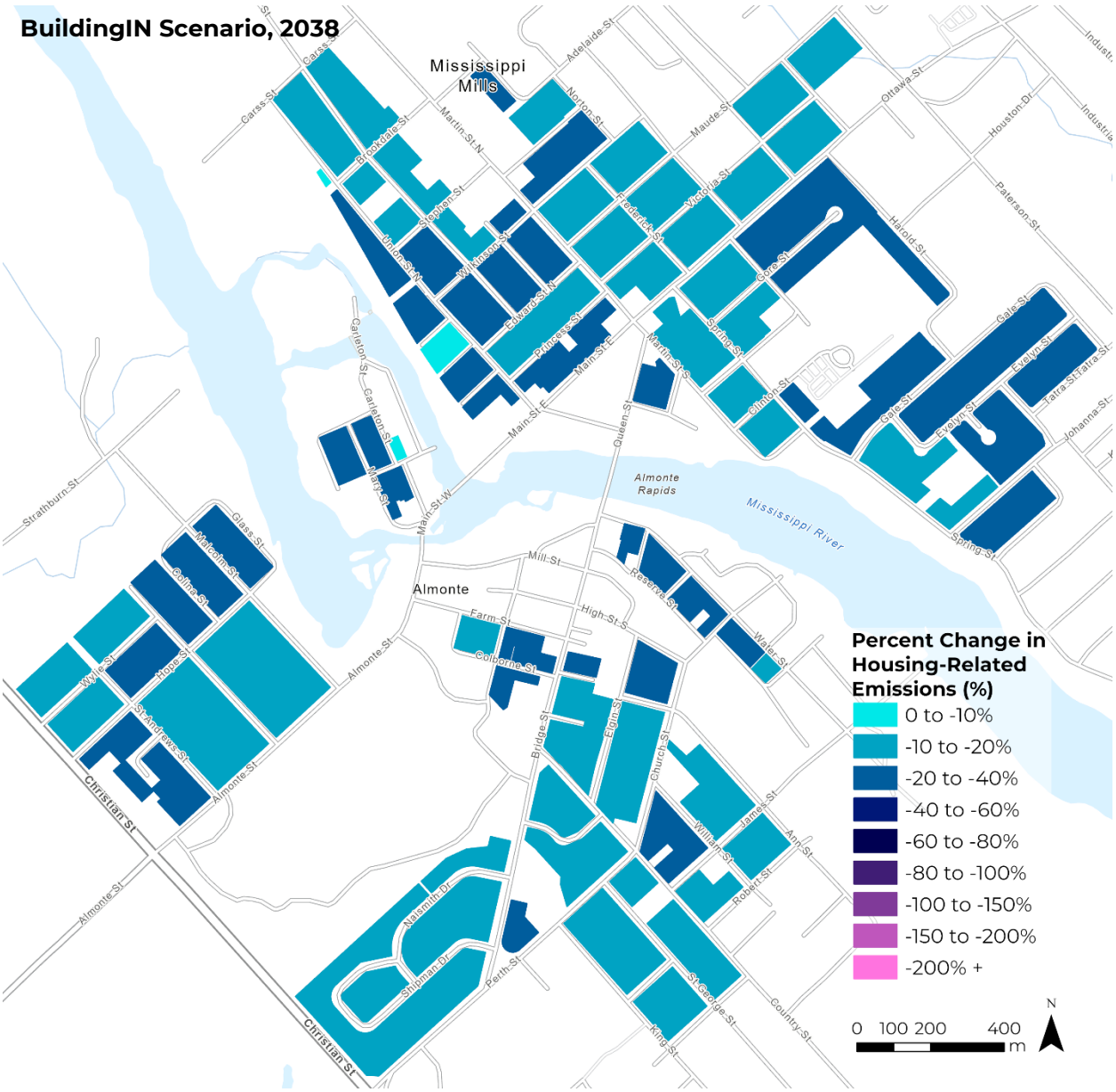


Figure 35. Percent Change in Average Annual Housing-Related Emissions between 2025 and 2038.

Neighbourhood Parking Solutions

The BuildingIN Recommended scenario is a win for Almonte; enhancing desired neighbourhood features, providing a diversity of new housing, reducing emissions and allowing Almonte to grow into fiscal sustainability. However, residents expressed concern about the neighbourhood parking component of this scenario. Eliminating neighbourhood parking from the scenario would deter developers from building multi-unit infill, even if this were permitted, because parking doesn't fit on a typical infill site together with a multi-unit building. Neighbourhood parking is absolutely necessary in order to achieve healthy, diverse, social dynamic and cost-effective growth. For more information about Neighbourhood Parking, see Almonte Memos: BuildingIN Parking (separate attachment).

In Almonte's Qualifying Areas, neighbourhood parking solutions should include street permit parking (one side only of a street and only on appropriate streets) and small community parking lots (privately or publicly owned). Street parking is already available in these neighbourhoods without permits, and small privately owned lots are already part of these neighbourhoods[v] where they are next door to multi-unit buildings.

Street Permit Parking

Street Permit Parking is recommended within most of the Qualifying Area as per the analysis and map below. It must be implemented simultaneously with regulatory changes (including additional zoning) in order for the regulatory changes to have any impact.

All street parking should be isolated to only one side of the street, preferably the side with a sidewalk if there is only one sidewalk. Street Permits should be made available only to residents of new infill housing and ADU's.

Since infill housing will be developed slowly over time, there will be no immediate impact – very few residents will qualify for Street Parking Permit at first. In the same way, there will be no immediate impact on snow removal protocols. Over time, street parking will increase, allowing time for the necessary municipal adjustments.

Consultation about Street Permit Parking

During Consultation 3, residents shared concerns that street permit parking might not be adequate, and the streets might be overwhelmed with cars, such that traffic

might be constrained. Some participants also shared that there is traffic congestion around schools and that street parking in these areas would be problematic. During our meeting with planning staff, the idea of using municipal-owned parking lots downtown and near the fairgrounds was discussed to accommodate overflows of parking during summer events with high event turnouts and during snow removal events that put strain on on-street parking availability.

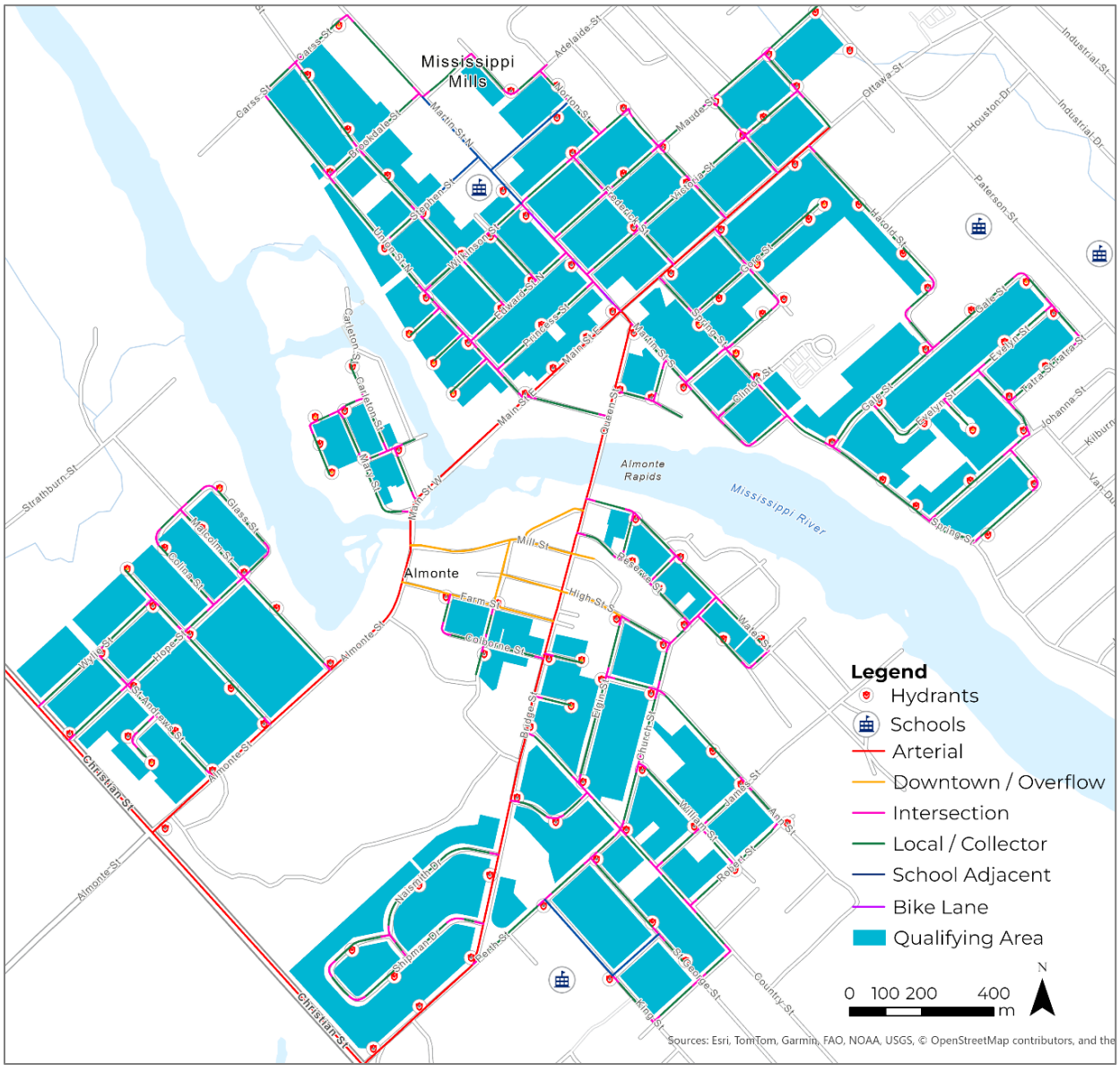


Figure 37. Street Permit Parking Opportunity in Almonte.

Appropriate streets for Permit Parking

Our team analyzed the Qualifying Area keeping resident and staff concerns in mind. The analysis revealed that there is enough space to park 1.2 cars for every new dwelling unit under the BuildingIN Recommended scenario – with parking only on one side of the street, no parking on arterials or near schools, no parking close to intersections or in front of hydrants, and allowing 15% for 4-hour visitor parking. See Almonte Memos: Parking (separate attachment) for our street permit parking assumptions.

Existing Parking Comparisons

The following photos and street view images demonstrate the existing street parking and proposed additional street parking:

Figure 38. Streetview image of typical existing street with some street parking (both sides).

Figure 39. Streetview image of typical street with multi-unit low-rise infill redevelopment, street permit parking and short-term parking. Parking is on only one side of the street.

Figure 40. Street parking at Union and Princess Street.

Neighbourhood Parking Lots

In Almonte, neighbourhood parking solutions could also include small community parking lots (privately or publicly owned). These lots would be used only by residents of new infill housing, and would be located a short walk from new homes.

The following photos illustrate existing examples of parking lots in residential areas in Almonte. The examples shown are typical parking areas on-site with residential buildings, but demonstrate what a neighbourhood parking lot could look like.

Figure 40. Parking lot on 157 Elgin Street.

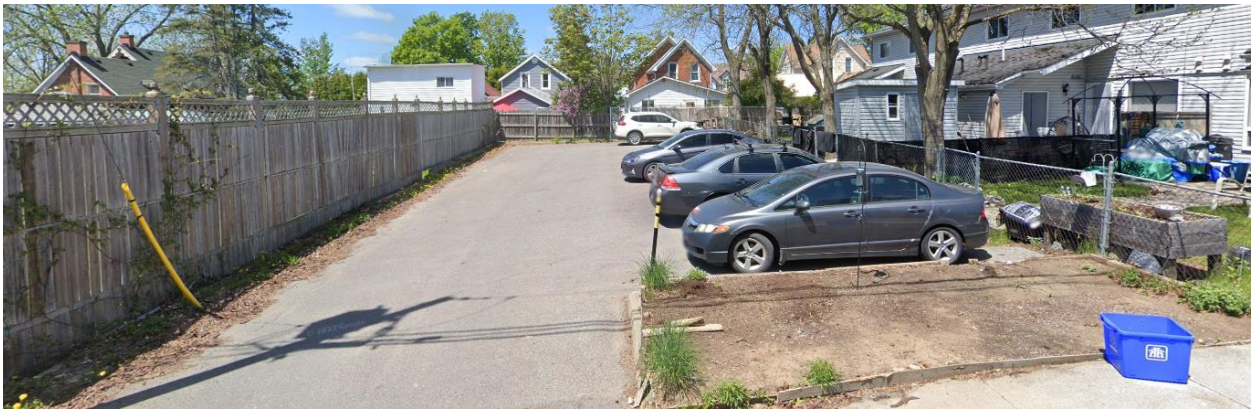


Figure 41. Parking lot on 31 Peterson Street.

Front Parking Pads

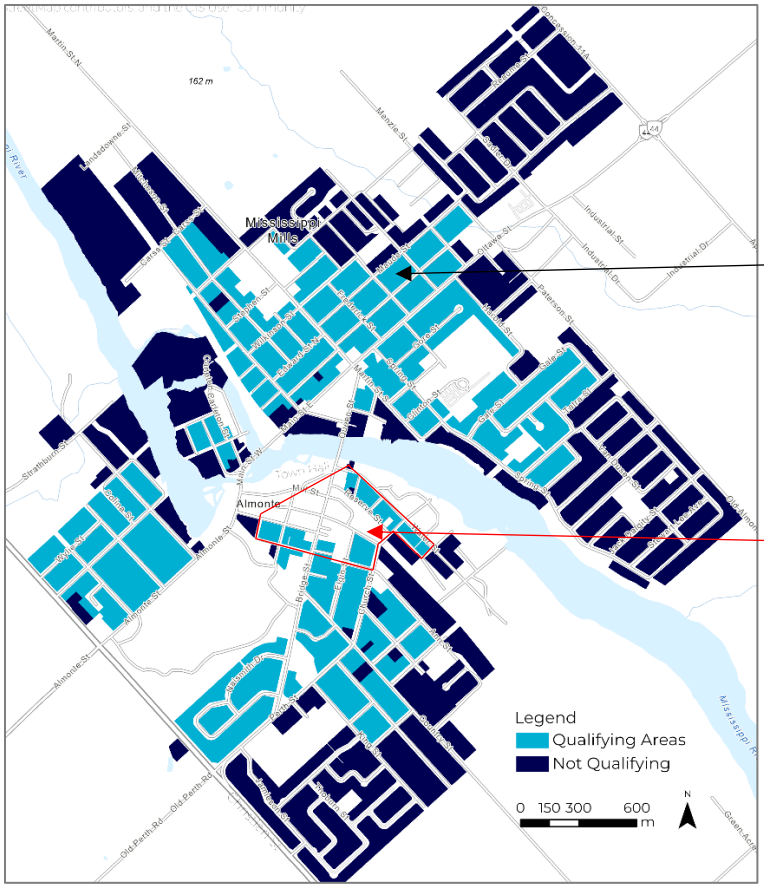
Front parking pads allow some on-site parking, but with the smallest possible amount of paving, and without reducing the living space of an infill building. A front parking pad is a short driveway used for parking. Part of the vehicle may be on the road allowance, so long as it does not interfere with traffic, pedestrians or snow clearing. Parking pads are a convenient way to park a small number of cars.

Recommended Regulatory Amendments

Final Qualifying Area

The map below represents the final Qualifying Area to which our recommendations apply. This Qualify Area has been refined based on iterative feedback and discussions with various stakeholders and public consultations. Through our analysis, we've determined that the Qualifying Area is large enough to avoid inflating property values. It's important to note that in the future, the Qualifying Area must not be reduced due to inflation of property values. If reduced by more than 20%, we would anticipate an inflationary impact on property values, as purchasers compete for limited purchase opportunities within the overly constrained Qualifying Area.

If the council decides to move ahead with the BuildingIN recommendations, various regulations and bylaws must be amended. These changes are limited in scope and impact, carefully targeted only to the final qualifying areas (see Figure 43), and are designed to trigger the desired market response demonstrated in the BuildingIN Recommended Scenario outcomes.



This block has been added at the request of the Municipality after simulations were conducted.

Option for downtown overflow parking areas to be removed from the Qualifying Area if there are significant street permit parking concerns here.

Figure 42. Map of Final Qualifying Areas

Official Plan

Current Regulatory Context and Challenges

Mississippi Mills' Official Plan supports growth and redevelopment that is focused on existing neighbourhoods. The Official Plan promotes intensification as a tool to reach fiscal sustainability within Almonte.

> "*Promote managed, coordinated and fiscally responsible growth, which represents an efficient use of land and is environmentally sustainable. Direct the majority of new growth to areas where municipal services are available and where capacity exists to support new development.*"
> Community Official Plan (Pg. 12)

The Community Official Plan contemplates density ranges for infill development that are similar to those for new development areas. The plan does not, however, acknowledge the difference between greenfield and infill densities;

- greenfield development areas are often of uniform densities designed to meet official plan intent,
- intensifying neighbourhoods contain lots of a wide range of densities
- existing neighbourhoods in Almonte are not yet meeting intended densities on average by block, but through infill they are able to meet official plan intended densities, measured on average by block.

Proposed Amendments to the Official Plan

Mississippi Mills' Official Plan must be amended to clarify density ranges, as well as to support context-appropriate multi-unit low-rise infill in older neighbourhoods, with little or no on-site parking, and no Site Plan Agreements.

All proposed revisions/additions are shown in green.

> 3.6.5. Range of Housing Types
>
> *ADD 9. Residential Infill in existing older low-rise neighbourhoods that are well suited to infill shall include multi-unit buildings up to 12 units.*
> *Infill buildings shall be:*
> *a) compatible with and conform visually with the surrounding residential structures;*
> *b) designed with a maximum of three (3) stories;*
> *c) not have significant amounts of on-site parking;*
> *d) landscaped with soft surfaces to handle stormwater;*
> *e) not subject to Site Plan Control.*

3.6.7. Infilling

1. *The Municipality shall give priority to the infilling of existing residential areas, particularly those that are within existing older low-rise neighbourhoods well suited to infill, as a means of efficiently meeting anticipated housing demand. Infilling shall be considered small-scale residential development within existing residential neighbourhoods involving the creation of new residential lots or the development or redevelopment of existing lots, and can include buildings with up to 12 dwelling units.*
2. *Infilling development proposals in existing residential neighbourhoods should be ~~in character~~ compatible with the surrounding building form and ~~setbacks of existing development in an effort to blend in with the residential~~ should meet the specific design policies for infill development in the Design Section of this Plan.*
3. *Infilling development shall be required to provide lot grading and drainage plans that take into consideration potential drainage impacts on abutting properties, to the satisfaction of the Municipality.*
4. *~~Infilling development may be subject to a site plan control.~~ Infilling development may be implemented through a Site Plan Agreement in accordance with the Planning Act, Development Agreement or similar agreement which implements any conditions that are deemed appropriate by the Municipality. Within existing older low-rise neighbourhoods identified to be well suited to infill, infilling development will be subject to streamlined approvals without Site Plan or Development Agreements.*
5. *Infilling development should support intensification such that neighbourhood blocks generally ~~be within~~ move into the following density ranges unless it can be demonstrated that the surrounding neighbourhood has a higher net density than noted below:*
    - *15 to 30 units per net hectare for low density residential development; and*
    - *30 to 40 units per net hectare for medium density residential development.*

New Schedule to be Added

The Official Plan could also be amended to include a map of the Qualifying Area and a short description of the development intended in this area.

Site Plan Approval Requirements

Current Regulatory Context and Challenges

Site Plan Application requirements are cost and time-prohibitive to multi-unit low-rise infill housing and act as a deterrent to desirable development.

For the types of developments permitted under the recommended additional zoning within the Qualifying Area, these extensive approval processes are unnecessary to ensure compatible and desirable development. The strategic location and limited extent of the Qualifying Area, combined with other recommended changes and supporting materials, provide sufficient oversight and control over infill development.

Proposed Changes
To facilitate efficient and context-appropriate infill development within the Qualifying Area, the following streamlined approval process is proposed:

1. **Exemption from Site Plan Control:**
   Developments or redevelopments within the Qualifying Area that adhere to Section 41 Infill Alternate Zoning will be exempt from Site Plan Control requirements. This exemption applies to projects with a maximum of 12 dwelling units per building or lot.

2. **Stormwater Management Condition:**
   The above exemptions are contingent upon the proposed development not increasing overland flow to neighbouring properties.

Street Permit Parking Program

Current Regulatory Context and Challenges
Neighbourhood parking solutions are crucial for supporting infill development at fiscally sustainable densities. These solutions should include on-street permit parking, small neighbourhood parking lots, parking on municipal land, front parking pads and other community-based strategies.

On-site parking requirements pose a significant barrier to effective infill development. They take up space that could be used for additional dwelling units, reducing potential density and fiscal sustainability. Extensive on-site parking also creates excessive hard surfaces, leading to stormwater management issues.

Proposed Solution
In the Qualifying Areas, street permit parking is proposed. This approach maximizes land use efficiency, limits the increase of impervious surfaces, and provides a more affordable parking solution for some households.

Street Permit Parking is recommended only within the Qualifying Area and only in locations identified to be appropriate for this use, as mapped in figure 37. This parking is only for residents of new infill constructed under Section 41 Infill Alternate

Zoning. It is critical that this program be instituted at the same time as Section 41 in order effect the desired infill development outcomes. But upon enactment, there will be no immediate uptake, as it will take time for these buildings to be constructed. So there will be a slow and gradual increase in street parking as a result of this program, and a slow and gradual need to adjust for snow removal protocols.

To fully implement this strategy, municipal staff must be directed to undertake the following:

- Specific implementation details for street permit parking
- Procedures for snow removal, including:
    - Alternative parking arrangements for residents during snow-clearing operations
    - Notification methods (e.g., radio announcements, temporary signage, etc.)

Stormwater Management

Current Regulatory Context and Opportunity for Streamlining
Properties located within the Qualifying Area are not along shorelines and are not subject to stormwater review by other regulatory agencies. The total increase in hard surfaces in intensifying areas is anticipated to be approximately 0.12% per year. This represents a very low impact on existing municipal stormwater systems. No increase in overland flow from a redevelopment site to its neighbours will be permitted (without a Site Plan Approval).

This lower-risk status provides an opportunity to simplify the approval process for infill development in these areas, generally eliminating the need for Site Plan Approval.

Proposed Solution
To attract more developers to build multi-unit infill developments in the Qualifying Areas, a streamlined approval process is necessary. Infill developments within the Qualifying Area should be exempt from Site Plan or Development Agreement processes. Instead, developers should be required to submit standardized overland flow diagrams as an addition to their standard permit application, supporting both simplicity and effective stormwater management.

The zoning regulations will mandate soft, absorptive surfaces. With clear requirements for overland flow management and a standardized submission format,

permit applications can be reviewed efficiently without the need for Development Agreements.

See the Almonte Memos: Grading and Drainage (separate attachment).

Required Council Commitment
It is recommended that the municipality undertake a comprehensive assessment of stormwater management capacity within the Qualifying Area. In addition, it is advisable to update the existing water and wastewater master plan and to develop a dedicated stormwater master plan for this area in the coming years. By proactively planning for and accommodating growth through infill development, the city can position itself to realize fiscal benefits, thereby enhancing its ability to finance necessary infrastructure upgrades.

Fireflow Recommendations

Current Regulatory Context and Challenges
Documenting water supply and satisfying fireflow submission requirements for small multi-unit buildings is time-consuming, costly and confusing. The need to satisfy fireflow requirements introduces a level of uncertainty, enough to entirely deter some property owners and developers from building infill.

The Fire Underwriters have recommended these fireflow provisions in order to improve the likelihood of retaining buildings and to reduce the cost of repairs after fire events. Fireflow upgrades are not intended to save lives – building code requirements effectively ensure life safety.

Compared to homes built before 1980, every new home built under today's building code is significantly less likely to burn and would have significantly lower repair costs if exposed to fire. When an older home is replaced by new infill, the life safety from fire is dramatically improved by our building code, and building safety has also greatly improved, even if the building isn't designed to meet fireflow requirements.

Proposed Solution
To encourage multi-unit infill development within the Qualifying Area, we propose eliminating additional fireflow documentation, submission, and upgrade requirements (above building code standards) for developments in this area. All new buildings will be required to meet fire standards in the building code.

Sewer Capacity Allocation Recommendations

Current Regulatory Context and Challenges

Bylaw 24-093 Capacity Bylaw and Mississippi Mills Capacity Allocation Policy specify the sewer capacity for both new subdivisions and infill in Almonte. The Mississippi Mills Capacity Allocation Policy allocates capacity for 10 infill units per year, to be automatically approved.

Infill in accordance with these recommendations is projected to exceed 10 units per year, with as many as 14 infill developments per year, each development including 4-12 units. This will exceed the current Mississippi Mills Allocation Policy.

Proposed Amendments to Mississippi Mills Capacity Allocation Policy

Development or redevelopment within the Qualifying Area using the Section 41 zoning will provide fiscally sustainable development for Mississippi Mills. By prioritizing infill to the Qualifying Area, this fiscal benefit should be supported by the capacity allocation policy.

All proposed revisions/additions to the Mississippi Mills Capacity Allocation Policy are shown in green.

> 2.2.1. Infill Developments constructed using Section 41 of the zoning bylaw will be allocated 60 residential units on an annual basis. Any building permit application for an infill development will be required to apply for allocation, as per the Capacity Allocation By-law. If the annual allocated infill development is not assigned each year, the remaining allocation will be added to the following year and accumulate year over year. If the annual allocated infill development reaches the maximum of 60 units, any further applications for infill development will be placed on a priority waitlist in accordance with Section 6.0.

Required Council Commitment

Council must increase this allocation as infill increases in the Qualifying Areas.

Development Charges By-Laws 23-081

Current Regulatory Context and Challenges

Current Development Charges Bylaw 23-081 does not have a specific low-rise multi-unit category but defines rowhouses, semis, triplexes and apartment buildings. These have different Development Charges applicable to the different categories. Some of the low-rise multi-unit buildings that will be constructed as a result of the

BuildingIN Program will not fall neatly into the definitions in this bylaw, and the definition of an additional unit will be unclear. It is important that low-rise multi-unit buildings are charged Development Charges in a manner that is consistent and clear, with total fees that are low enough to encourage a robust market response.

Proposed Amendments to the Development Charges By-law

Development or redevelopment within the Qualifying Area using Section 41 of the zoning should be subject to Development Charges for no more than one-third of the new dwelling units, with credits for existing units being demolished.

All proposed revisions/additions are shown in green.

This proposal is in line with the general intent of the current Development Changes Bylaw 23-081, but minor additions would provide the necessary clarity:

> *"3.6 Notwithstanding the provisions of this by-law, development charges shall not be imposed with respect to the creation of additional dwelling units in proposed new residential buildings, including structures ancillary to dwellings, subject to the following restrictions...*
>
> *(d) Low-Rise Multi-Unit Infill housing constructed using Section 41 of the Zoning By-Law shall be subject to development charges for no more than one third of the units.*

The Development Charges Bylaw should also define a Low-rise Multi-Unit Category within the Qualifying Area of the BuildingIN Alternate Zoning. This is required to give equal administration of low-rise multi-unit buildings with both dedicated entrances and shared entrances:

1. *"Row dwelling" means one of a series of three or more attached dwelling units with each dwelling unit divided vertically from another by a party wall; and each dwelling unit located on a lot. For the purposes of this definition, a row dwelling with up to two additional dwelling units as defined in this by-law is deemed to be a row dwelling;"*
2. *"Apartment dwelling unit" means any dwelling unit within a building containing three or more dwelling units where access to each residential unit is obtained through a common entrance or entrances from the street level and the residential units are connected by an interior corridor;"*
3. *"Low-Rise Multi-Unit Housing" means a building of 4 to 12 dwelling units, located within Schedule XX of the Zoning By-Law, regardless of whether the building has dedicated entrances to each dwelling unit, or common entrances and shared interior corridors to dwelling units.*

Zoning Approach

BuildingIN has reverse-engineered additional zoning to match the BuildingIN Scenario within the Qualifying Area. This additional zoning (see below) will attract infill that is a good fit, scaled to suit existing streetscapes, with setbacks to complement existing homes, and animated with porches and street-facing features.

The proposed new zoning would add a Section 41 to the existing by-law. This new section would function like an overlay or patch, allowing developers to apply existing zoning, **or** the new performance standards set out in Section 41. Any instances in which Section 41 references other parts of the by-law (i.e. definitions), this is clearly directed within Section 41.

Section 41 below incorporates the special provisions within the other Residential Sections (13-16) only with respect to additional permitted uses. This is because other types of special provisions would no longer be relevant or appropriate for new developments designed under Section 41. Recent developments constructed under these special provisions, should they be renovated, need not comply with Section 41.

The new text states the intention of this section to be implemented in its entirety, discouraging variance applications that would propose a mix of performance standards from Section 41 and other sections.

Residential developments built under Section 41 of the Zoning By-law without any variances will not need to control the quality of stormwater run-off, because they will not have off-street parking areas that contaminate overland flow. They will also not need to detain stormwater, because these developments will increase the total amount of hard surface (paving and roofs) in neighbourhoods by very small amounts (about 0.12% each year). See *Almonte Memos: Grading and Drainage* (attached separately). This will significantly discourage developers from requesting variances, to avoid the need to meet higher standards of stormwater management.

Proposed Additional Zoning Text

Amend current *Section 41 – Enactment* and associated subsections to *Section 42 – Enactment*.

Add the following text:

10.9 - SPECIAL INFILL ALTERNATE ZONING PROVISIONS

For any lots located within the area designated on Schedule X, the provisions in Section 41 may be applied as an alternate to Sections 5,6,8,9,13-16.

41 INFILL ALTERNATE ZONING

41.1 APPLICATION OF SECTION 41

The following provisions may be applied within the area designated on Schedule X of the Municipality of Mississippi Mills Comprehensive Zoning By-Law #11-83, and can only be applied in full, not in part, as alternate provisions to Sections 5,6,8,9,13-16 of the Municipality of Mississippi Mills Comprehensive Zoning By-Law #11-83, except for otherwise stated in this section.

In order to maintain the integrity of Section 41 below, it is intended to be implemented as written/approved by council in its entirety, and independently from Sections 5,6,8,9,13-16.

Sections 5,6,8,9,13-16 may be applied to *lots* within the area designated on Schedule X, only if Section 41 is not applied.

Despite transition clauses herein, Section 41 will be in full effect beginning the day that it is approved by council.

41.2 DEFINITIONS

accessory = as defined herein.

additional façade features (of street exposed facade) = projections and recesses in the *street exposed façade,* including bay windows.

building depth = the depth of the *principal* building measured parallel to the to the *side lot lines* at the deepest point of the of the building.

building width = the width of the building measured parallel to the *front lot line* at the widest point of the building

common interior space = interior areas that are heated and fully finished, with windows, used by multiple households from within the building and or abutting properties. *Common interior space* includes portions of circulation spaces in excess of code minimums, shared living spaces, and guest bedrooms. *Common interior space* does not include storage rooms or bike storage rooms.

dwelling unit = as defined herein.

edge of the sidewalk = the paved edge of the sidewalk closest to the nearest *lot line*.

edge of the street = the pavement edge of the street closest to the nearest *lot line*.

floor area = as defined herein.

façade, street exposed = exposed face of exterior building walls visible from the street, not including those portions of windows below grade.

grade = as defined herein.

height = as defined herein.

lot = as defined herein.

lot, corner = as defined herein.

lot, interior = as defined herein.

lot, through = as defined herein.

lot area = as defined herein.

lot depth = as defined herein.

lot frontage = as defined herein.

lot line = as defied herein.

lot line, front = as defined herein.

lot line, rear = as defined herein.

lot line, side = as defined herein.

parking pad = paved area for up to two on-site *parking spaces*.

parking pad, head = That portion of a *parking pad* furthest to the *edge of the street*.

parking space = as defined herein.

principal = as defined herein.

socially dynamic features (of *street exposed façade*) = covered and uncovered porches, decks, patios, terraces, balconies, platforms, and verandas.

use = as defined herein.

yard = as defined herein.

yard, exterior side = means a side yard (corner) immediately adjoining a street that extends from the front yard to the rear yard between a side lot line and the nearest point of the principle building, not including a projection permitted under Section 41.5(f).

yard, front = means a yard extending across the full width of a lot, measured perpendicularly from the front lot line to the closest wall of any main buildings or structures on the said lot, not including a projection permitted under Section 41.5(f).

yard, interior side = means a side yard not abutting a public street that extends from the front yard to the rear yard between the side lot line and the nearest point of the principal building, not including a projection permitted under Section 41.5(f).

yard, rear = means a yard extending across the full width of a lot, measured perpendicularly from the rear lot line to the closest wall of any main building or structure on the said lot, not including a projection permitted under Section 41.5(f).

yard setback = means the distance required by this By-law between a *lot line*, not including an *exterior (corner) lot line*, and building, and includes:

a) *front yard setback* which means the shortest distance between the *front lot line* and any part of a building, not including projections permitted under Section 41.5(f);
b) *rear yard setback* which means the shortest distance between the *rear lot line* and the nearest point of the *principal* building, not including a projection permitted under Section 41.5(f);

c) *interior side yard setback* which means the shortest distance between the *side lot line* not abutting a street and any part of a building between the *front* and *rear yards*, not including a projection permitted under Section 41.5(f);
d) *exterior (corner) side yard setback* which means the shortest distance between a *side lot line* abutting a street and any part of a building between the *front* and *rear yards*, not including a projection permitted under Section 41.5(f).

41.3 INTERPRETATION, ADMINISTRATION, GENERAL PROVISIONS & RESIDENTIAL PROVISIONS

The following sections shall be applied in conjunction with Section 41 herein:

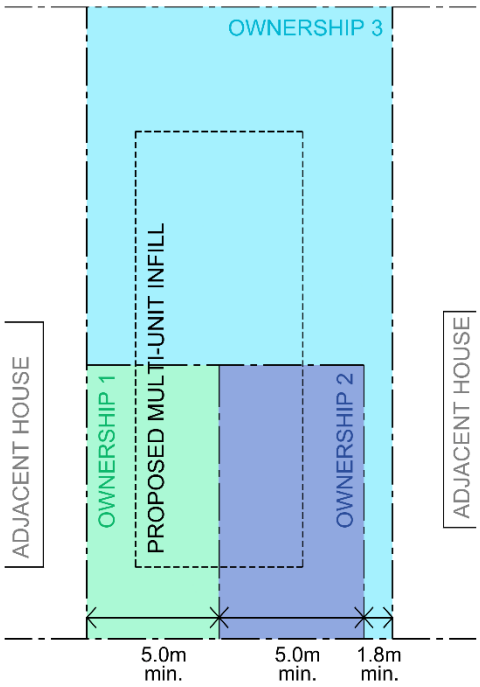
a) 3.0 Interpretation
b) 4.0 Administrative Provisions
c) 6.2 Adequate Municipal Services
d) 6.4 Corner Sight Triangles
e) 6.5 Dangerous Substances
f) 6.6 Drainage of Lots
g) 6.7 Frontage on a Public Street
h) 6.11 Mobile Homes and Recreational Vehicles as Dwellings
i) 6.18 Permitted Projections Above the Height Limit
j) 6.26 Setbacks From Environmental Protection (EP) Zone
k) 6.27 Setback Requirements, Additional
l) 6.29 Signs
m) 6.32 Temporary Uses, Buildings or Structures During Construction or Special Events
n) 6.31 Source Water Protection Overlay
o) 8.2 Bed and Breakfast
p) 8.8 Group Homes
q) 8.9 Home-Based Business – Domestic and Households Arts
r) 8.10 Home-Based Business – Professional Uses
s) 8.14 Open Storage – Residential Zones
t) 8.15 Rooming Units in Private Dwellings
    i. Provisions (1) and (3)

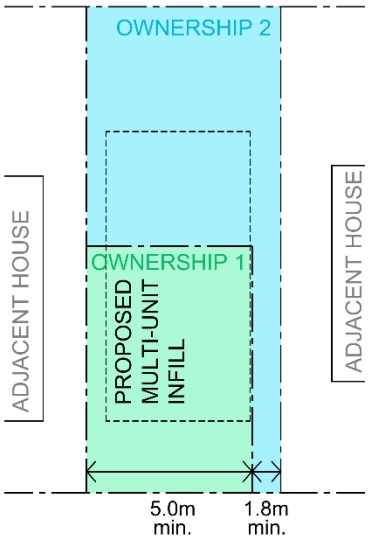
41.4 USE AND LOT SIZE

a) Any configuration of *dwelling units* within a building is permitted, at any *dwelling unit* count to a maximum of 12 *dwelling units* per building, on a *lot* of any *lot area*.

b) A maximum of one *principal* building is permitted on a *lot*. *Home-based businesses*, as defined herein, are also permitted.

c) A minimum *lot frontage* of 5.0 m is required, except in the case where a building is divided into multiple ownerships, in which case one of the lots may be in a flag configuration, in which the pole portion shall be a minimum width of 1.8 m.





d) *Building width* shall not exceed 13.0 m. The *building depth* shall not exceed 28.0 m.

e) A building that contains *dwelling units* (multiple townhouses, triplexes or other configurations) abutting each other in any configuration shall be considered one building on one *lot* for zoning purposes.

f) A minimum of 25% of the *dwelling units* in a building shall contain 2 or more bedrooms, rounded to the nearest whole number.

g) A condominium is permitted to include buildings that are not on contiguous *lots*, provided they are within 1.0 km of each other, of similar sizes, and built of similar materials.

h) Solid waste storage shall be provided through at least one of the following two options:

i. Shared solid waste sheds: The solid waste shed must comply to *Section 6.1 Accessory Uses, Buildings and Structures* in consolidated Zoning Bylaw 11-83 and Waste Collection By-Law 14-33. The garbage shed must have a paved path with a minimum width of 1.5 m, clear of any obstructions, from shed to road-side.

ii. Indoor storage closet: Each dwelling unit is required to have an indoor storage closet with a minimum size of 1.2 m x 0.6 m for recycling.

41.5 SETBACKS, FLOOR AREAS AND BUILDING HEIGHT (ZONING ENVELOPE)

a) The maximum *floor area* of each floor, measured to the exterior face of exterior walls, shall not exceed 45% of the lot area unless *common interior space* is provided.

i. The maximum *floor area* of each floor, may be increased to as much as 50% of the lot area if the total amount of *common interior space* is equal to or less than the floor area that exceeds 45% of the lot area on each floor.

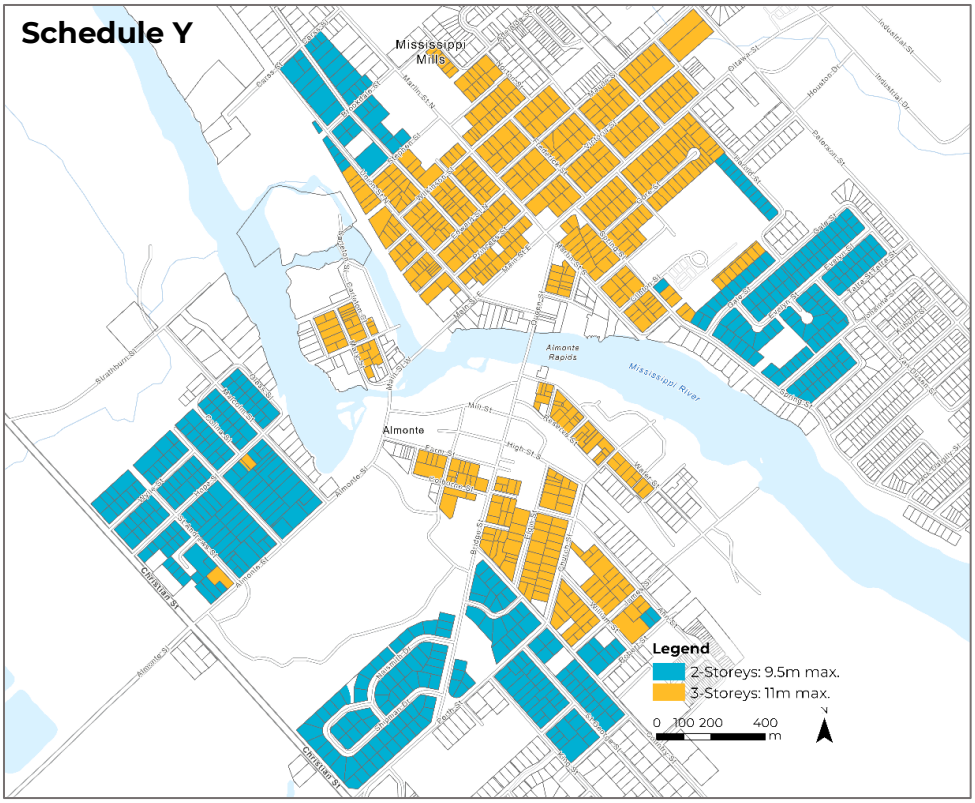
b) *Rear yard* and *interior side yard setbacks* shall comply with one of the following two options:

i. *Rear yard setback* shall be a minimum of 25% of the *lot depth* measured from the *rear lot line,* the *rear yard* area shall be a minimum of 25% of the *lot area*, and the combined width of the *interior side yards* shall be 17% of the *lot frontage* with no *interior side yard* less than 6% of the *lot frontage,* measured from the *interior side lot line(s)*. On a *corner lot*, the *interior side yard setback* shall be a minimum of 6% of the *lot frontage*.
ii. *Rear yard setback* shall be a minimum of 6.0 m measured from the *rear lot line,* and the combined width of the *interior side yards* shall be 45% of the *lot frontage* with no *interior side yard* less than 15% of the *lot frontage,* measure from the *interior side lot line(s)*. On a *corner lot*, the *interior side yard setback* shall be a minimum of 15% of the *lot frontage*.

c) The location of the front or corner side walls of the *principal* building, not including permitted encroachments, shall be as follows:
   i. Within 1.2 m of the average of the *front* or *exterior side yard setback* of the immediate neighbours on either side, or within 1.2 m of its single neighbour if there is only one.
   ii. Regardless of the above, the front or corner side wall of the *principal* building shall be no closer than 3.0 m and no further than 8.0 m from the *edge of the street* or *edge of sidewalk* (whichever is closer).
   iii. Where the average of the neighbours minus 1.2 m exceeds 8.0m from the *edge of the street* or *edge of the sidewalk*, the front or corner side wall of the *principal* building shall be 8.0 m from the *edge of the street* or *edge of the sidewalk* (whichever is closer).
   iv. In no case shall the *front* or *exterior side yard setback* be less than 1.2 m.

d) Maximum *principal* building *height* shall be as per Schedule Y.

e) The ground floor facing the *front lot line* shall be no more than 1.6 m above the ground where it meets the front wall.



f) Permitted projections into required *yards* shall comply with Section 6.19, except for:

i. Bay windows, which are permitted to project up to 1.0 m into any *yard*, but shall be no closer than 1.2 m of any *lot line*.

ii. Window wells, which are permitted to project up to 1.5 m into any *yard*, but shall be no closer than 1.2 m from any *lot line*.

iii. Covered and uncovered porches, decks, patios, terraces, balconies, platforms, verandas, or steps, including canopies and awnings,

a. At finished *grade* or within 1.2 m of finished *grade* are permitted to project up to 2.2 m into any *yard*, but shall be no closer than 1.2 m from any *lot line*.

b. Between 1.2 and 6.0 m of finished *grade* are permitted to project up to 2.2 m into any *yard*, but shall be no closer than 3.0 m from any *lot line*.

c. Balconies 6.0 m above finished *grade* are permitted to project up to 1.2 m into any *yard*, but shall be no closer than 3.0 m from any *lot line*.

d. In an *interior side yard*, steps and landings within 1.5 m of finished *grade* may be within 0.0 m of a *side lot line* if a woodboard fence is provided.

41.6 SOFT LANDSCAPING REQUIREMENTS

a) A minimum of 30% of the *lot* shall be soft landscaped, of which a maximum of 5% may include board deck on piles or blocks with mulch below.

b) Minimum requirements for soft landscaping in *front*, *exterior side* and *rear yards* are as follows:
   i. 50% soft landscaping, which may include board decks on piles or blocks with mulch below.

c) Areas that are less than 0.6m in width shall not be included in calculations of soft landscaping.

d) Surface treatments that may be included in the soft landscaped area include: grass, plants, shrubs, trees, mulch, planter boxes, sculptures, retaining walls, wooden decks on piles or blocks with mulch below, upper tiers of window wells if they contain soil and plants, and permeable pavers provided that only the permeable area is included in the calculation.

e) Surface treatments that shall not be included in the soft landscaped area include: non-vegetative materials, such as brick, pavers, rock, stone, concrete, tile, and artificial grass.

f) Parking prohibitors shall be provided in the *front* and *exterior side yards* located within 1.2 m of the property line, and spaced no more than 3.0 m apart. Parking prohibitors include trees, walkways to more than one dwelling unit, boulders, bushes, planter boxes, retaining walls, bicycle racks, benches, bollards, ornamental fences or garden walls, and planting beds that are mounded to more than 0.4 m above adjacent ground level.

41.7 PARKING SPACE AND PARKING PAD REQUIREMENTS

a) No on-site *parking space(s*) are required. On-site parking is permitted only where it does not compromise soft landscaping requirements as per Section 41.6. Conventional parking options regulated under *Section 9: Parking, Queuing & Loading Spacing Provisions* are not permitted in conjunction with this section.

b) On-site parking is permitted on *parking pads* where cars park perpendicular to a street. No more than 50% of any *lot line* facing a street

may be paved for parking. On-site parking is also permitted in a driveway leading to an on-site *parking pad* if the vehicle is 1.0 m from the *edge of the street* and not on the sidewalk.

c) On-site *parking pad* dimensions are as follows:
   i. A minimum of 4.0 m long from the *lot line* to the *head of the parking pad*,
   ii. A minimum of 2.75 m wide and a maximum of 3.0 m wide for a single space
   iii. A minimum of 5.5 m wide and a maximum of 6.0 m wide for a pair of spaces

d) A minimum distance of 3.0 m of soft landscaping (as per Section 41.6) is required between *parking pads* on a *lot*.

e) The *head of the parking pad* shall be at least 6.75 m from the *edge of the street* and at least 5.75 m from *the edge of the sidewalk*.

f) Each *parking pad* and driveway leading to a *parking pad* shall be surfaced with a hard, stable and dust preventative surface.

41.8 ACCESSORY STORAGE SHEDS

a) An *accessory* shed shall be located on the same *lot* as the *principal use* to which it is *accessory*.

b) A maximum of two *accessory* sheds (including garbage sheds) are permitted on a *lot*.

c) *Accessory* sheds shall comply with the *side yard setback* requirements of the *principal* building. *Accessory* sheds are not permitted in the *front yard* or *exterior side yard*. In the *rear yard, accessory* sheds shall be *setback* at least 1.2 m from any *lot line*.

d) Maximum *accessory* shed height shall not exceed 4.5 m measured to from ground level immediately around the *accessory* shed to the highest point of the structure.

41.9 STREET EXPOSED FAÇADE FEATURES

a) The extent of a *street exposed façade* shall include all walls facing a street, including front and corner side walls.

b) On *interior lots*, the extent of the *street exposed façade* shall include portions of side walls that are perpendicular or angled to the street but closer to the *street edge* than the front façade of the immediately neighbouring building, if they are more than 1.2m wide.

c) The extent of *street exposed façade* shall begin at finished *grade*, not including window wells or sunken areas, and extend up to the top of parapets or undersides of eaves. In the case of a gable end, the *street exposed façade* shall be calculated up the underside of the ceiling behind the gable end.

d) All *street-exposed facades* shall have a minimum 15% glazing, which may include clear or frosted glazing in windows and doors, but shall not include tinted or mirrored glass. Windows with sills more than 1.2 m above the floor shall not be included in this calculation.

e) All *street-exposed facades* must have at least one door leading to a *dwelling unit* or *common interior space*. The door may be turned at 90 degrees to the street if it is visible from the street. Facades facing *interior side yards* are not required to have a door, even if they are *street-exposed facades*.

f) *Street exposed façades* must have one or more of the following *socially dynamic features* such that 15% of the *street exposed façades* are socially animated with these features;

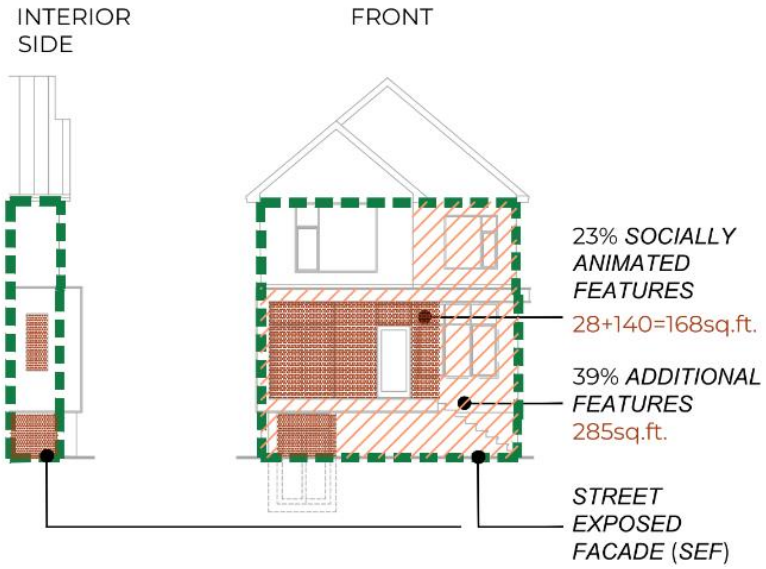
i. porch or balcony that is covered with a roof or canopy for at least 1.5 m from the building facade, which would be considered to animate the *street exposed façades* from floor to ceiling of the porch or balcony but would not include suite entry doors,

ii. uncovered porch or balcony, which would be considered to animate the *street exposed façade* over an area above this walking surface to a height equal to the depth of this porch or balcony but would not include suite entry doors,

iii. bay window, which would be considered to animate the *street exposed façade* over the area that is projecting forward of the façade to which the bay window is mounted

g) *Street exposed façades* must have one or more of the following features, or *additional façade features* from Section 41.9(f), such that an additional 20% of the *street exposed façades* are animated with these features as per the following;

i. permitted projections as per Section 41.5(e), or exterior walls that are at least 0.6m farther from the *edge of the street* than the front façade.



NOTE: All permit applications shall include a diagram showing the proposed *street exposed façades*, percentage glazing, and the area that would be considered to animate these *facades*. This diagram shall demonstrate compliance with Sections 41.9(d), 41.9(f) and 41.9(g) above.

41.10 APPLICABLE SPECIAL PROVISIONS FROM SECTIONS 13-16

a) Special provisions in Sections 13-16 for additional permitted uses apply. All other special provisions do not apply in conjunction with Section 41.

Conclusion: A Transformative Path for Almonte's Growth

The BuildingIN strategy represents a pivotal moment for Mississippi Mills—a carefully crafted approach to sustainable urban development that balances growth, fiscal responsibility, and community character. As the municipality anticipates a 60% population increase by 2038, this strategic framework offers a nuanced alternative to traditional expansion-based growth models.

A Winning Growth Strategy

At the heart of this strategy lies BuildingIN's Recommended Scenario (a modified version of Scenario 2), which is a carefully developed growth model that emerged through an extensive collaborative process.

This scenario allows infill developments of up to 12 units per building. The quantitative projections for this scenario are compelling if the ultimate scenario were to be achieved:

- Residential Density: A 156% increase, translating to 1,775 new dwelling units (1640 net new dwelling units) to accommodate Almonte's growing population
- Financial Uplift: A cumulative tax and development charge increase in the Qualifying Area of $40,058,193 through 2038
- Emissions: A 20% drop in emissions in the Qualifying Area by the end of 2038, due to the number of new homes that would share walls, floors and ceilings.

Actual outcomes will fall below these levels because many households will still choose greenfield housing, even if great new infill options are readily available.

The maximum potential for this scenario outcome is best visualized by comparing housing, fiscal and emissions outcomes between the existing condition, the Business-As-Usual Scenario and the BuildingIN Recommended Scenario.

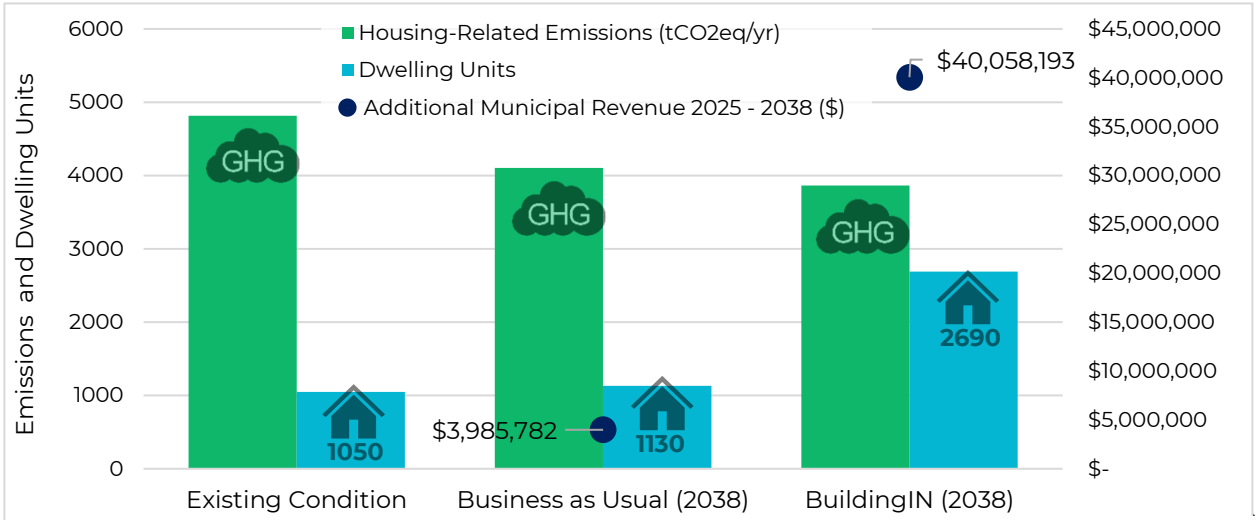


Figure 43. Housing, Fiscal and Emissions Maximum Outcomes in Qualifying Areas.

The success of this approach hinges on several critical implementation strategies:

- Targeted Zoning Additions: Precise geographical mapping to guide contextually appropriate infill development
- Regulatory Streamlining: Amendments to existing bylaws and development processes to encourage and expedite infill projects
- Parking Solutions: Innovative approaches to neighbourhood parking that support increased density without compromising urban livability

Forward-Looking Perspective

The BuildingIN approach represents a proactive, holistic strategy that positions Almonte as a forward-thinking community prepared to grow sustainably. By embracing this innovative approach, Almonte can transform its growth trajectory, slowly creating a more resilient, vibrant, and fiscally responsible community for generations to come.

Contact

For questions, further discussion, or to explore collaboration options, please contact:

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Appendices

Appendix A. Housing Response Forecasting by Lot

The following tables informed the simulated outcomes for the three scenarios, providing the number of units most likely to be constructed on each lot within each lot size category.

Table A1. Scenario 1 – Business As Usual

		Parcel Depth					
		95'-100'	**100'-130'**	**130'-150'**	**150'-170'**	**170'-190'**	**190'+**
Parcel Width	**27.5'-31.5'**	1 du	1 du	1 du	1 du	2 du	2 du
	31.5'-36.5'	1 du	1 du	1 du	1 du	2 du	2 du
	36.5'-49'	1 du	1 du	1 du	1 du	2 du	2 du
	49'-55'	2 du	2 du	2 du	2 du	4 du	4 du
	55'-60'	2 du	2 du	2 du	2 du	4 du	4 du
	60'-70'	2 du	2 du	2 du	2 du	4 du	5 du
	70'-80'	3 du	3 du	3 du	3 du	5 du	6 du
	80'+	4 du	4 du	4 du	4 du	6 du	7 du

Table A2. Scenario 2 - BuildingIN

		Parcel Depth					
		95'-100'	**100'-130'**	**130'-150'**	**150'-170'**	**170'-190'**	**190'+**
Parcel Width	**27.5'-31.5'**	6 du	6 du	6 du	8 du	8 du	10 du
	31.5'-36.5'	6 du	6 du	8 du	8 du	10 du	10 du
	36.5'-49'	6 du	6 du	8 du	8 du	10 du	10 du
	49'-55'	8 du	10 du	10 (11) du	11 (12) du	12 (13) du	12 (14) du
	55'-60'	10 du	12 du	12 (14) du	14 (16) du	14 (16) du	16 du
	60'-70'	12 du	12 du	16 (18) du	16 (18) du	20 (22) du	20 (28) du
	70'-80'	12 du	12 (14)* du	16 (18) du	16 (18) du	20 (24) du	20 (32) du
	80'+	16 du	20(23) du	20(26) du	24(30) du	24 (34) du	24 (38) du

*On a corner lot, the number in brackets applies.

Table A3. Scenario 3 & 4 – Almonte Alternates

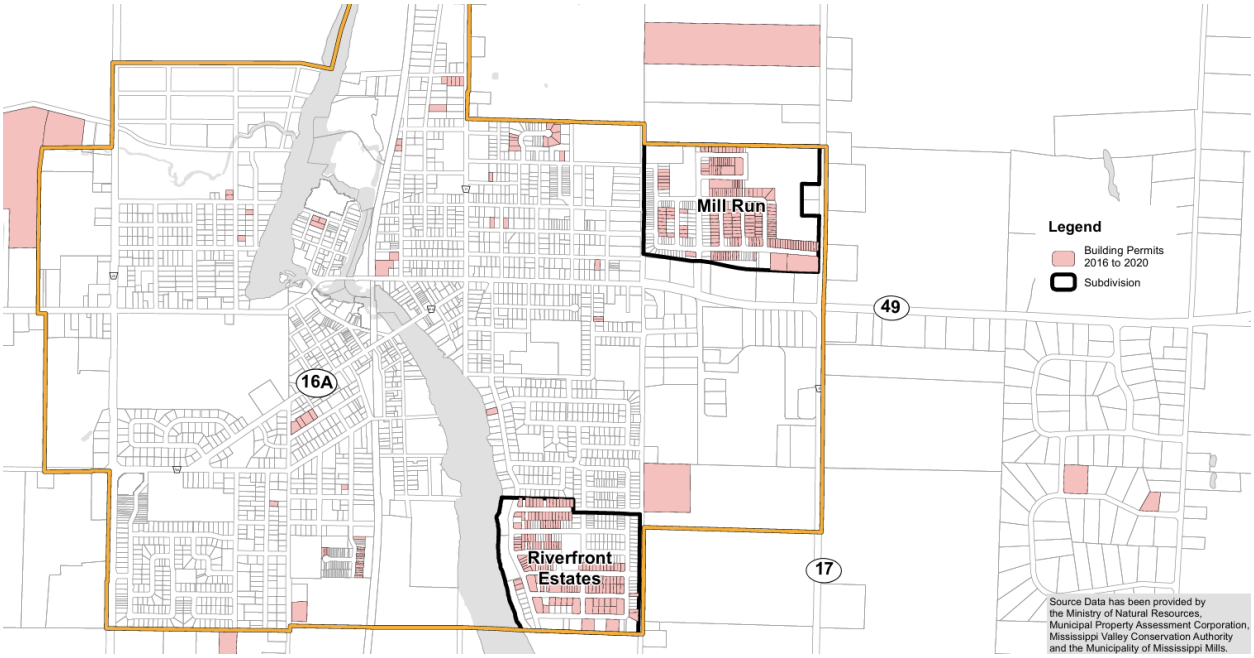
		Parcel Depth					
		95'-100'	**100'-130'**	**130'-150'**	**150'-170'**	**170'-190'**	**190'+**
Parcel Width	**27.5'-31.5'**	6 du	6 du	6 du	8 du	8 du	8 du
	31.5'-36.5'	6 du	6 du	8 du	8 du	8 du	8 du
	36.5'-49'	6 du	6 du	8 du	8 du	8 du	8 du
	49'-55'	8 du	8 du	8 (11)	8 (12) du	8 (13) du	8 (14) du
	55'-60'	8 du	8 du	8 (14) du	8 (16) du	8 (16) du	8 du
	60'-70'	12 du	12 du	8 (16) du	8 (16) du	8 (16) du	8 (16) du
	70'-80'	12 du	12 (14) du	16 du	16 du	16 (24) du	16 (32) du
	80'+	16 du	16(23) du	16(24) du	24(30) du	24 (32) du	24 (32) du

Calculating the Rate of Redevelopment

Under different scenarios, that rate at which new infill develops varies. The rate of redevelopment is used as a multiplier.

Table A4. Rate of Redevelopments by Scenario.

Scenario 1	Scenario 2	Scenario 3	Scenario 4
Rate of Redevelopment of singles or semi's: as per infill between 2016 - 2020 (5yrs) Assume no duplexes or triplexes Rate of Redevelopment of AA: as per max in past 1-5 years (though interest and permissions have increased, it is expensive and tradespeople are limited) 20 permits out of 1050 parcels in qualifying area 20/1050 = 0.02 0.02 / 5yrs = 0.004/yr Rounded to 0.5% per year 0.005 * 13yrs 0.056 5.6% over 13 years (See image of permits below)	Based on statistics from municipalities across Canada, 'hot' areas for re-development opportunity trigger a rate of roughly 1% per year. Rate of Redev 1%/yr 13% over 13 years	Rate of Redev 0.8%/yr 10.4% over 13 yrs	Rate of Redev 0.4%/yr 5.2% over 13 yrs

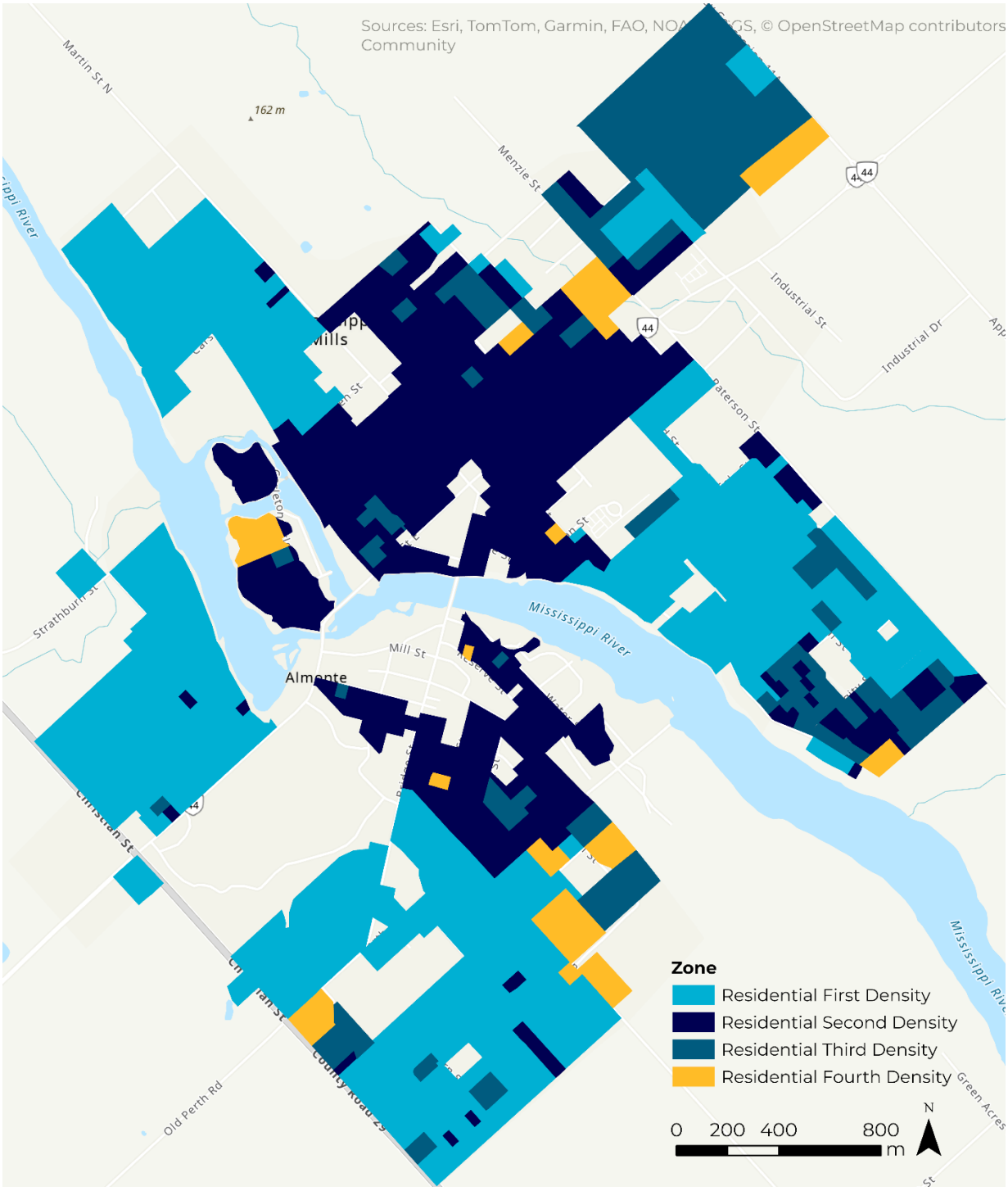


Source: Mississippi Mills & J.L. Richards. *OPA No. 22 Urban Settlement Area Review*. Accessed here: https://pub-mississippimills.escribemeetings.com/filestream.ashx?DocumentId=2739

Appendix B. Developing the Qualifying Area

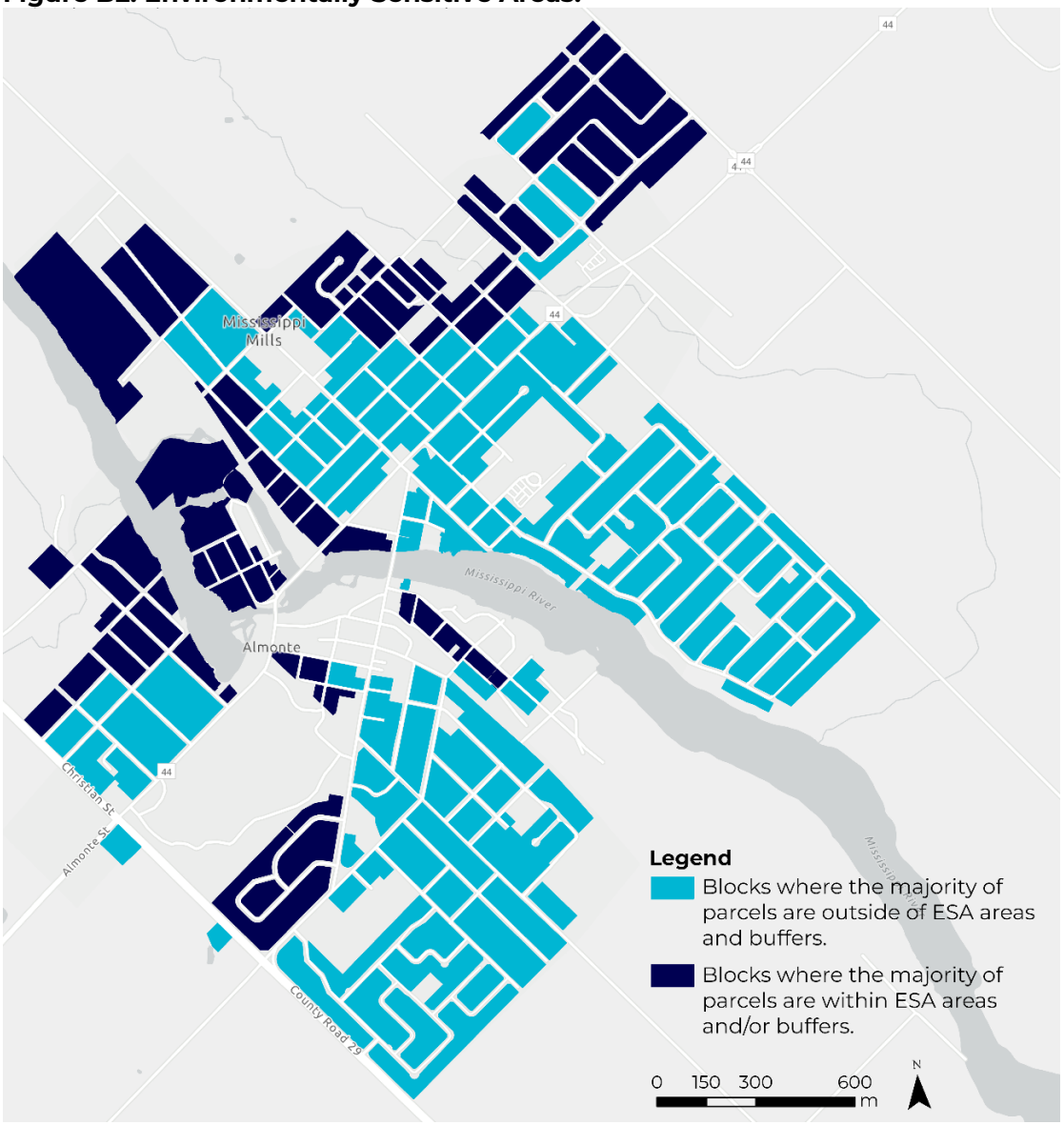
Only low-rise residential zones are included in the Qualifying Area.

Figure B1. Low-Rise Residential Zones in Almonte as per Comprehensive Zoning Bylaw #11-83.



Ecologically Sensitive Areas in Almonte were identified based on criteria laid out in the Official Plan, including all relevant development buffers. The result of this analysis is the map below. Ultimately, it was determined that these areas should remain in the qualifying area as they do not affect development.

Figure B2. Environmentally Sensitive Areas.



In the last four decades, most Canadian residential developers began to construct significantly larger homes than before and to maximize lot coverage. These neighbourhoods rarely contain much potential for redevelopment or infill development. Infill developers generally purchase small older homes, properties that are valued for their land rather than the building on it. Then, the house is demolished to make way for infill housing.

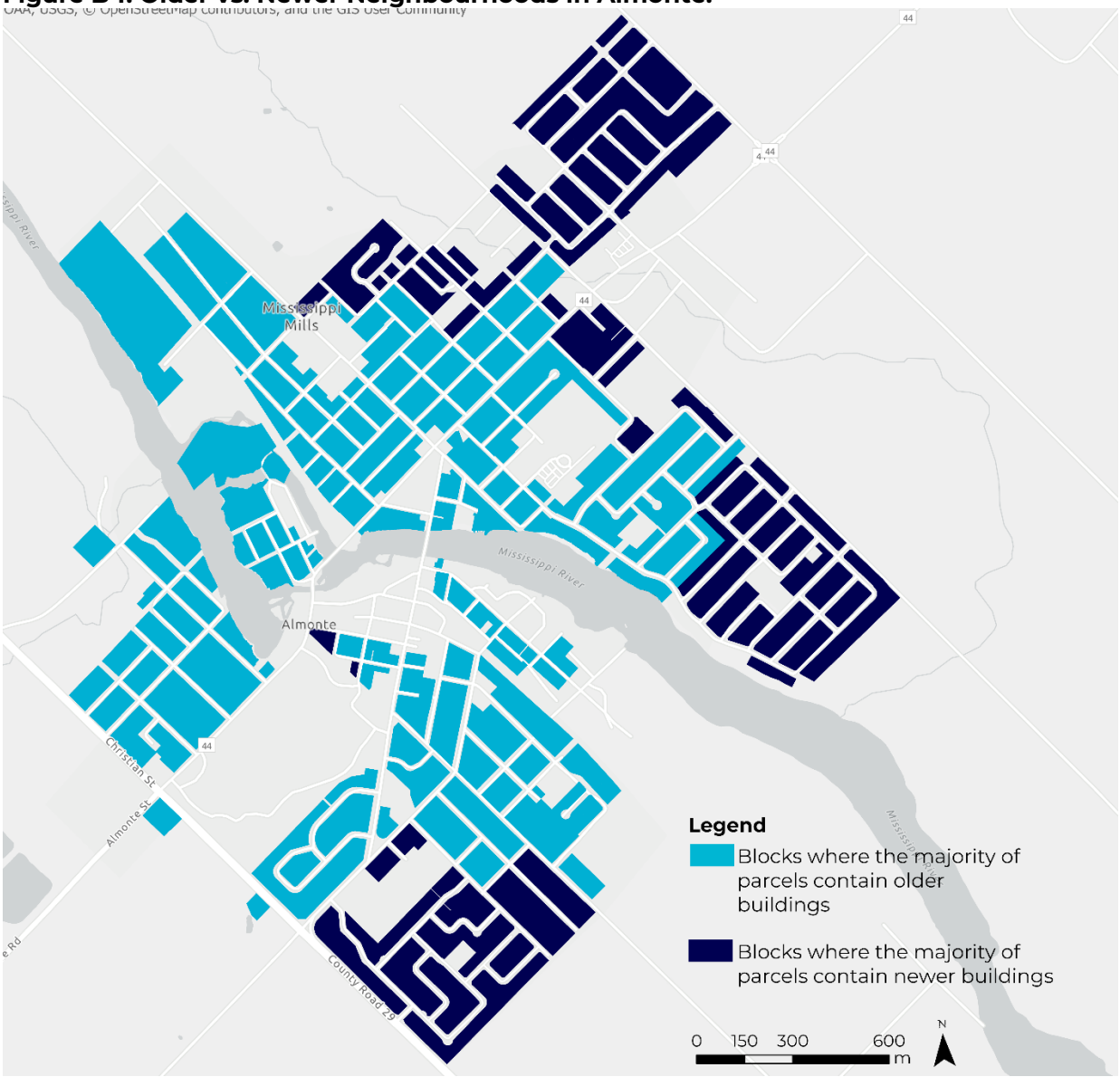
Almonte did not have data readily available to indicate the year of development for each building, so we relied on satellite data to target newer residential developments that should be excluded from the target area. See examples below.

Figure B3. Newer vs. Older Residential Development (Google Satellite Imagery).

The block on the left with large homes built right-to-lot lines is not suitable for redevelopment. However, the block on the right with larger lots and smaller, older homes represents a block we would retain in the qualifying area. When we came across a block that had a mix of older and newer homes, we applied a majority calculation. When we were unsure whether the block was older or newer based on the satellite image, we examined the area on Street View and looked for other indicators like the presence of double front-facing garages.

Blocks in Almonte were then categorized as ‘older’ or ‘newer’, as shown in the following map.

Figure B4. Older vs. Newer Neighbourhoods in Almonte.

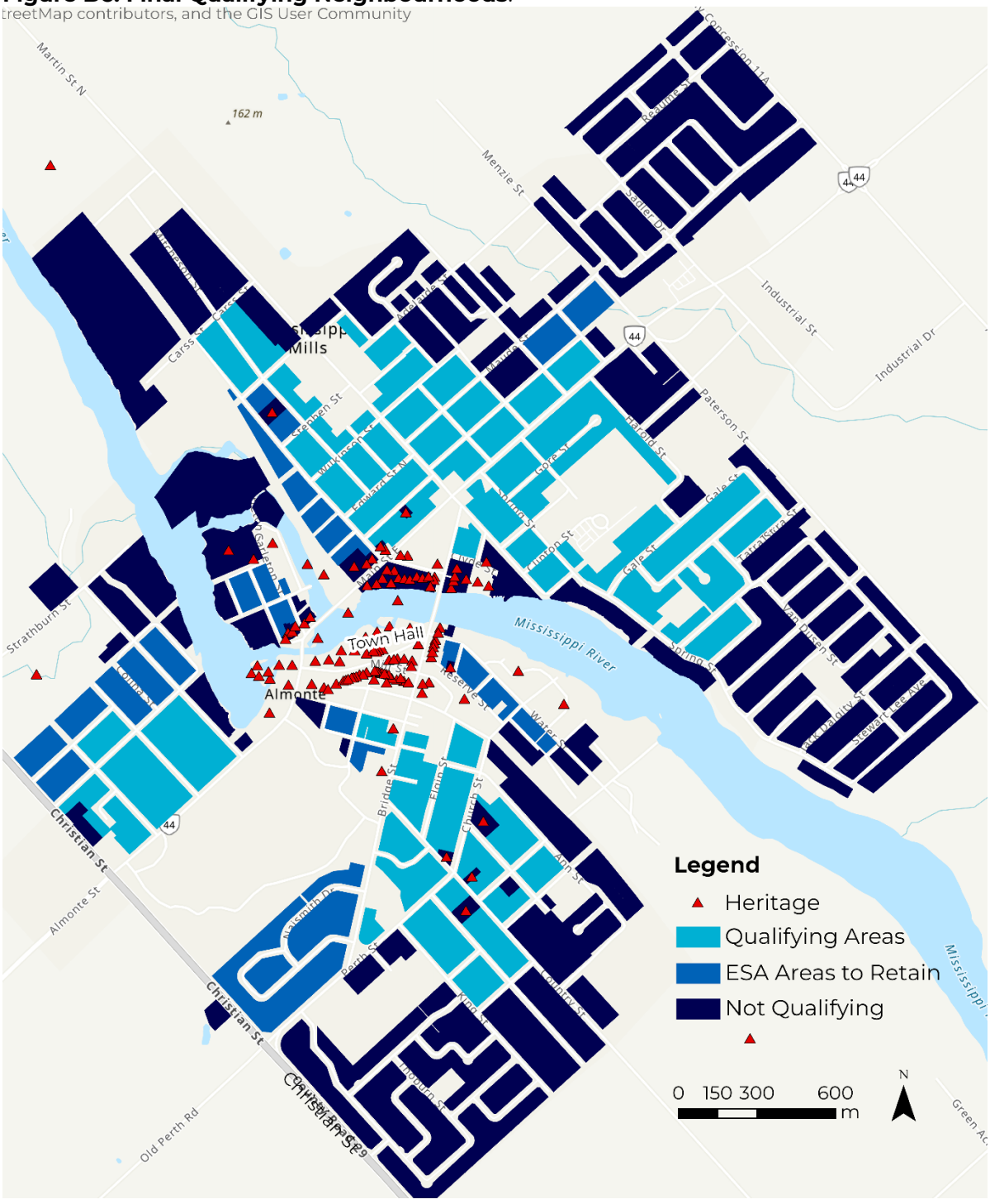


Next, parcels that did not have access to municipal sewers were eliminated from the qualifying neighbourhoods. Municipal staff provided input into where these areas are in the map below.

Figure B5. Draft Qualifying Neighbourhoods Marked Up by Municipal Servicing Engineer

Areas marked by the municipality as not having access to services were excluded from the qualifying neighbourhoods. Additionally, parcels with heritage significance were excluded. The final version of the qualifying neighbourhoods is shown in the map below. Going forward, only parcels in the light and medium blue areas were used in mapping scenarios. Refer to the Interim Report for results that pertain to the light blue area only.

Figure B6. Final Qualifying Neighbourhoods.



Appendix C. Residential Density Maps.

Figure C1. Business-as-Usual: Map of Residential Density After 13 Years.

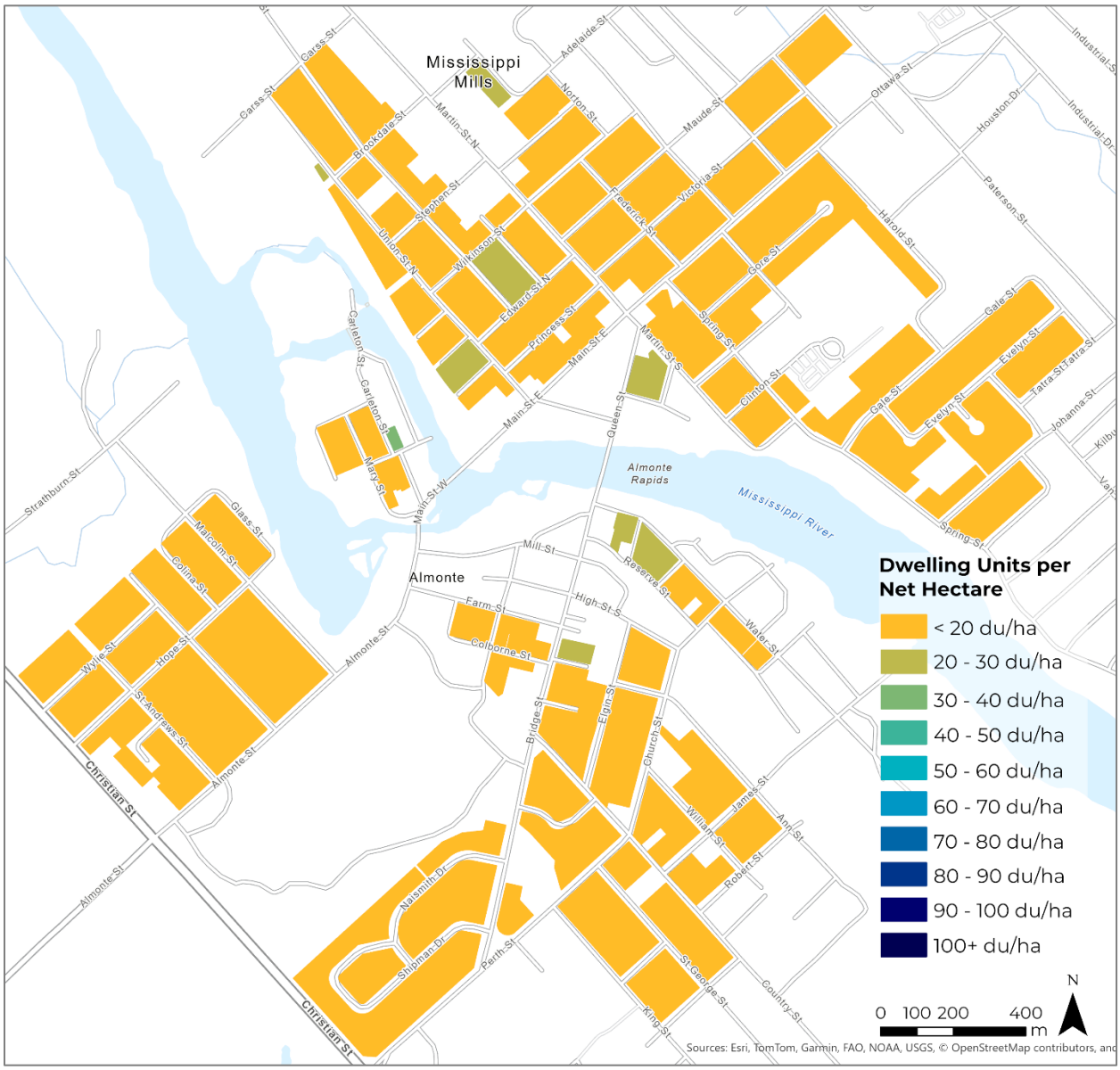


Figure C2. Business-as-Usual: Map of Percent Change in Residential Density after 13 years.

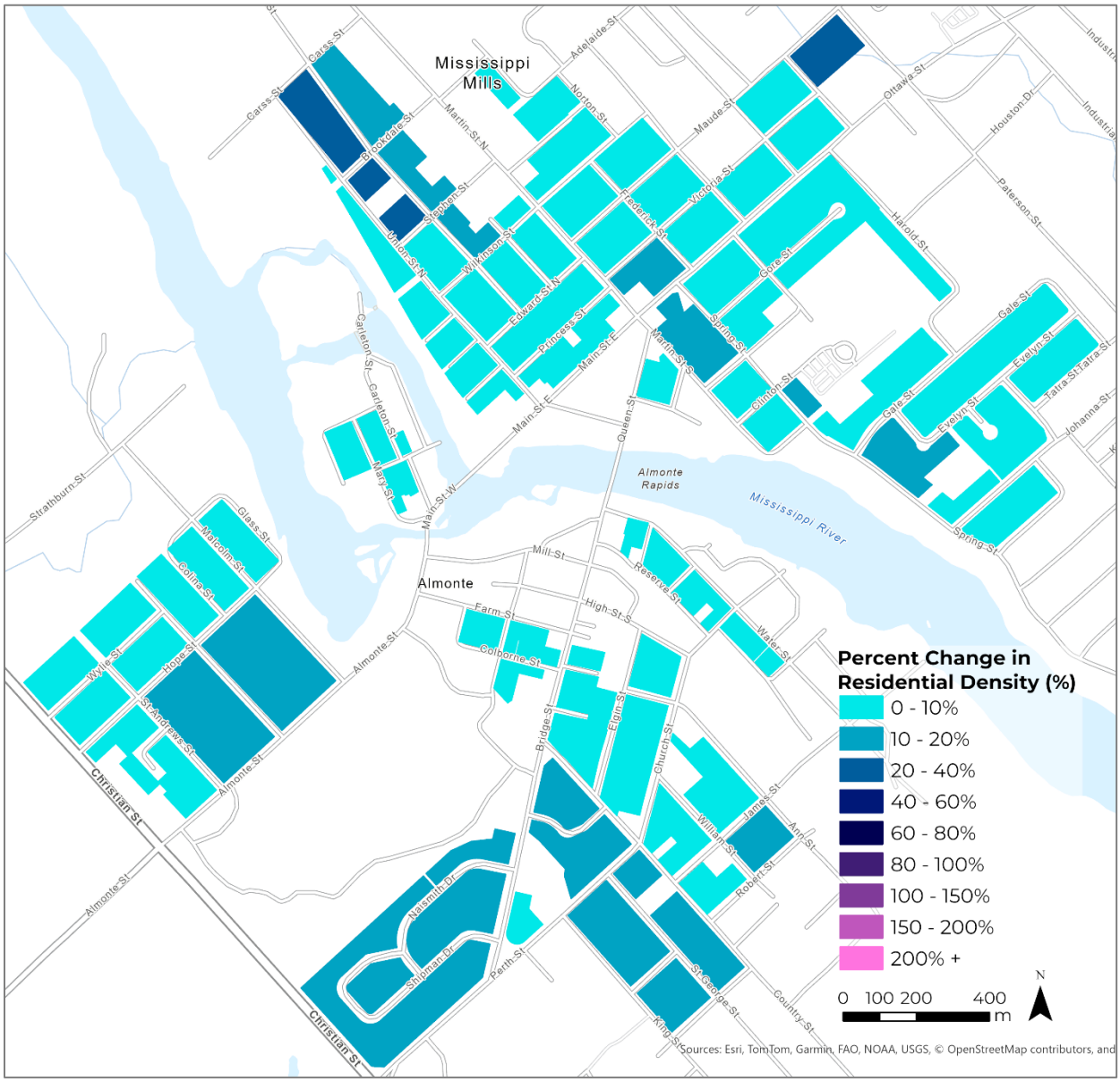


Figure C3. BuildingIN Recommended: Map of Residential Density After 13 Years, based on maximum capacity potential of the qualifying area.

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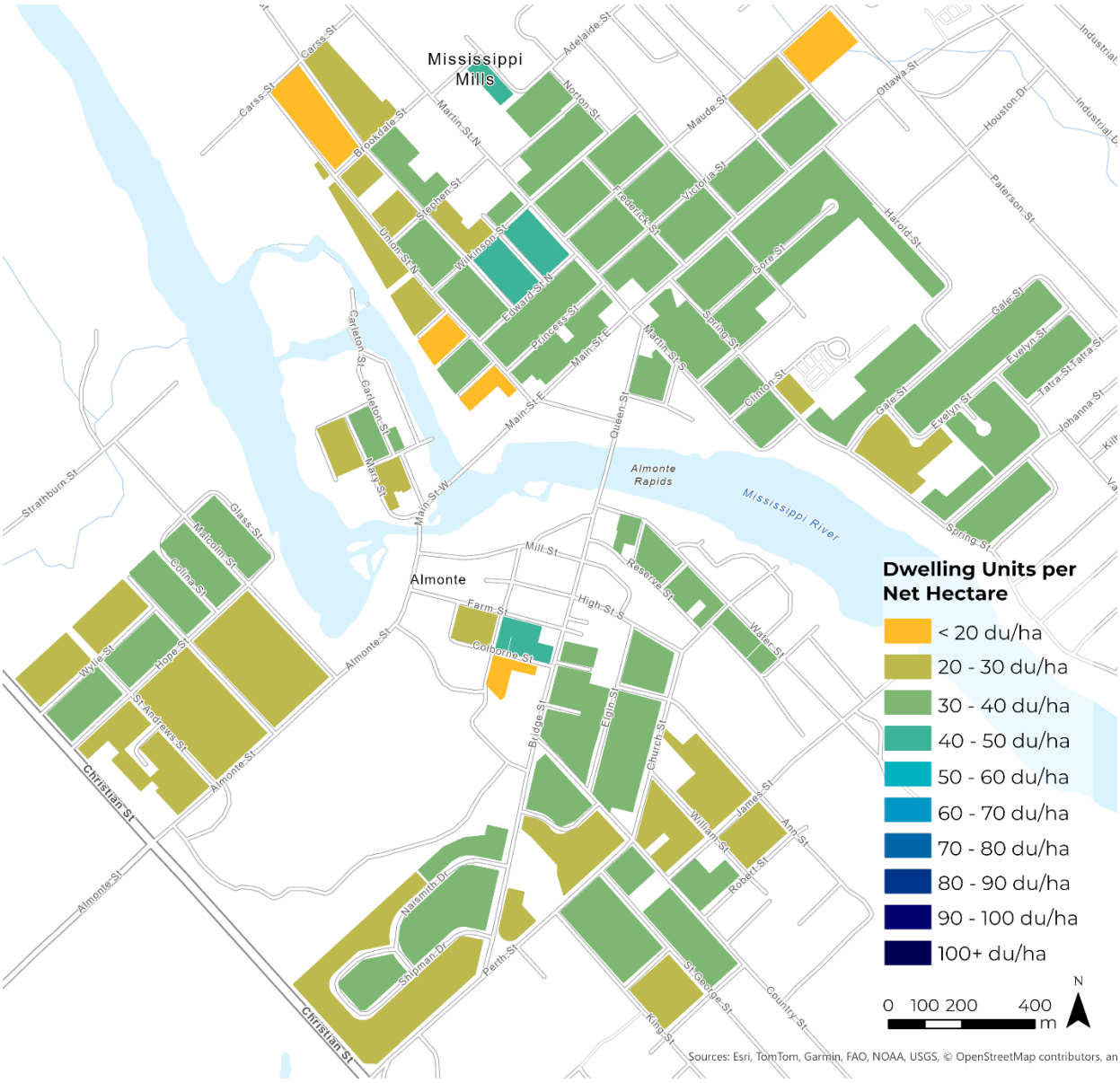
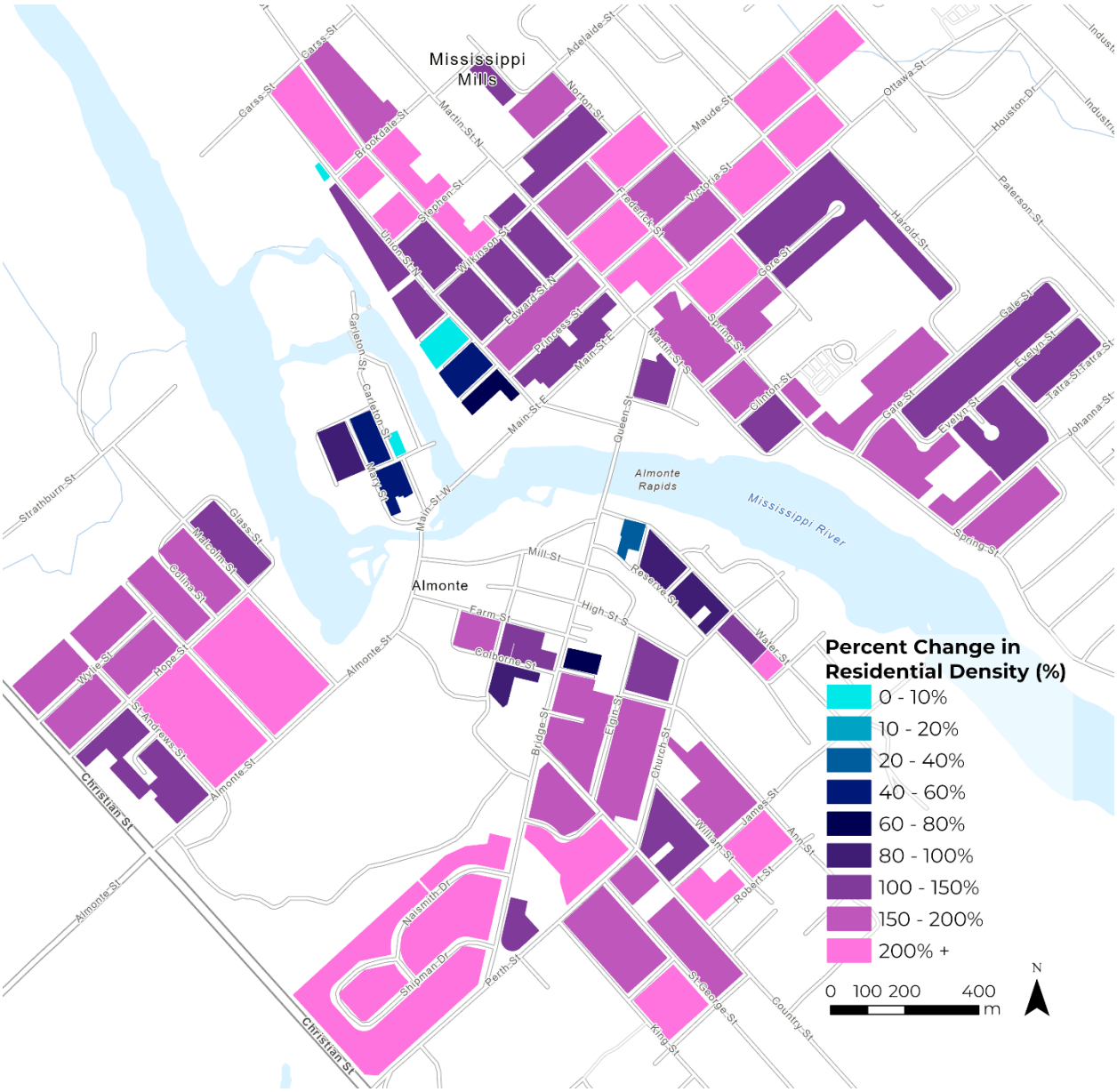


Figure C4. BuildingIN Scenario: Map of % Change in Residential Density after 13 years based on maximum capacity potential of the qualifying area.



Appendix D: Assumptions for Forecasting Housing-Market Dynamics

Housing Market Dynamics

Developer Behaviour: Infill development projections assume builders prioritize projects with minimized time delays and financial uncertainty, as prolonged timelines or regulatory ambiguity render projects unviable.

Proforma Sensitivity: Financial viability hinges on clear regulatory interpretations (e.g., building codes, stormwater requirements) and predictable approval processes. Uncertainty in unit yields or redesign costs (>$10,000) often leads to project abandonment.

Unit Economics: Smaller, higher-density units (e.g., 8-unit buildings) are prioritized over low-density options (e.g., single-family higher than average cost homes) when zoning permits, due to significantly higher returns (up to 4× profitability).

Regulatory Levers

Policy Certainty: Municipalities must streamline approvals and clarify code interpretations to reduce developer risk. For example, standardized stormwater solutions or pre-approved fire-safety designs prevent costly redesigns.

Zoning Flexibility: Permitting mid-density typologies (e.g., rowhouses, multiplexes) directly influences developer choices, aligning profit motives with housing capacity goals.

Market Validation

All assumptions are verified through consultations with local industry stakeholders.

Limitations

Forecasts assume no major exogenous shocks (e.g., interest rate spikes, material shortages).

Municipal policy changes during project timelines may alter outcomes.

Appendix E: Parking Pads

The following diagrams show front parking pads (on the left side of the image), and the critical dimensions required. These dimensions have been used in preparing the recommended zoning language that would make this parking solution possible within the Qualifying Area.

Figure J1. Front Parking Pads on an 8m wide street with no sidewalks

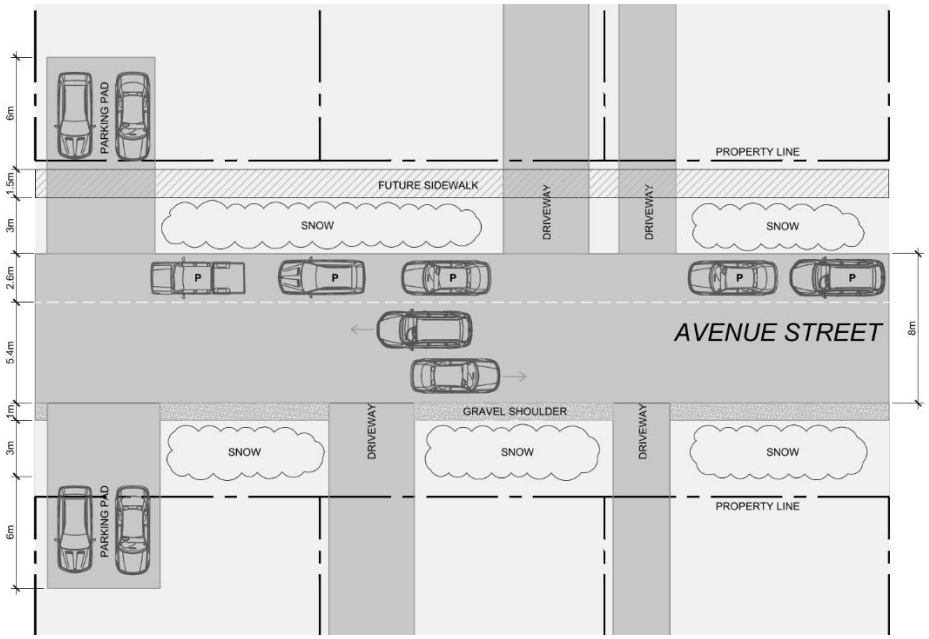


Figure J2. Front Parking Pads on a 10m wide street with a sidewalk

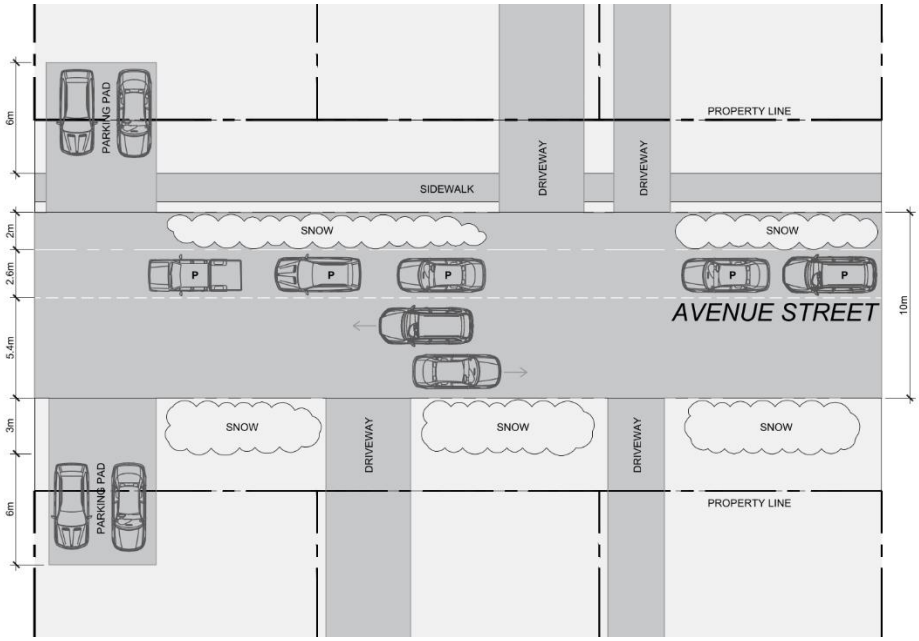


Figure J3.Front Parking Pads on an 10m wide street with sidewalks

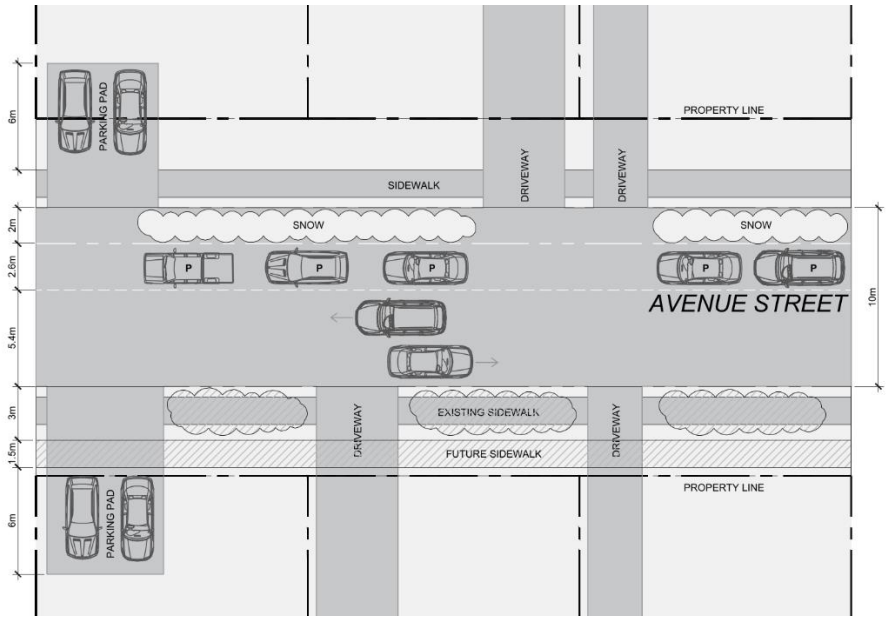
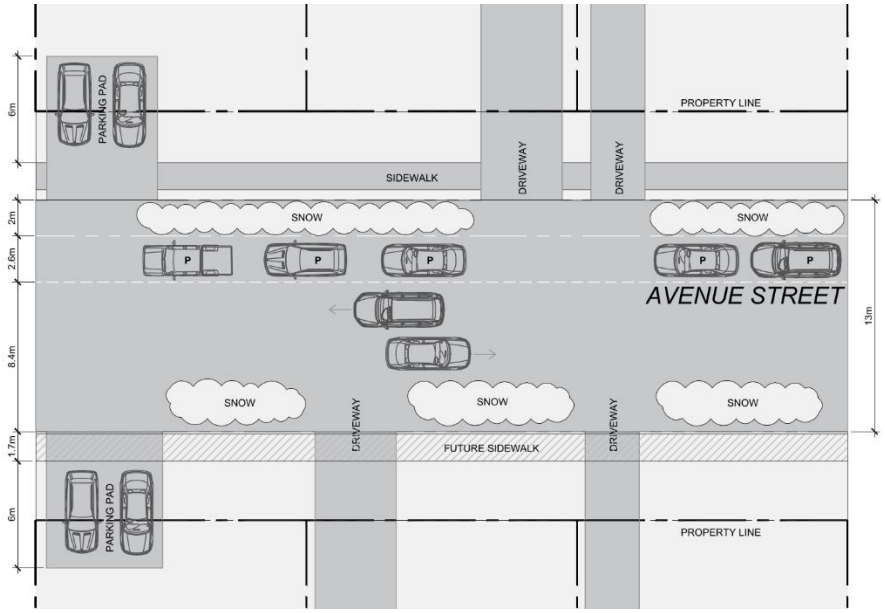


Figure J4. Front Parking Pads on an 13m wide street

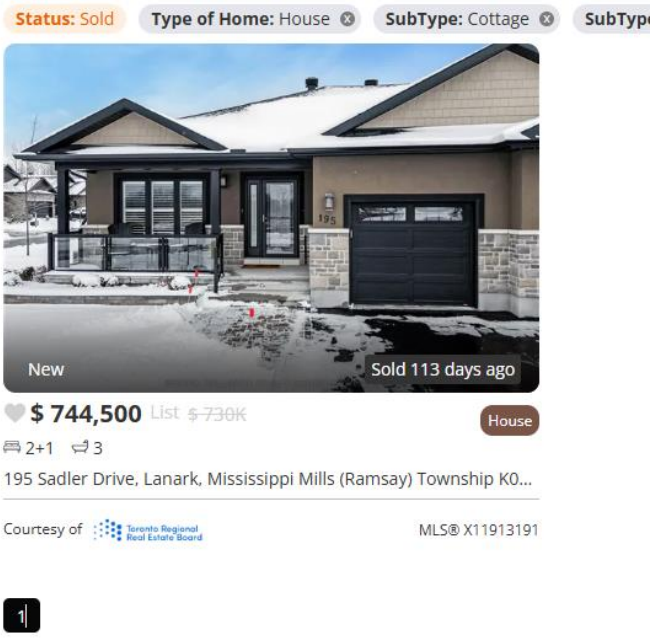


Appendix F: Sampling of Recent Home Sales in Mississippi Mills

BuildingIN conducted a search on AgentInOttawa.com to view properties sold in the last 60 days in Mississippi Mills from May 5, 2025.

Filters applied to find examples of existing infill:

- Status: Sold
- Approximate Age 0-5
- Municipality: Mississippi Mills

195 Sadler Drive, Lanark, Mississippi Mills - Sold price: $744,500 - House - Approximate age: 0-5 years - 2 bed, 1 bath	

979 Leishman Drive Mississippi Mills - Sold price: 535,000 - Townhome - 2 bed, 2 bath - Approximate age: 0-5 years old	 $ 535,000 List $ 545K Townhome 2 2 979 Leishman Drive, Mississippi Mills, 911 - Almonte K0A 1A0 Courtesy of Toronto Regional Real Estate Board MLS® X11977208
876 Reaume Street Mississippi Mills - Sold price: 603,000 - 2 bed, 2 bath - Townhome - Approximate age: 0 - 5 years	 $ 603,000 List $ 615K Townhome 2 2 876 Reaume Street, Mississippi Mills, 912 - Mississippi Mills (Ramsay) Twp K0A 1A0
264 Antier Court, Mississippi Mills - Sold price: 950,000 - 4 bed, 4 bath - House - Approximate age: 0 – 5 years	Photos not available.

End Notes

[iii] **Market & Tax Lookups**

No information was available for the average assessed value of an existing single-family home in the Qualifying Area or the assessed value per square foot of a multi-unit building, however municipal staff were able to sign off on the proposed estimates below.

Table 1. Fiscal Assumptions for the Business-as-Usual Scenario and BuildingIN Scenarios.

Market & Tax Lookups	Business as Usual	BuildingIN
Average assessed value of an existing single-family home in target area	$500,000	$500,000
Multi-unit building assessed value per ft^2	$500	$500
Property tax rate	0.55%	0.55%
Development Charge	$25,000	$21,000
Share of units subject to development charge	75%	33%

Property Tax Rate: 0.55% for new multi-unit residential buildings as per By-Law No. 24-026. Even in the Business-as-Usual scenario, most new buildings are multi-unit residential in the form of semis or row housing, so the same rate was applied to both scenarios.

Development charges are assigned differently according to building typology. Both the Business-as-Usual and the BuildingIN scenarios include different building typologies. The Development Charges applied are based on the Mississippi Mills Development Charges Chart.

- Under the Business-as-Usual scenario, semi-detached homes were the largest contributor to new units, so we applied a charge of $25,000 as per the Mississippi Mills Development Charges chart.
- Under the BuildingIN scenario, we applied a rate of $21,000, referring to the 'Other Multiples' dwelling type, since the building typologies that the BuildingIN Alternate Zoning allows multi-unit buildings of up to 12 units/building.

Share of Units Subject to DCs

- Under the Business-As-Usual Scenario, since Secondary Dwelling Units are not subject to DCs, as per By-Law No. 23-081, we applied 75% of the development charges to the share of units subject to development charges.

- BuildingIN recommends that 1/3 of dwellings in a multi-unit building developed under the proposed BuildingIN regulatory framework are subject to development charges.

[iv] Emissions outcomes are estimated from the energy use of existing buildings, building code requirements for new buildings, and the provincial emissions factor. The table below outlines the assumptions used for Scenario 1a (Business as Usual) and Scenario 2a (BuildingIN).

Table 3. Emissions Assumptions for Scenarios 1a and 2a.

Energy use intensity of residential buildings	Per Ontario averages
Share of energy consumption for new buildings	100% electricity
Building Code	National Building Code
Emission Factor	Per Ontario averages

[v] **Figure 20. Map of Neighbourhood Parking Lots in Almonte.**