



URBAN DESIGN BRIEF

**400 LANARK STREET
CARLETON PLACE, ONTARIO**

Prepared For:
WINTERGREEN RIDGE LTD.

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1.0 INTRODUCTION

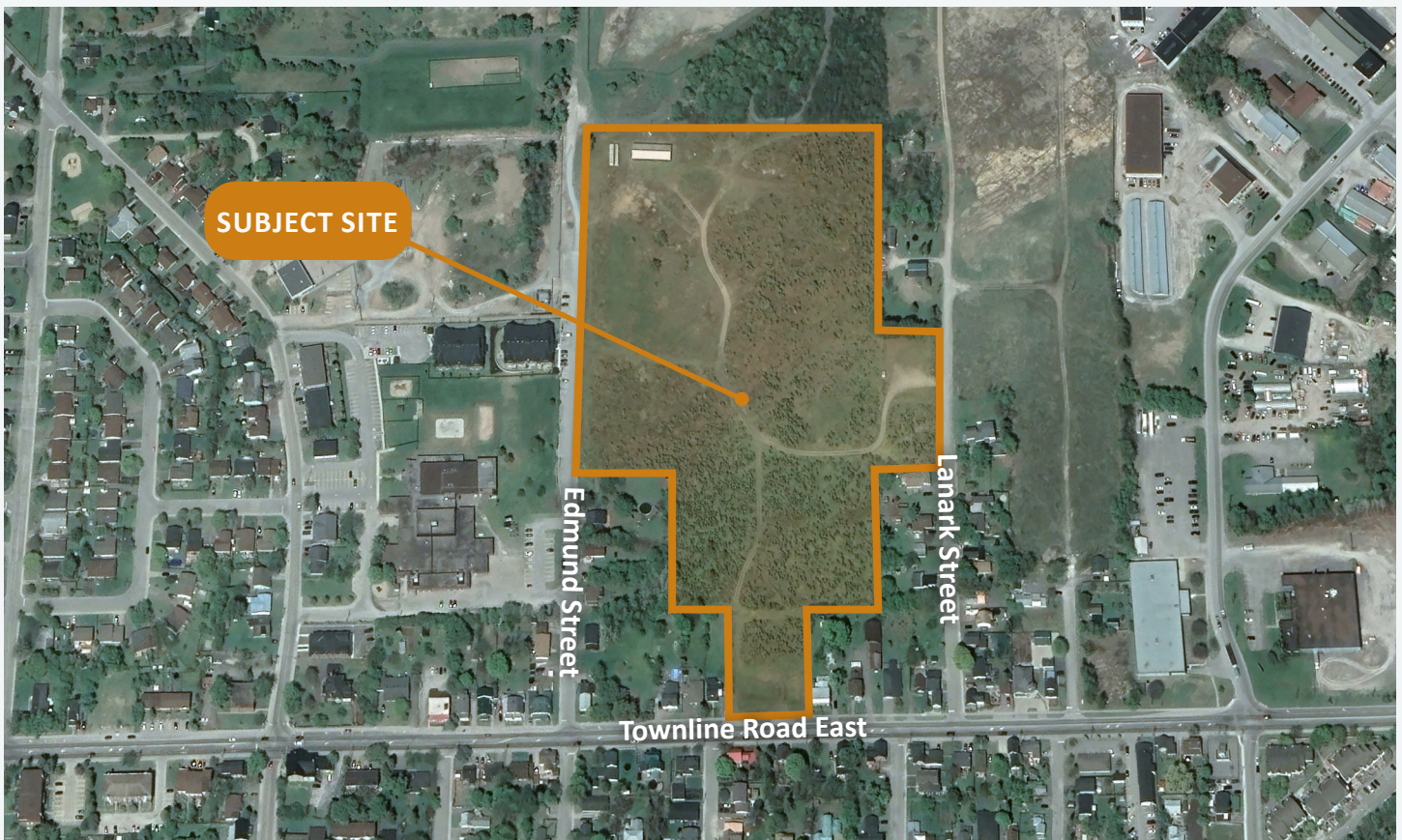


Figure 1: Subject Site

LandPro Planning Solutions Inc. (“LandPro”) has been retained by Wintergreen Ridge Ltd. and its predecessor, McGuire Crupi Investments (“the applicant”), since 2021 to redevelop the property at 400 Lanark Street (“the subject site”) for residential purposes.

1.1 PURPOSE & VISION

The purpose of this brief is to demonstrate how the proposed development meets the applicable urban design guidelines and requirements, and includes an overview of the site location, the surrounding context and the proposed form and patterns in accordance with the Town’s policies and design guidelines in relation to the subject site.

The subject site is a redevelopment of a 6.27-hectare parcel into a residential subdivision. The current plan includes a mix of apartment buildings, townhomes, and detached homes for a total of 250 units. LandPro has prepared this Urban Design Brief jointly with BR2 Architecture, in support of the Plan of Subdivision and Development Permit applications, that proposes to re-develop this property with:

- Single Detached Dwellings – 35
- Street Townhome Dwellings – 32

- Stacked Townhome Dwellings- 58
- Apartment Dwellings – 125
- Internal road network
- Municipal servicing
- Open space & stormwater management facilities
- Off-street parking

Please see **Figure 2**, for the conceptual plan of the proposed development.



Figure 2: Proposed Conceptual Plan

2.0 SITE CONTEXT ANALYSIS

2.1 SITE LOCATION

The subject site is located at 400 Lanark Street, north of Townline Road East and west of Lanark Street in the Town of Carleton Place, in Lanark County. The site is north of Mississippi Creek and Grape Island, adjacent to Carambeck Community Centre and approximately 400 meters from Ferril Park.

The site is an irregular shape with 49 metres fronting onto Townline Road East and 107 metres fronting Lanark Street. The site has a depth of 386 metres and a total lot area of 6.27 hectares.

The property is legally described as Lots 17, 20, 23, 26, 29 & 32, and Part of Lots 4 and 12, Registered Plan No. 787 (also known as Registered Plan No. 970), and Lots 89, 90, 91, 92, 93 & 94, Registered Plan No. 3469, formerly in the Geographic Township of Ramsay, Town of Carleton Place, County of Lanark.

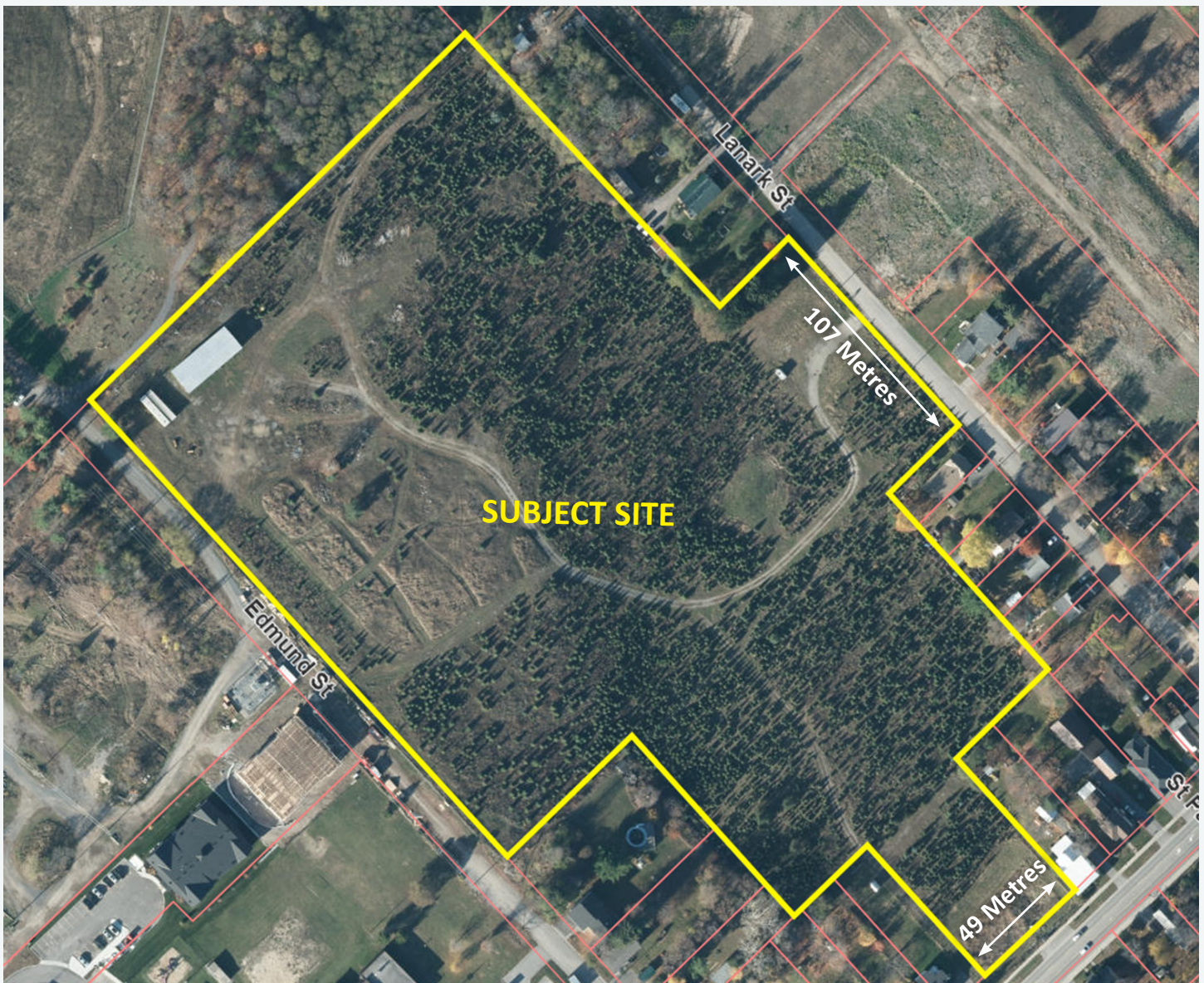


Figure 3: Property Location

The subject site is a vacant property that was previously used as a tree farm. Currently, the site has been cleared of most vegetation. Municipal servicing is to be used for the re-development, which we understand is located proximate to the site. The topography of the site slopes down from the north end to the southern point.

2.2 SURROUNDING CONTEXT

Northwest of the site consists of vacant land. Directly adjacent to the subject site, on the northeast side, is more vacant land, which is in the process of a development proposal consisting of single detached houses and townhouses. Currently, there are single detached homes surrounding the subject site towards Lanark Street and Townline Road East as depicted in **Figure 6** and **Figure 7**.



Figure 5: Detached homes along townline road east (2022)

Further east of the site, there are industrial buildings as shown in **Figure 8**. To the west of the site, there are both institutional and residential uses and the site's closest park, Ferril Park. South of the site are more single detached housing.



Figure 6: Community Centre near subject site (2022)

These neighbouring properties have large lots, which spread out the built form and provide an abundance of space, greenery and light. However, these streets are highly underutilized, with little to no street furniture or lighting, and consist of a lot of overhead electrical poles which take away from the site's natural essences.



Figure 7: Detached home adjacent to subject site (2022)

To address the purpose of this report, it is necessary to review and address the policy framework that applies, specifically including the design criteria included in the Town's Development Permit By-law.



Figure 4: Subject site's previous tree farm use (2012)



Figure 8: Industrial building near subject site (2022)



Figure 9: Surrounding Amenities

2.3 EXISTING POLICIES

Based on Lanark County’s Official Plan, the subject site is designated as “Settlement Area” including all surrounding lands nearby. The Town of Carleton Place Official Plan designates the subject site as “Residential District”, which is ideal for the proposed project.

The surrounding land uses based on the Town of Carleton Place Official Plan are as follows:

- North = Industrial Campus
- South = Mississippi Residential Sector
- East = Residential District | Industrial Campus
- West = Residential District

Based on the Town of Carleton Place Development Permit Land Use Map, the surrounding land uses slightly differ. North of the site is still “Industrial Campus” and is currently a vacant lot currently used as St. James Woods Parking Lot.

Towards the south end of the subject site includes both “Mississippi Residential Sector” which consist of dwellings, but also “Institutional” which is used by the Carleton Place and Beckwith Heritage Museum.

The “Residential District” towards the east side is currently a vacant lot and past those lots is the “Industrial Campus” which has manufacturing buildings including Eteros East, Intelcan, Ricks Glass Medic & Tinting Ltd and Mississippi Flooring.

Finally, the west side is designated as “Residential District” and “Institutional” where the Carambeck Community Centre is located.

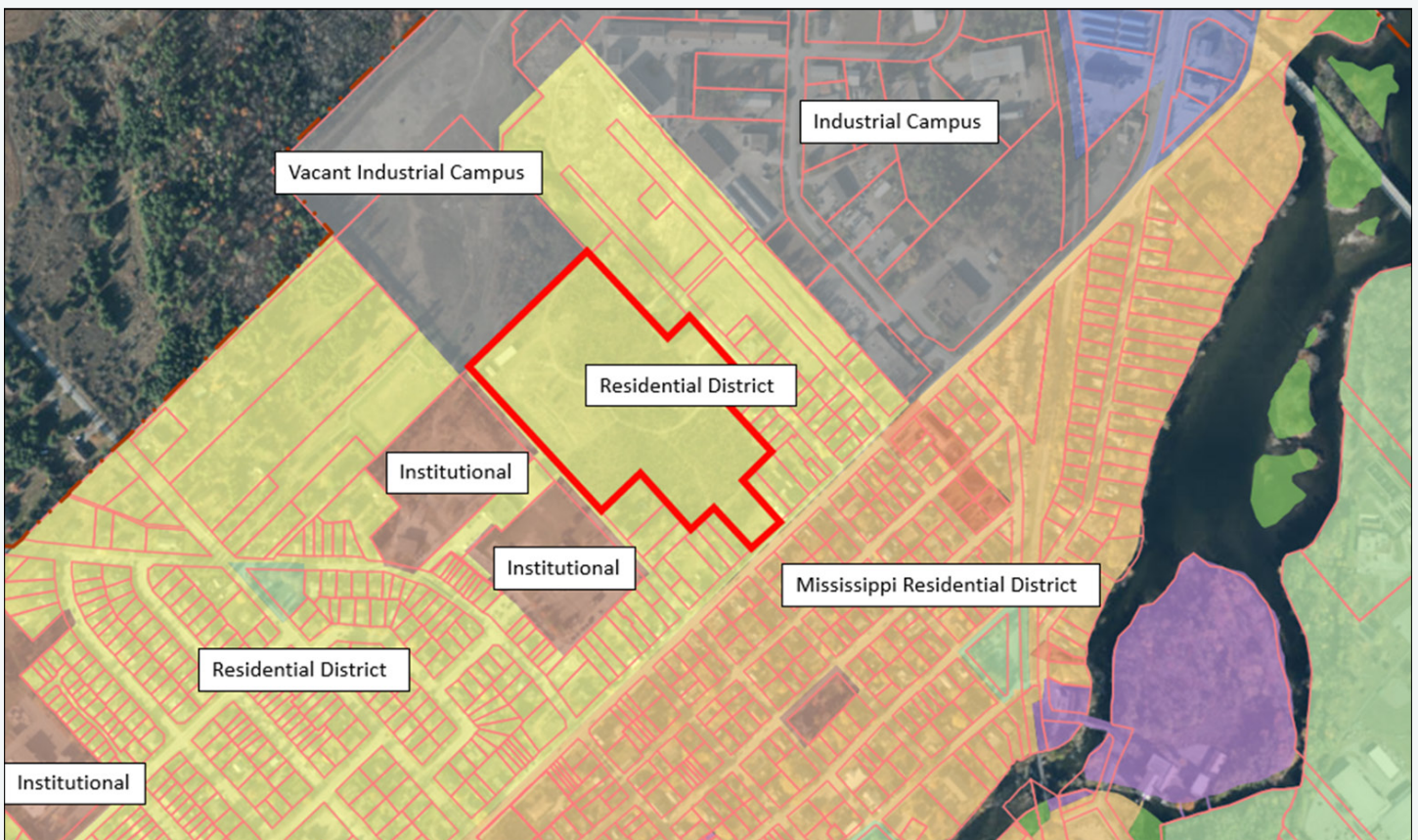


Figure 10: Land Use Map of Subject Site

2.4 EXISTING TRANSPORTATION NETWORKS

Continuous and connected active transportation will support sustainable transit systems, which will increase neighborhood accessibility within the Town and improve road safety for cyclists. Based on the needs of the Town of Carleton Place, the Active Transportation Network Strengthening Plan focuses on key destinations (e.g. schools, residential, commercial, and recreational areas), crossing of major barriers (e.g. the Mississippi River), available right-of-way, future growth plans, traffic volumes, safety, physical feasibility, and costing and identifies sidewalk gaps. These gaps will be tailored towards expanding the Cycling Priority Route network over a 20-year plan.

Based on the Town of Carleton Place's Transportation Master Plan, Townline Road East will be subject to major changes and improvements in the future. Currently along Town Line East Road, between Edmund Street and Carleton Street, it is not considered a safe cycling route. To change this, it needs to be recognized by "Share The Road" as an adequate transportation route for cyclists. This includes having wider shoulders, less daily traffic and no major intersections without crosswalks.

The active Transportation Implementation plan will look to rebalance the street between Industrial Avenue and McNeely Avenue within the next six to ten years. Potential long-term projects beyond the 20-year mark include widening the street from two lanes to four lanes from McNeely Avenue to East Town Limit. Townline East Road, a part of the long-term incremental improvements plan to have Multi-Use Pathways on both sides or on one side if constrained and is also a part of the city's recommended cycling priority routes. **Figure 12** and **Figure 13** illustrate the existing active transportation network as well as the future strengthening plan which will work in favor of the future development applications on Townline East Road.

Based on the Development Permit By-law and the goals of the Transportation Master Plan, it is recommended that development within the "Residential District" include internal pathways for cyclists and pedestrians that link to new or existing parks and open spaces. All developments require sidewalks on at least one side of the street.

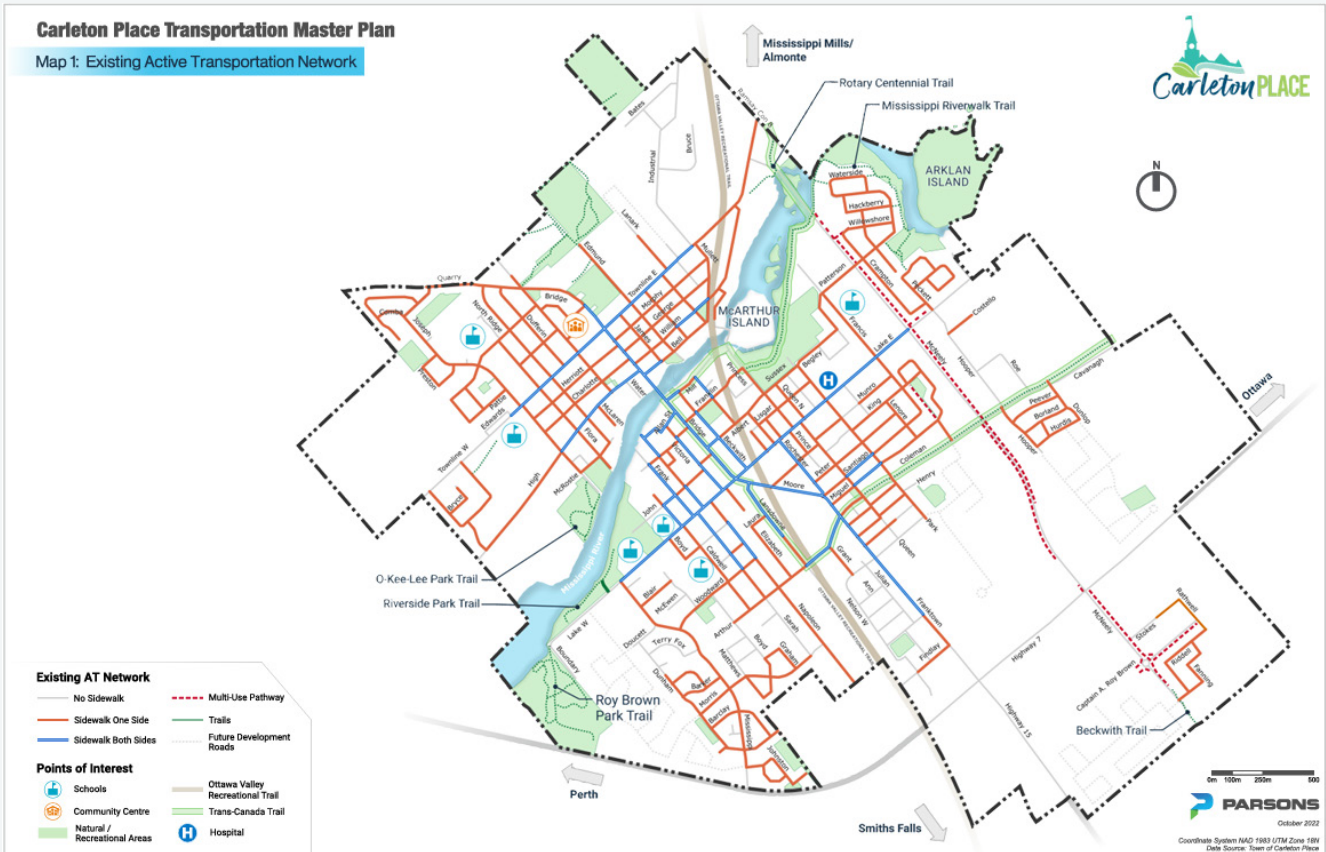


Figure 11: Existing Active Transportation Network

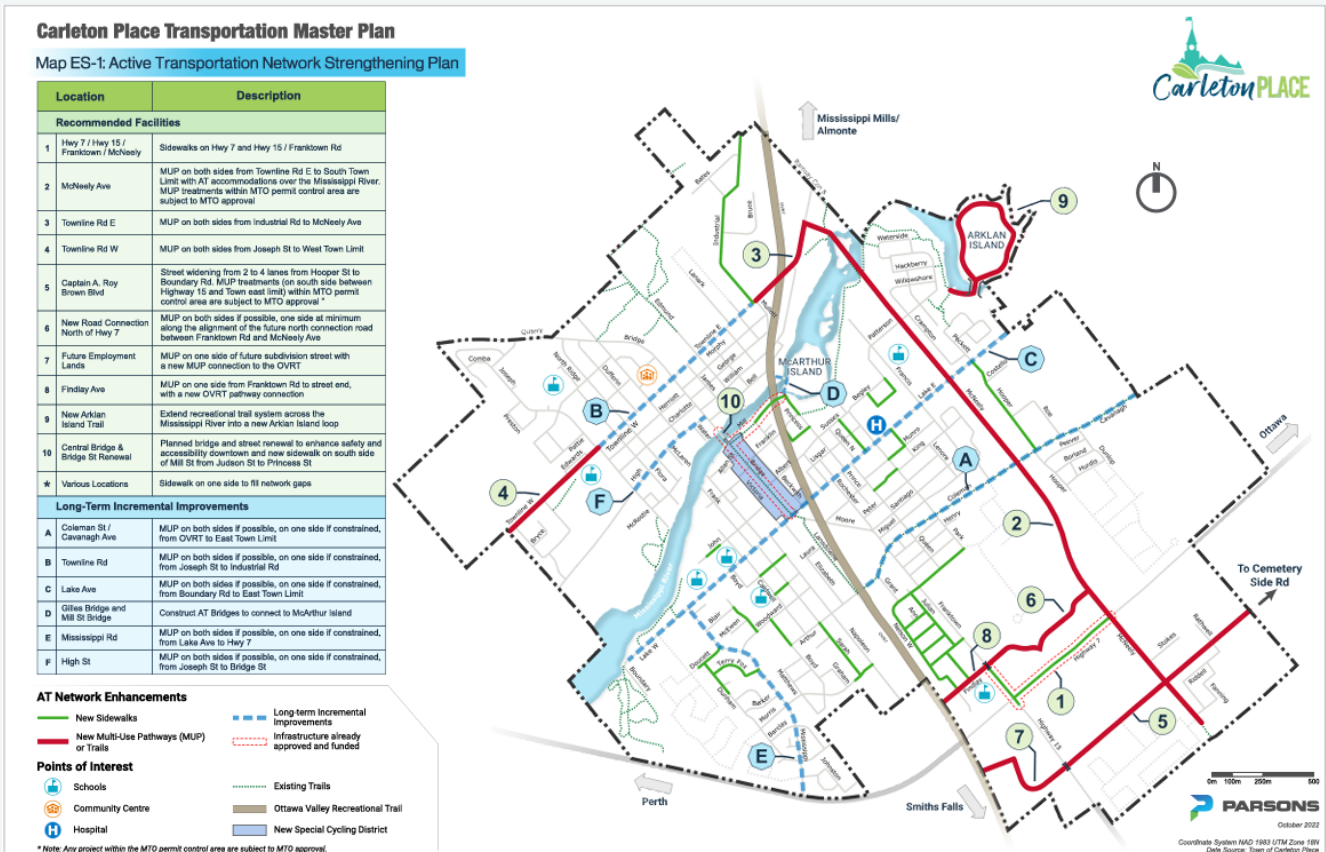


Figure 12: Active Transportation Network Strengthening Plan

3.0 DESIGN PROPOSAL

3.1 OVERVIEW

This Urban Design Brief promotes the infill development of a 250-unit residential development that comprises of 3 apartment buildings (125 units total), 90 townhouses (a mix of street and stacked) and 35 single detached homes.

The site has ample of green and open space for residents and the community to use, including a green space located within the centre of the single detached homes as well as smaller open green spaces throughout the site which is not only visually appealing, but also provides a buffer between the adjacent lots. The variety of housing and unit types creates a dynamic community and attracts new residents to the neighborhood. Having high and low density levels will bring resilience and promote racial and income diversity. Parking is distributed accordingly based on the number of units and type of dwelling. This includes the use of driveway and garage spaces, under-building parking for the apartment units and a parking lot to accommodate visitor parking for the stacked townhouses. Trees and landscaping will be distributed evenly throughout the plan and street lighting will also be added at an appropriate level to create attractive streets and a vibrant community.

3.2 GOALS AND GUIDING PRINCIPLES

Vision Statement

This proposal aims to meet the provincial and municipal goals of achieving more communities which takes into consideration the existing and planned context to promote positive contribution and future intensification.

This urban design brief uses the following overarching principles:

1. Sustainability
2. Mixed-Use Development
3. Quality of Life
4. Social Equity

Project Goals

In order to achieve these principles, the following goals have been set:

- Promoting sustainable and environmentally friendly development by integrating social and economic considerations into the design process
- Creating a diverse and environmentally sensitive community with a mix of building density
- Designing pedestrian-friendly streets that prioritize the comfort, safety and accessibility of residents and visitors
- Designing the streetscape to harbor new trees and landscaping
- Integrating access to services, amenities and open spaces
- Providing affordable housing units
- Engagement and collaboration to establish a *community*



Figure 13: Aerial Perspective Rendering of Subject Site



Figure 14: Top View Rendering of Subject Site

3.3 SITE DESIGN

The site design is intended to redevelop this former tree farm into a new residential community that will include refined landscaping techniques, new public outdoor amenities, a variety of building densities and careful site circulation (traffic and pedestrians).

Design details included the following:

- **2 x 50 unit apartments** to the to the north-west edges of the site. Both buildings share a small green space between the two lots.
- **12 street townhouses** and **24 stacked townhouses** towards the west edge of the site, beside Edmund street.
- The northern center of the site will have **34 back-to-back townhouses** and one parking lot.
- The north-east edge and centre of the site will have a total of **20 street townhouses**, **19 single detached houses** that are seperated by two open green spaces.
- The southern center of the site has a green space, and **8 single detached homes** surrounding it as well as a stormwater pond above.
- The southern edge will have **1 x 25 unit apartment** building.

The single detached homes will have single garage parking and one to two driveway parking spots per dwelling. Each townhouse will have one garage and one driveway parking space. The 50-storey apartment buildings will have parking at grade level (under-building rather than underground), with 4-storeys of housing above, making it 5-storeys in total. The 1 x 25 unit apartment building will have surface parking and 4-storeys of residential units above.

Building Type	Depth	Frontage
50-Unit Apartment	27.64 - 33.13 Metres	90.07 - 90.31 Metres
25-Unit Apartment	63.12 - 64.90 Metres	48.74 - 48.75 Metres
12-Unit Back-to-Back Townhouses	30.00 Metres	38.32 - 38.35 Metres
10-Unit Back-to-Back Townhouses	37.19 Metres	29.99 Metres
8-Unit Stacked Townhouses	30.03 - 30.08 Metres	32.55 - 32.57 Metres
Street Townhouses	18.79 - 33.54 Metres	5.50 - 9.10 Metres
Single Detached House	29.97 - 48.90 Metres	10.60 - 25.43 Metres

Table 1: Lot Depth and Frontage Based on Building Type

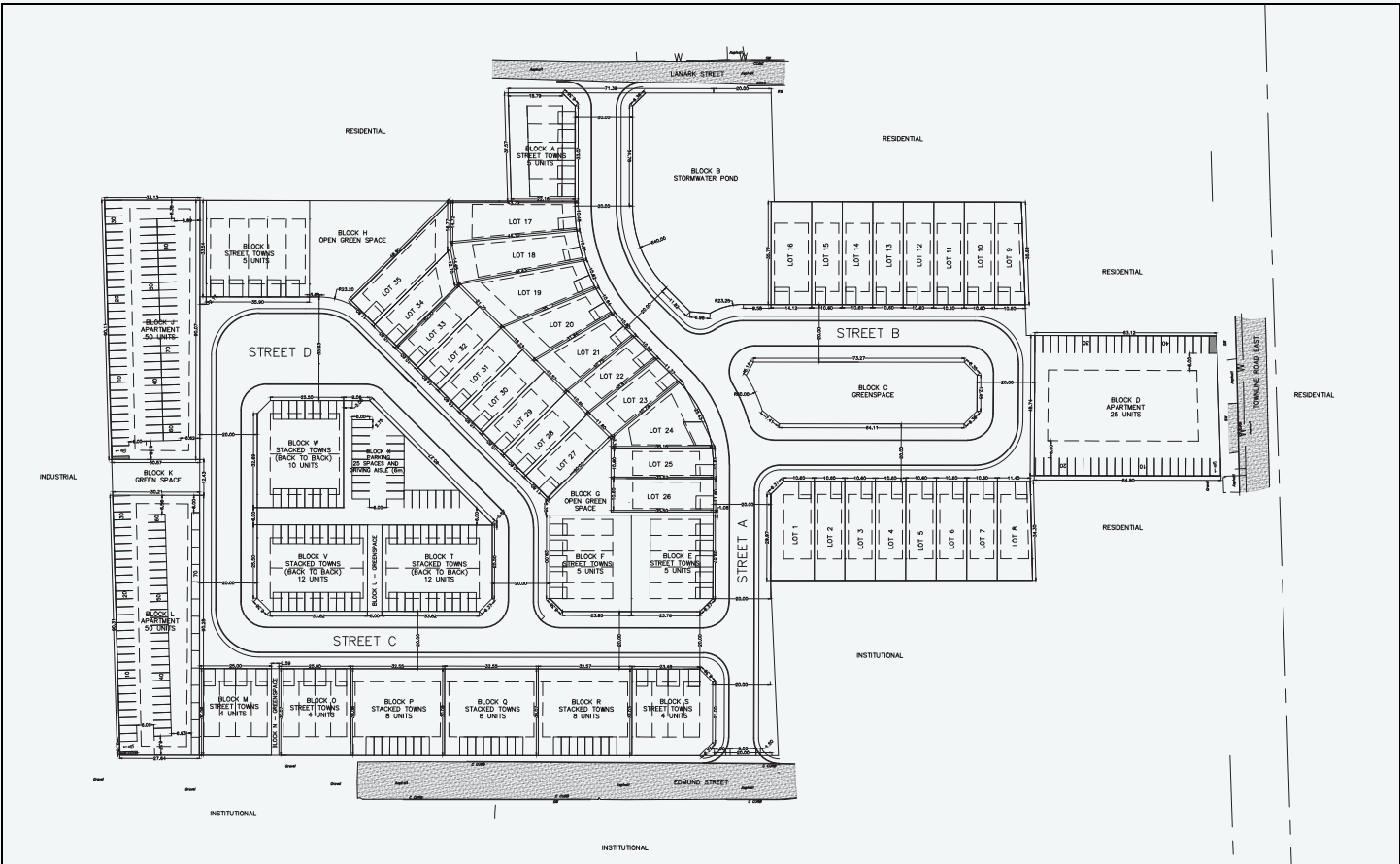


Figure 15: Top View Plan of Subject Site

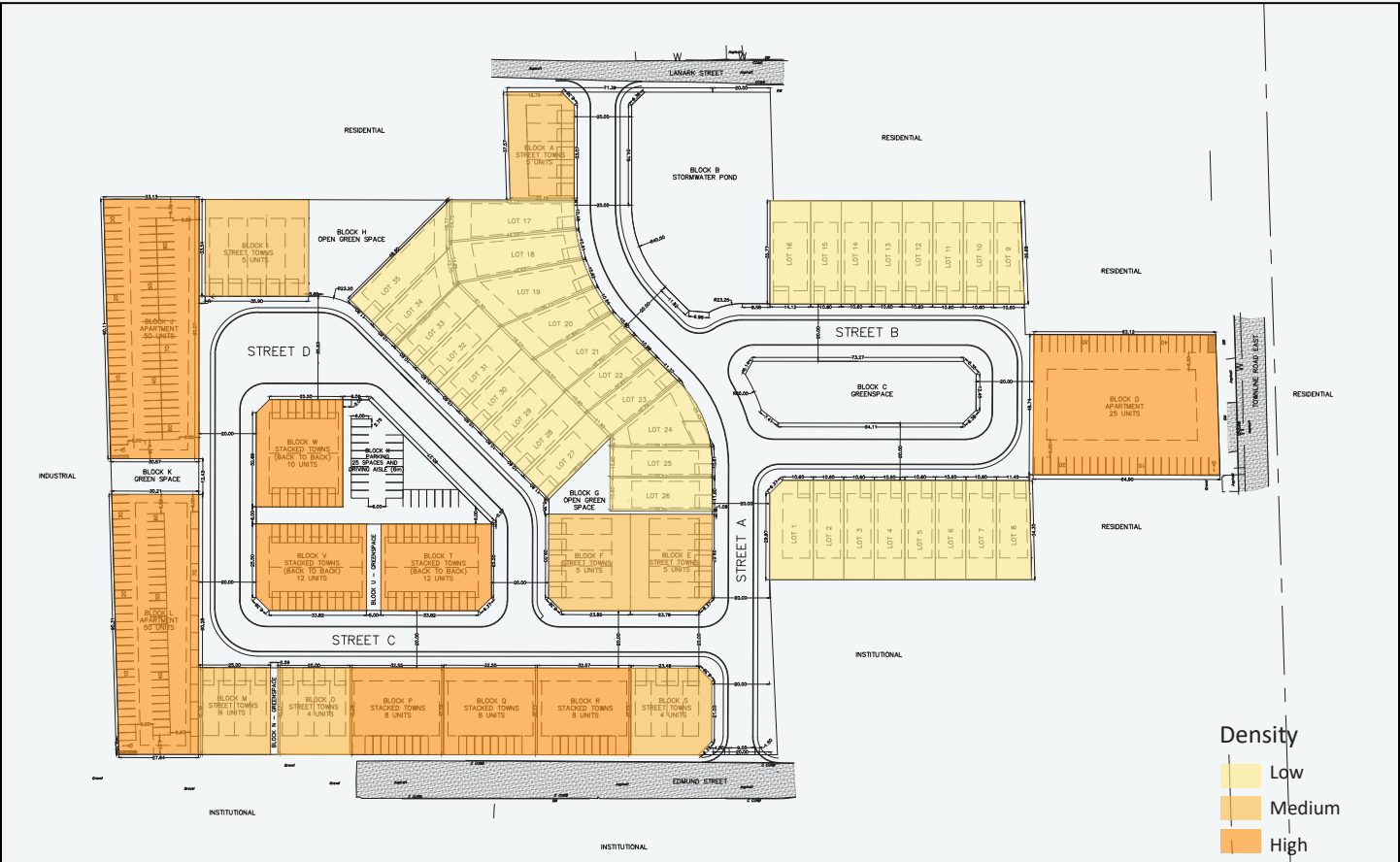


Figure 16: Density Map

3.4 BUILT FORM

In compliance with the Town of Carleton Development Permit By-law, new residential development within Residential Greenfields needs to be in accordance with provisions of Section 6.0. The architectural built forms will demonstrate good design principles including form, mass, scale, height, texture and colour. It will work to enhance the site's character by adding modernization to the rural site while also being compatible with adjacent neighbourhoods. The built form will incorporate scenic elements including diverse landscaping techniques, intricate paving elements, diverse facades to represent different building types and uses and lighting. Renderings of built forms are as followed:



Figure 17: Site Rendering



Figure 18: Townhouse Rendering



Figure 19: Apartment Building Rendering



Figure 20: Single Detach House Rendering

3.5 SERVICING, TRANSPORTATION, PARK LAND

Currently, there are two access points into the site, one entering from Lanark Street and one entering from Edmund Street, which enter and exit from Street A and connects to Street B and C. Street A is also used by the freehold townhouses to provide access into their driveway.

Street B circles around back to Street A and allows access to the single detached houses and Block B (25-unit apartment). Street C is connected to multiple roads including Street A, D, and E and provides access to the stacked townhouses and freehold townhouses.

Once at Street D, it links to an inner street and Street E and halts at a dead end. It provides access to the two apartment complexes. Street E provides access to the freehold lots and single detached lots as well as another entrance to the inner street used by Block H, J and L which are back-to-back stacked townhouses.

Park land is demonstrated on the Draft Plan of Subdivision, which is in excess of the 5% minimum required by the Planning Act. The applicant will work with the Town and County to ensure their parkland contribution is appropriate.

Servicing and garbage access to be determined.

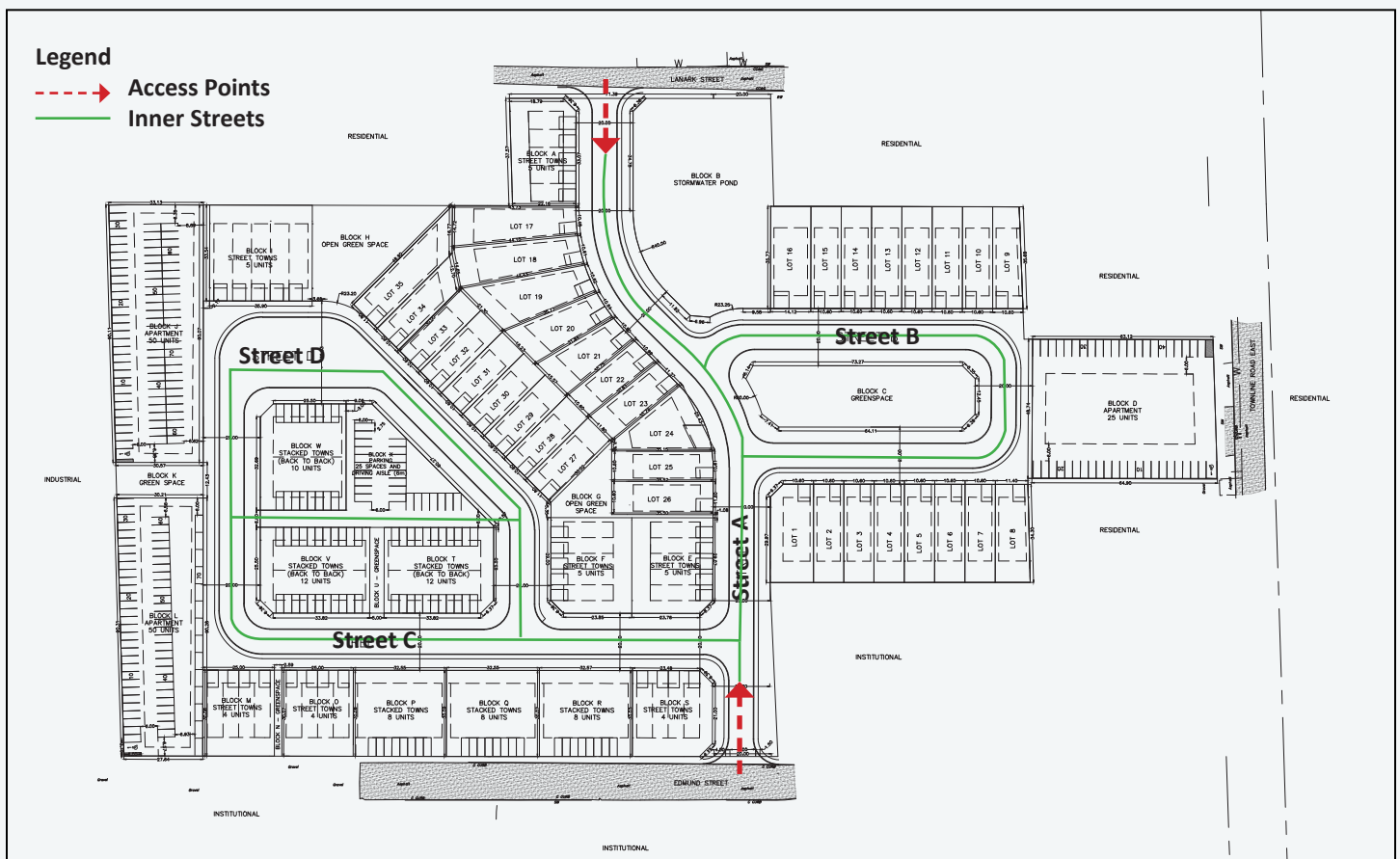


Figure 21: Top View Plan of Subject Site Showing Access Points

4.0 RELATED POLICIES

4.1 TOWN OF CARLETON PLACE OFFICIAL PLAN (SCOP)

Community Design Framework

Section 2.2 Objectives

The proposed development will meet the objectives of the applicable design guidelines. The development will be designed to fit appropriately within the existing neighbourhood’s built form, including the addition of site landscaping and street trees, as well as pedestrian and cycling connections.

The Town’s urban design objectives are noted below.

1. *To ensure high quality design of the built form which reflects the Town’s heritage and character;*
2. *To provide general design principles applicable to the entire municipality which can be implemented through the Town’s Development Permit By-law;*
3. *Incorporate pedestrian and cycling amenities into new development and public infrastructure projects where appropriate;*
4. *Enhance the pedestrian experience through site design and way finding initiatives where appropriate;*
5. *Improve the esthetic appeal of gateways and thoroughfares leading into the Town core; and*
6. *Recognize the importance of street trees and the need to enhance public lands through additional plantation.*

Please see **Table 2** below, for the Carleton Place Official Plan’s General Design Policies.

2.3 General Design Policies		
Policy	Proposed	Comments
1. Proposed developments shall enhance the image of the Town of Carleton Place by complementing and contributing to: <ul style="list-style-type: none"> • the character of the area; • local landmarks; • the consistency and continuity of the area with its surroundings; • the edges of the area; and • linkages within, to and from the area. 	The proposed development is designed to complement the existing character of the area in terms of built form, and create continuity with the existing surrounding neighbourhoods. The end result is intended to contain pedestrian and cycling connections throughout the site. The site will be connected to Lanark Street and Edmund Street through a roadway and sidewalks, and sidewalks are provided throughout the site.	Complies

2.3 General Design Policies

Policy	Proposed	Comments
2. Significant views and vistas of landmarks and features, such as the Mississippi River, shall generally not be obstructed, dominated or marred by a proposed development or infrastructure undertaking.	The site does not currently contain any significant views or vistas, and so the proposed development will not be obstructive in this sense.	N/A
3. The municipality encourages the development or redevelopment of buildings and spaces that establish a pedestrian scale by promoting: <ul style="list-style-type: none"> • the placement of continuous horizontal features on the first two stories adjacent to the road; • the repetition of landscaping elements, such as trees, shrubs or paving modules; and • the use of familiar sized architectural elements such as doorways and windows. 	The nature of the proposed design fosters elements that encourage a sense of community through the planning of the buildings, both location and types. The development will encourage internal and external pedestrian traffic through the use of landscaped paths through the property.	Complies
4. The provision of furniture, stairs, walls and benches in public spaces that provide comfortable rest areas for pedestrians, provided such elements do not obstruct pedestrian movement, shall be supported.	In an effort to encourage pedestrian traffic, the use of landscaping features such as benches, informal gathering spaces and culturally significant signage will further establish this development as a destination among neighbouring residents.	Complies
5. The retrofitting of buildings with barrier-free features shall not be detrimental to the architectural, historical or aesthetic value of cultural and heritage resources and buildings and shall not impede pedestrian movement.	The redevelopment does not include existing buildings (as there are none currently on the site) and so there will be no retrofitting.	N/A
6. The design of new development shall: <ul style="list-style-type: none"> • be complementary to adjacent development in terms of its overall massing, orientation and setback; • provide links with pedestrian, cycling and road networks; • enhance orientation and integrate newly developing areas of the Town of Carleton Place; and • maintain and enhance valued cultural and heritage resources and natural features and functions. 	The proposed development is designed to complement the adjacent areas in terms of massing and follows the municipal provisions regarding setbacks. The end result is intended to contain pedestrian and cycling connections throughout the site. The site will be connected to Lanark Street and Edmund Street through a roadway and sidewalks, and sidewalks are provided throughout the site.	Complies

2.3 General Design Policies

Policy	Proposed	Comments
<p>7. Development or redevelopment design shall strive to achieve the following:</p> <ul style="list-style-type: none"> • provide a development pattern that supports a range of uses; • provide transportation connections, including pedestrian and cycling connections to adjacent areas; and • maintain and enhance valued historic development patterns and resources. 	<p>The proposed development is designed to support principally residential uses, as is intended by the site’s Residential designation. Multiple transportation connections, including pedestrian and cycling connections, are to be offered to adjacent areas. The proposed development has direct roadway connections to Lanark Street and Edmund Street.</p>	Complies
<p>8. Proposed development within an established neighbourhood shall be designed to function as an integral and complementary part of that area’s existing development pattern by having regard for:</p> <ul style="list-style-type: none"> • massing; • building height; • architectural proportion; • volumes of defined space; • lot size; • position relative to the road; and • building area to size area ratios. 	<p>The proposed development is located adjacent to existing neighbourhoods but not necessarily within an established neighbourhood. It will, however, function as complementary to the surrounding areas in terms of massing (including height and proportion) and will meet municipal provisions related to size, setbacks, and areas.</p>	Complies
<p>9. New development shall support continuous building facades in the central business district through the street level presence of:</p> <ul style="list-style-type: none"> • community facilities, retail shops and other frequently visited uses; and • architectural features and elements which can be experienced by pedestrians. 	<p>The proposed development is not located within the central business district.</p>	N/A
<p>10. The Town shall promote and encourage building facades to be visually interesting through extensive use of street level entrances and windows. Functions that do not directly serve the public, such as loading bays and blank walls, should not be located directly facing the street.</p>	<p>As part of the project vision to generate pedestrian friendly streetscapes, the building facades will be developed in such a manner to reinforce the sense of community. It is important to establish a sense of community which will result in increased safety.</p>	Will Comply
<p>11. The use of exterior signs and other exterior advertising devices within the Town of Carleton Place shall be regulated through a sign by-law that addresses, but is not limited to, the following:</p>	<p>No signage is anticipated, but any such signage proposed in the future will be subject to the Town’s sign by-law.</p>	Will Comply

2.3 General Design Policies		
Policy	Proposed	Comments
<ul style="list-style-type: none"> • location; • size; • number; and • construction, alteration, repair and maintenance. 		
12. The design and development of new residential, commercial and employment generating uses shall accommodate postal services. Accordingly, where centralized mail delivery is provided, such areas should be designed to provide focal points and amenity areas to the surrounding neighbourhood.	The proposed development shall accommodate postal services.	Will Comply

Table 2: Town of Carleton Place Official Plan, Policy 2.3

As noted in **Table 2** above, the proposed design complies with all applicable General Design policies within the Community Design Framework of the Carleton Place Official Plan.

Section 3.5 Residential District

The subject property is designated Residential District, which is a designation intended to provide the main locations for housing in Carleton Place. The objectives of this designation include “to promote sustainable, efficient and diverse residential neighbourhoods; and to provide a diverse range of housing types and densities,” **(3.5.1)**. Permitted uses include all density types of residential, parks and recreational facilities, institutional uses, and others **(3.5.2)**.

Please see **Table 3** below, for Residential District Policies.

3.5.3 Residential District Policies		
Policy	Proposed	Comments
1. Where land is designated Residential District on Schedule A to this Plan, a range of residential dwelling types and densities shall be permitted, including single detached, semi-detached, duplex dwellings, triplex dwellings, townhouse dwellings and apartment dwellings.	The proposed development includes a range of residential dwelling types and densities, including single detached, townhouse and apartment dwellings.	Complies
2. Ancillary uses such as schools, neighbourhood and community parks, trail connections, places of worship, home occupations, and community and social	The proposed development will include pedestrian trail connections compatible to the residential uses proposed and will have adequate buffering associated. No other	Will Comply

3.5.3 Residential District Policies		
Policy	Proposed	Comments
<p>service facilities, shall also be permitted subject to the following:</p> <ul style="list-style-type: none"> • Only those uses which are compatible with and complementary to residential uses and where the amenities of adjacent residential areas are preserved through the provision of adequate buffering, landscaping, off-street parking, and vehicular access shall be permitted. • Where possible, ancillary uses shall be grouped together to serve as focal points for residential areas, and to encourage the integration of parking, landscaping, and other facilities. Detailed development and design standards for ancillary uses permitted within the Residential District designation shall be established in the implementing Development Permit By-law. 	uses are proposed.	
3. Accessory residential dwelling units also known as secondary suites, are permitted in a single detached or semi-detached dwelling, in row housing or in ancillary structures in the Residential District designation, subject to the requirements of the Ontario Building Code.	No accessory residential dwelling units are proposed at this time.	N/A
4. Special need Needs Housing in accordance with the relevant policies of Section 6.0- Implementation, shall be permitted in the Residential District.	No special needs housing is proposed at this time.	N/A
5. Existing commercial uses may be designated in the implementing Development Permit By-law as a permitted use.	The site does not contain existing commercial uses.	N/A
6. Where lots designated Residential District have frontage on a Mississippi District Thoroughfare, new high density residential uses and new commercial uses may be permitted provided that such new development can be undertaken in accordance with the policies of Section 2.0.	<p>The site has frontage on Townline Road East to the southeast, which is shared with the Mississippi Residential District.</p> <p>A high-density use is proposed on this part of the site in the form of a 25-unit apartment building. This building will comply with the Community Design Framework of Section 2.0, as seen in Table 2, above.</p>	Complies

Table 3: Town of Carleton Place Official Plan, Policy 3.5.3

As noted in **Table 3** above, the proposed design complies with all applicable Residential District policies of the Carleton Place Official Plan.

Section 3.5.4 Density Provisions

The Carleton Place Official Plan contains density policies intended “to ensure that new development will include a mix of residential densities in order to address a full range of housing requirements.” The following policies, listed in **Table 4**, shall apply:

3.5.4 Density Provisions		
Provision	Proposed	Comments
1. The average density target for new development in the Residential District will be calculated on a site-by-site basis and shall be 30 units per net hectare with a range of 26 to 34 units per net hectare. Net hectare is defined as those lands which are utilized for residential development exclusive of roads, easements, infrastructure services and required parkland.	The average density proposed is 72.2 units per net hectare. The proposed development ranges from 25.4 units per hectare (single detached) to 145.3 units per hectare (apartments).	Proposed density is higher by an average of 50.6 UPNH. Section 3.5.5 of the CPOP permits Increased Density and Bonusing, this is to be discussed with the applicant and the planning authority.
2. Notwithstanding Section 3.5.4.1, where development is proposed on infill sites or sites which are the result of lot consolidations, and which infill sites or consolidated sites have areas of 3 hectares or less, residential density may be increased. In such cases density will be controlled through the regulatory framework of the Development Permit By-law.	N/A as site is larger than 3 ha.	N/A
4. The following residential density classifications shall apply: Low density: includes single detached dwellings, semi-detached dwellings, duplex dwellings, triplex dwellings and converted single detached dwellings up to a maximum density of 22 units per net hectare (9 units per net acre). Medium density: includes town or row houses and apartments in a range of greater than 22 units per net hectare (9 units per net acre) up to a maximum	The proposed low-density built form (single detached) are 25.4 units per net hectare. The proposed medium-density built form (townhouses) are 55 units per net hectare.	Section 3.5.5 of the CPOP permits Increased Density and Bonusing, this is to be discussed with the applicant and the planning authority.

3.5.4 Density Provisions		
Provision	Proposed	Comments
<p>maximum of 35 units per net hectare (14 units per net acre).</p> <p>High density: includes apartments in excess of 35 units per net hectare (14 units per net acre).</p>	<p>The proposed high-density built form (stacked townhouses and apartments) are 91.3 and 145.3 units per net hectare respectively.</p>	
<p>5. New medium or high density residential development shall be subject to the following policies:</p> <ul style="list-style-type: none"> • The proposed design of the residential development is compatible in scale with the character of surrounding uses; • The site is physically suited to accommodate the proposed development; • The proposed site can be serviced with adequate water and waste water services; • The property shall have appropriate access to an arterial or collector road maintained to a municipal standard with capacity to accommodate traffic generated from the site; • Sufficient off-street parking facilities is provided in accordance with the standards set out in the Development Permit By-law; and • The development can take place in accordance with the policies of Section 2.0. 	<ul style="list-style-type: none"> • The proposed design is compatible in scale and with the character of surrounding uses. Adjacent neighbourhoods will border with single-detached dwellings and two-to-three storey townhouses. • The site is physically suited to accommodate the proposed development. • The proposed site can be serviced with adequate water and waste water services. Please see the attached Servicing Report for further information. • The property has access to multiple municipally maintained roads. • Parking provisions of the Development Permit By-law are met. • The development can take place in accordance with the policies of Section 2.0. 	Complies
<p>6. New residential development shall include a mix of residential densities. Residential development which does not provide a diversity of dwelling types shall be discouraged.</p>	<p>The proposed development includes a mix of residential densities, from single-detached to apartment blocks.</p> <p>By the definition of this Plan, the densities are a mix of medium and high.</p>	Complies
<p>7. Development shall be integrated with surrounding development, through connected street networks, appropriate transition of housing types and densities and through supporting infrastructure including recreational pathways and parks.</p>	<p>The proposed development is integrated with the surrounding street networks and housing types. The site will be connected to Lanark Street and Edmund Street through a roadway and sidewalks, and sidewalks are provided throughout the site.</p>	Complies

Table 4: Town of Carleton Place Official Plan, Policy 3.5.4

As noted in **Table 4** above, the proposed design does not comply with two applicable density provisions of the Carleton Place Official Plan. The proposed density on the site is higher than permitted by an average of 50.6 units per net hectare. The low- and medium-density units are higher in density than permitted as well. We propose that the single-detached units be considered medium-density for the purposes of this development, and all other built form (street townhouses, stacked townhouses, and apartment buildings) be considered high-density. These categorizations are better suited for the densities proposed.

Section 3.5.5 (Increased Density and Bonusing) permits an increase in height or density depending on the eligibility of the development. Items that may make a proposed development eligible for such increases include “The provision of affordable housing, assisted housing or housing for those with special needs,” and “The dedication or provision of open space, recreation or community facilities, parks, waterfront lands, or trail systems, provided that such lands and amenities are significantly in excess of any parkland dedication requirements of this Plan.” With this in mind, the proposed development includes 20% of the proposed units being considered affordable housing (per the Town’s Official Plan definition), for a total of 50 units.

4.2 CARLETON PLACE DEVELOPMENT PERMIT BY-LAW

14. Built Form Design Criteria

14.3.2 Residential Greenfields

Please see **Table 5** below, for Residential Greenfields Built Form Design Criteria. According to **section 14.3.2**, “Structures shall demonstrate the general principles of good design including but not limited to those dealing with form, mass, scale, height, texture and colour. Specific consideration shall be given to compatibility with adjacent neighbourhoods where such structures are substantially in compliance with the following:”

14.3.2 Residential Greenfield Built Form Design Criteria		
Criteria	Proposed	Comments
Long monotonous façade designs including, but not limited to, those characterized by unrelieved repetition of shape or form or by unbroken extension of line shall be avoided. Excessive ornamentation shall be avoided to prevent visual clutter.	The facades of the buildings will be designed within the context of the project visions, ‘creating a community’. This criteria will influence and ensure that the building forms provide a pedestrian and aesthetically friendly facades.	Will Comply
Façade, side and rear elevations adjacent to pathways or roadways and roof lines shall be constructed to provide a varied and diverse product in order to create streetscape interest and walkable communities.	The importance of the ‘community aspect’ of this development leads into ensuring all elevations of the development with enhancements to generate aesthetic interest adjacent to pathways and roadways.	Complies
All development shall be serviced by a public water supply and a public sanitary sewage system.	The proposed development will be serviced by public water supply and public sanitary sewage system.	Complies

14.3.2 Residential Greenfield Built Form Design Criteria

Criteria	Proposed	Comments
Commercial communication towers and wind generators are not permitted in any residential designation.	No commercial communication towers or wind generators are proposed.	Complies
Street trees shall generally be provided every 10.6 metres (35 feet) on average to create a canopy on residential streets.	The use of street landscaping like trees will be developed in a manner that respects the community aspect' and to meet the 'Built Form Design Criteria' to the best of our ability. Selectively identifying the streets where we create a canopy of trees will further enhance the pedestrian friendly street scape the development is seeking.	Will Comply
Buildings will be oriented to the street and shall provide architectural interest to contribute to the esthetics and visual appeal of the community. Corner lots will require orientation to both street fronts.	All proposed buildings are designed to be oriented to the streets. The importance of the 'community aspect' of this development leads into ensuring all elevations of the development with enhancements to generate aesthetic interest adjacent to pathways and roadways including corner lots to both street fronts.	Complies
The width of the garage for both single family dwellings and semi-detached dwellings and duplex shall not exceed 45% of the overall lot frontage. The width of the garage for townhome dwellings shall not exceed 70% of the overall lot frontage. The main wall for the garage doors shall be setback a minimum 6.0 metres (19.6 feet) from the front or exterior side lot line.	The width of all garages will not exceed 45% of the overall lot frontage. This has been accommodated in the current concept.	Complies
Internal pathways for cyclists and pedestrians shall be provided with linkages to new and existing park and open space systems. All development will require sidewalks on one side of the street.	Pedestrian and cycling paths are proposed to link to existing neighbourhoods and proposed greenspaces. Sidewalks are proposed on all proposed streets.	Complies
A modified grid pattern of street design and layout will be provided. New developments shall be linked to existing neighbourhoods and provide multiple entrance points.	The proposed development is designed in a logical grid-like pattern and will have roads linked to two entrance points, to Lanark Street and Edmund Street.	Complies

14.3.2 Residential Greenfield Built Form Design Criteria

Criteria	Proposed	Comments
<p>Outdoor garbage enclosures for multi-residential buildings are to be fenced with wood screen and buffered with soft landscape elements. Garbage receptacles require privacy screening (wood or ornamental metal fencing and shrubs screening). Recommended locations include inside parking courts or at the end of parking bays. Locations should be conveniently accessible for garbage collection and maintenance and should not block access drives.</p>	<p>Leveraging the ‘project vision’ it is important to ensure that all items such as garbage receptacles are screened in a manner that respects the sense of community. We propose to ensure these items are enclosed in such way that they blend in with the facades of the buildings.</p>	<p>Will Comply</p>
<p>Parking Lots shall be screened from the street edge by both hard features (fencing) and soft landscape elements such as trees, shrubs, planters and urns. Street trees will be deciduous. Parking lots shall not be permitted in the front yard or exterior side yard within the Residential District.</p>	<p>As part of the ‘project vision’ it is important to that parking area boundaries respect the overall aesthetics of the project. These boundares will be used in such way to foster pedestrian friendly street scapes.</p>	<p>Complies</p>

Table 5: Town of Carleton Place Development Permit By-law (15-2015), Section 14.3.2.

As noted in **Table 5** above, the proposed development complies with all Residential Greenfield Built Form Design Criteria per the Town of Carleton Place Development Permit By-law (15-2015).

5.0 CONCLUSION

5.1 ANALYSIS

This Urban Design Brief demonstrates how the proposed development meets the applicable urban design guidelines and requirements and the proposed form and patterns in accordance with the Town of Carleton Place's policies and design guidelines in relation to the subject site, 400 Lanark Street. The infill development of the 6.27-hectare parcel includes a variety of building types, ample green spaces and local road networks that are addressed within the policy framework including design criteria set by the Town's Development Permit By-law.

In accordance with the Town's vision, our proposal addresses the importance of active transportation systems and safety including the use of pathways for cyclists and pedestrians to new or existing parks and open spaces and the need for sidewalks. Our site includes green spaces and open spaces for residents and community use which adds to the visual appearance of the subject site. As well, architectural built forms will be in accordance with the provisions set by the by-law including demonstrating good design principles including the use of form, mass, scale, height, texture and colour while integrating with surrounding neighbourhoods.

The Town of Carleton Place has multiple sets of guidelines and criteria for residential development in the Town, including the Official Plan's General Design Policies, Residential District Policies, and Density Provisions, and the Development Permit By-law's Built Form Design Criteria. As demonstrated in **Tables 2 to 5**, the proposed development meets all applicable policies, provisions, and criteria, except for two Density Provisions (**Section 3.5.4.1 and 3.5.4.4**). These density provisions are not met due to the proposed density surpassing that which is typically permitted in on a site such as this. To remedy this proposed increase in density, the proposal includes 20% of its units being affordable housing, and so is eligible for increased density per the Official Plan (**Section 3.5.5**). Otherwise, the proposed development meets all municipal standards of compatibility, landscaping, architectural design, transportation connectivity, and use.

5.2 CLOSING

We trust this Urban Design Brief addresses the Town's policies and criteria for residential urban design.

Sincerely,

LandPRO Planning Solutions Inc. & BR2 ARCHITECTURE



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