



planning
+ design

URBAN DESIGN REPORT

SUBJECT SITE: 166 BOYD STREET,
CARLETON PLACE, ONTARIO



REPORT DATE: REVISION SEPTEMBER 2024
PREPARED FOR: BULAT HOMES
PREPARED BY: Q9 PLANNING + DESIGN INC.

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This Urban Design Brief is prepared in support of a Development Permit Application for the proposed residential development at 166 Boyd Street.

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1.0 INTRODUCTION

Q9 Planning + Design has been retained by Bulat Homes to prepare an Urban Design Brief for the proposed 16 block, 71-unit townhouse development. This project features two direct pedestrian and vehicular links to Boyd Street and is seeking to add new housing, as infill development, to Canada's fastest growing town.

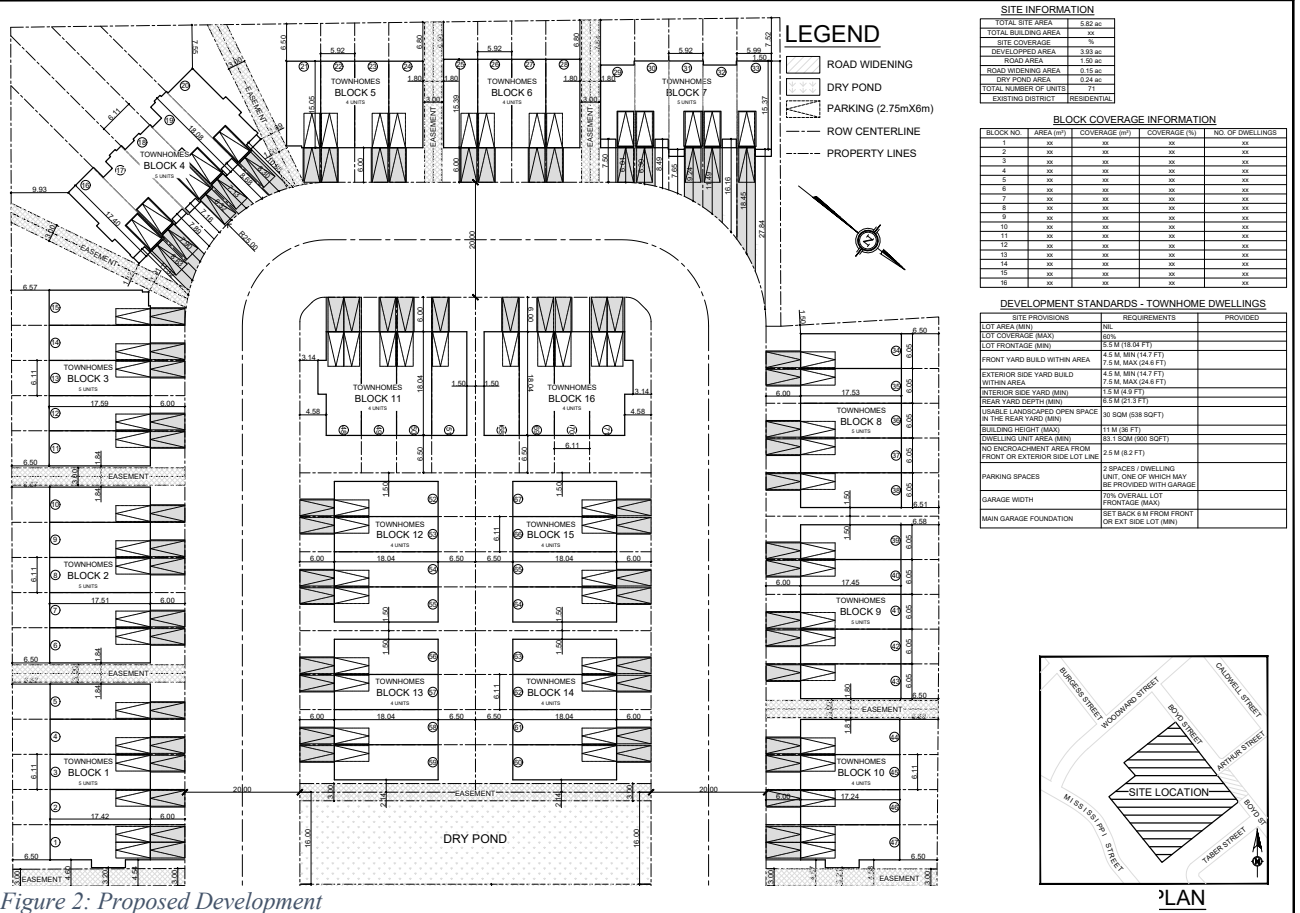
As a requirement of the Town of Carleton Place submission process, this Urban Design Brief includes an overview of the application, physical context, and a summary of how the proposal meets the Town's design and policy objectives. As outlined in the Terms of Reference, this Brief will focus special attention on Public Realm, Building Design and Heritage.



Figure 1: Location Map

1.1 PROJECT

The proposed development is for a 71 unit, 16 block townhouse residential development. The total site area is 2.36 hectares (5.82 acres), of which 1.59 hectares (3.93 acres) is developed area, 0.60 hectares (1.50 acres) is road area, 0.06 hectares (0.15 acres) is road widening area and 0.10 hectares (0.24 acres) is dry pond area. The maximum lot coverage is 60%, 2 parking spaces are provided for each dwelling unit and there are a total of 18 street parking spaces.



PLAN

2.0 SITE & CONTEXT

2.1 SITE

The subject site, municipally identified as 166 Boyd Street, is situated to the north of Hwy 7, to the west of Hwy 29 and in the south end of Carleton Place. The site is approximately 500 metres from Riverside Park, the water's edge and the downtown. The subject site is ideally located to capitalize on the existing road network, infrastructure and services (water, sewer, stormwater).

The site itself is generally rectangular in shape and fronts on Boyd Street to the north and east. The new development will access Boyd Street at two points via a new internal street. The site and is located just west of where Boyd Street intersects with Arthur Street.

The site itself consists of a collection of property parcels as shown below in the following images. These parcels make up a total area of 23,553 m² (5.83 acres), with approximately 161 metres of frontage on Boyd Street. The legal description for the lands is: All of lots 9, 11, 13, 15 & 17 and Part of Lot 7, Registered Plan 7211 and Part of Block 121 Registered Plan 72925, Town of Carleton Place, County of Lanark.



Figure 3: Subject Site

The following presents the site statistics:

- [Site Area: 23,553 m² (5.83 acres)
- [Site Frontage: ~161 m (Boyd Street)
- [Site Depth: rectangular/irregular

Soil Topography & Vegetation

The site is currently vacant and contains gravel and dirt access points. The site is covered with some trees and sparse, low-growth vegetation. The site topography is mainly flat, therefore it is anticipated that no significant site alteration or grading will need to occur to facilitate the development. Below are images of the site.



2.2 CONTEXT

The proposed development is south of Downtown Carleton Place in a community called Jackson Ridge. This community contains a mix of low-rise residential uses and is roughly bounded by Sarah Street (northeast), Woodward Street (northwest), Mississippi Road (Southwest), and Morris Street (Southeast). The site is about 500 metres east of Carleton Place High School and Riverside Park, and about 500 metres south of the downtown. A local grocery store and other commercial uses are walking distance to the proposed development. The uses surrounding the property within a 100-metre radius are mainly single detached dwellings, semi-detached dwellings, townhouses and a low-rise multiple residential building. Within the local area, there are other recently constructed and currently under construction low-rise residential developments. Directly to the north of the subject property are sports fields, mainly used for soccer.



Figure 6: Land uses within 100+ metres of the subject property

Given the future population growth in Carleton Place, it is expected and planned that this community will see intensification. The project at 166 Boyd Street is one component of that proposed intensification.

The existing community provides a pedestrian and cycling network, amenities, services, parks and a downtown core that will continue to grow and develop.

Contextual Analysis

The following graphic represents a comprehensive contextual analysis of the neighbourhood within an approximate 100 metre walk from the subject site. A neighbourhood walk about was conducted on May 13, 2022 to assess the existing conditions.

Within the neighbourhood it was noted that there is a mix of low-rise residential uses of a variety of types, sizes and scales. The majority of the buildings were constructed in the 1980s, while some of the building stock across the street from the subject property on Boyd Street, date back to 1950s, 1980/1990s. Some of the development to the south of the subject property is newly constructed within the past 5 years and is under construction. Most of the housing stock within the greater community to the south was constructed in the early 2000s.

Photos #1 & 4 – These images depict a townhouse development and semi-detached units, respectively, on Mississippi Road directly south of the subject site.

Photo #2 – Photo 2 shows a newly constructed 4 storey, multi-residential development across from the subject property on Boyd Street. This building features more contemporary architecture with building materials and colours that are found in the surrounding neighbourhood.

Photo #3 & #5 – Photo 3 shows a townhouses development currently nearing completion, while Photo 5 illustrates a semi-detached dwellings, both located to the south of the subject property.

Photo #6 – Photo 6 shows a 4 storey multiple residential development located directly to the northwest of the subject property, next to the soccer fields.

The proposed townhouse development will provide additional housing options to a neighbourhood that currently contains a diversity of low-rise residential uses.

Providing a diversity of housing types, sizes, and scales is important to achieving a community that is diverse in age, income, ability and life stages.

CONTEXTUAL ANALYSIS



Figure 7: Pictures of built form surrounding the site taken on site visit May 13, 2022

3.0 DESIGN PROPOSAL

3.1 OVERVIEW

The proposed development is a 71 unit, 16 block townhouse residential development. The townhouse blocks, both 4 and 5 units, are dispersed throughout the site for visual interest, to break down massing, and to provide a variety of unit types. Parking is provided for each unit, both in the driveway and in the garage. Additional parking for visitors and residents is provided via 18 on-street parking spaces. A sidewalk connects pedestrians from the subdivision to Boyd Street and the greater community. Trees and landscaping are generously provided throughout the development to provide a comfortable, attractive streetscape and shade in the summer months. The total area of the site is 2.36 hectares (5.82 acres).

The following figures illustrates the mixture of 4-unit (green) and 5-unit (blue) townhouse blocks.



Figure 8: Townhouse Blocks, 4 units (green), 5 units (blue)

The proposed Site Plan and Landscape Plan are provided at the end of this section.

3.2 SITE STATISTICS

The following table outlines the project statistics:

PROPOSED DEVELOPMENT	
Total Site Area	2.36 hectares (5.82 acres)
Developed Area (Net Area)	1.6 hectares (3.93 acres)
Road Area	0.60 hectares (1.50 acres)
Road Widening Area	0.06 hectares (0.15 acres)
Dry Pond Area	0.01 hectares (0.24 acres)
Total Number of Units	71 units
On-street Parking Spaces	18 spaces

3.3 GOALS OF THE PROPOSAL

Vision Statement: To propose a quality designed, community-integrated residential development offering variety of unit types and sizes to meet the needs of a growing population.

Project Goals:

1. Provide housing that integrates into the local community with respect to massing, design, orientation and materials.
2. Provide new pedestrian and vehicular connections to the existing neighbourhood. Provide through roads to mitigate traffic impacts.
3. Provide new trees and landscaping to enhance the urban tree canopy, but also to provide a pedestrian friendly streetscape.
4. Reflect the local built heritage through design and the use of materials and colour.
5. Increase access to housing in a fast growing community, while making use of existing infrastructure, amenities and services.

3.4 PUBLIC REALM

The community of Jackson Ridge is a well-defined area north of Hwy 7 and west of Highways 29 and 15 and in the south end of Carleton Place. The local streets are well connected with road shoulders and sidewalk infrastructure that is conducive to pedestrian and bicycle traffic.

Pedestrian/Cycling Network

Many of the local streets surrounding the subject site, including Boyd and Arthur Streets, have a single-sided sidewalk designed as a pedestrian connection. The proposed townhouse development has a proposed sidewalk along the portion of the U-shaped roadway, as depicted in green in Figure 10, below. In addition, a pedestrian connection is proposed along Boyd Street providing a pedestrian connection from the Jackson Ridge subdivision to the south, to the park land at Boyd and Woodward Street. The proposed new sidewalk will connect with the sidewalk network in the surrounding low-rise residential area (shown in orange in Figure 9, below).



Figure 9: Existing pedestrian infrastructure on streets immediately surrounding the proposed development



Figure 10: Proposed pedestrian connection

The 'Safe Cycling Routes in Carleton Place' guide outlines the roadways that are safer for cycling transportation due to wider street shoulders, lighter vehicle traffic, and bike rack access. The guide also lists where public washrooms are located throughout the town, as well as information on how to rent a bicycle at the Information Centre. The map below outlines the safe cycle route that is adjacent to and connected with the subject site.



Figure 11: Cycling Network

Transit Network

While the Town of Carleton Place is not serviced by local public transportation, there is commuter service offered regularly between Carleton Place and Ottawa.

Streetscape

Street trees will be provided in the front yards of the townhouse blocks. In order to have a tree that will grow larger and enhance the streetscape and sidewalk, one larger tree will be planted in lieu of two smaller ones not spaced very far apart on each property. As a result of the double driveways, the distance between the trees is approximately 15 metres. Trees will be planted on both sides of the street in locations where services and infrastructure will not block critical root development.

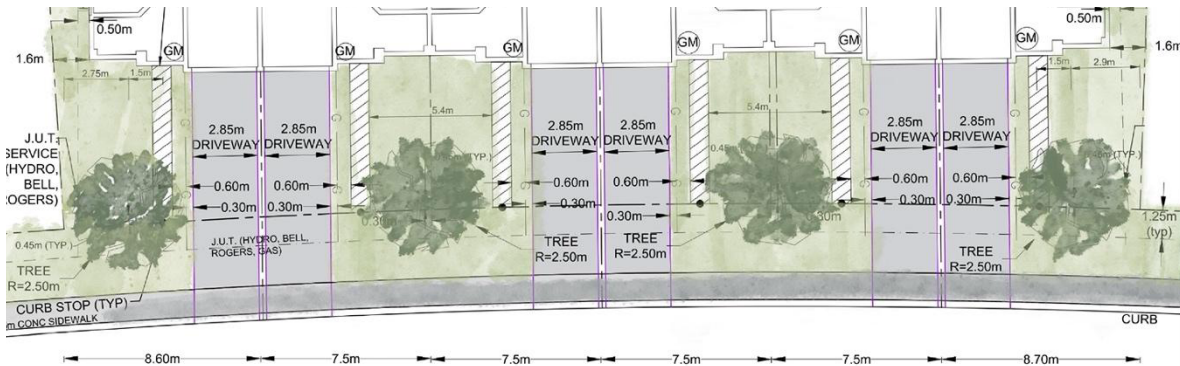


Figure 12: Townhome lot cross section

In addition to the street trees provided along the new roadway, enhanced landscape in the form of coniferous and deciduous trees are being provided along the Boyd Street frontage to provide a buffer between the development and the street and to provide an enhanced terminal view from Arthur Street to the development. The trees will also mitigate traffic noise from Boyd Street to the proposed development. Figure 14, below, illustrates a cross section of the proposed new roadway through the development.

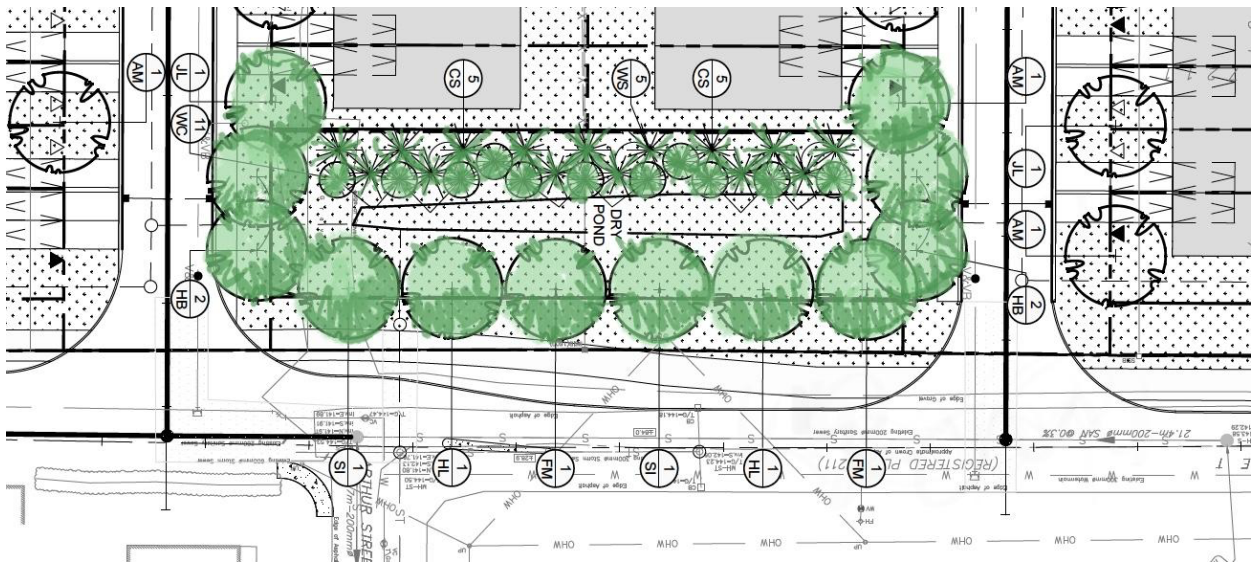
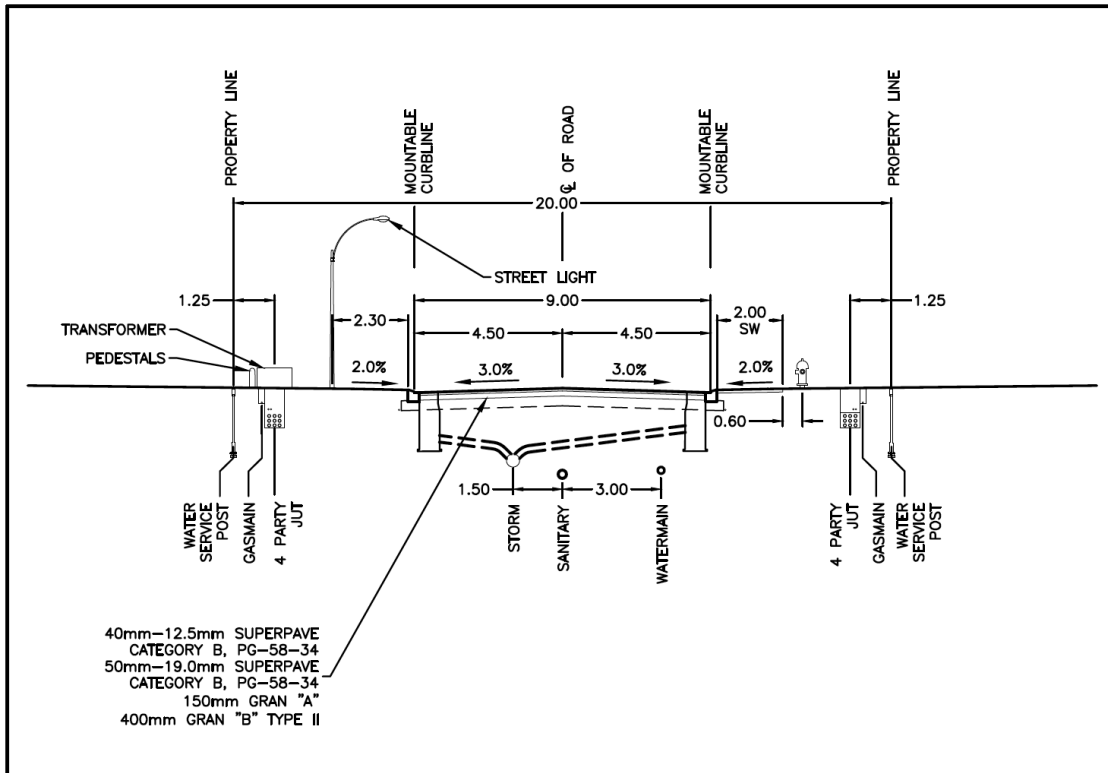


Figure 13: Enhanced landscaping along Boyd Street



9.0m ROAD – 20.0m R.O.W SECTION

1:150

Figure 14: Cross section of proposed new street

Road Connectivity

While the new internal street cannot connect perfectly with the existing Arthur Street; the proposed configuration allows for the most efficient use of land, services and infrastructure and maximizes the number of new infill units which provides new housing options in Carleton Place. In order to meet as many development permit regulations as possible, a jog in the street alignment is necessary to provide development on both sides of the streets and lots of a similar size and scale. In addition, streets that are not perfectly aligned provide opportunities for increased terminal views and naturally calm vehicular traffic.

TOWN OF CARLETON PLACE TRANSPORTATION MASTER PLAN

The 2022 draft of the Town of Carleton Place Transportation Master Plan (TMP) aims to create an inclusive, barrier-free, multi-modal transportation system. This system will prioritize safe, sustainable, and efficient movement while preserving the town's heritage and community values. Key objectives include ensuring accessibility for all, developing a network that supports sustainable travel, improving road safety, and enhancing connectivity within the town. The TMP also focuses on maintaining mobility as the town grows and implementing the plan responsibly.

Section 4 – Active Transportation Strategy

Policy Section 4 presents a vision for the Active Transportation (AT) Network Strengthening Plan, focusing on creating a safe, efficient, and connected AT network to meet the Town's needs for the next 20+ years. Section 4.4.1 underscores the importance of sidewalks and multi-use paths (MUPs) as key to the Town's infrastructure, enhancing connectivity, livability, and public health. A review of existing pedestrian facilities identified network gaps, and Figure 15 details proposed enhancements, including new sidewalks, trails, and infrastructure, with plans for long-term incremental improvements.

The section adds that new or reconstructed sidewalks and multi-use paths (MUPs) should follow Complete Street design guidelines and AODA standards. The policy states that sidewalks should aim for 1.8m widths, adopt a minimum of 1.5m, and 1.2m only in very constrained areas and provide sidewalks on both sides of collector and arterial streets, and at least one side of local streets.



Figure 15: Active Transportation Network Enhancements (Source: Town of Carleton Transportation Master Plan)

Comment |

The proposal also includes creating one new sidewalk along the interior side of the development and will connect to the existing sidewalk on Boyd Street offering a more cohesive street network for pedestrians. By providing a 2.0 m sidewalk along a local road, the proposed development adheres to the Complete Street design guidelines and AODA standards. The proposed development is also next to Mississippi Road, a collector road slated for future active transportation improvements. This placement supports and benefits from the planned upgrades, enhancing overall connectivity for future developments aligning with the policy directives.

Section 6 – Supportive Strategies

Policy Section 6 / establishes “Complete Streets” as a key strategy in the Transportation Master Plan, emphasizing that their design varies depending on the type of road. While quiet local roads may require minimal infrastructure, higher-order roads often need specialized infrastructure. Many streets in Carleton Place could benefit from adopting this approach, which involves gradually

integrating Complete Streets principles into planning and design to improve mobility for all residents.

Section 6.1.6 / provides a Complete Streets Cross-Section Summary with specific recommendations for arterial, collector, and local streets. For local streets, the policy suggests 3.5m to 4.5m travel lanes, sidewalks on one or both sides, shared cycling lanes, and on-street parking on one or both sides. Enhancements for cyclists include signage and pavement markings to create a safer, more accommodating environment.

Comment |

The proposed development is situated along one residential collector road, Mississippi Road (Southwest), and several local streets. To enhance navigation within the new subdivision, a new U-shaped right-of-way is proposed with two access points along Boyd Street. This new right-of-way will adhere to Complete Streets guidelines, featuring a sidewalk along the interior, and street trees along the streetscape and frontage. These elements will not only create a more pedestrian-friendly environment but also serve as a buffer to mitigate traffic noise from Boyd Street.

Although the new road's alignment does not perfectly align with Arthur Street, this slight deviation will naturally slow traffic and improve safety. Additionally, this alignment allows for more efficient infill development on both sides of the road and provides increased terminal views, contributing to a more integrated and visually appealing urban environment.

3.5 BUILDING DESIGN

Architectural Design, Massing & Materials

The proposed development is a contemporary architectural style, which has been designed with the primary objective of fitting contextually within the greater community. The massing, setback and building orientation are consistent with the size (2 storey), setbacks (>6m from the street) and orientation (street facing) of similar buildings within a 100 metre radius of the subject property. The materials employed in this development are primarily brick, vinyl and stone in neutral colours that are consistent with the tonality and materials found within the greater community. The peaked roof and garage placement is consistent with what is observed locally.

The side elevations (facing the street, units 1, 47, 48 & 71) will be articulated with similar building materials and design as the front elevation and will also contain windows and an entranceway. This elevation will present a similar quality and attention to detail as what is observed on the front elevation. Enhanced landscaping will be provided at the side elevation (units 59 & 60) where it is visible from the street.

The figure below illustrates a typical 5 unit townhouse front and side (street facing) elevations.



Figure 16: Typical 5 unit townhouse, front and side (street facing) elevations

The design provides a front porch/entranceway and exceeds the by-law requirements with respect to frontage dedicated to a porch/entrance and the amount of soft landscaping in the front yard. Street trees will be planted where feasible to provide an urban street canopy and a pedestrian-oriented environment.

Floorplans

The figure below illustrates a typical floorplan for a 5 unit townhouse block. The units range in sizes and styles to provide flexibility, variety and units designed to fit different budgets and lifestyle needs. The goal is to provide as much housing variety as possible in the community to accommodate a growing population. The townhouse blocks have a variety of unit styles and sizes that are intermixed through the proposed development.

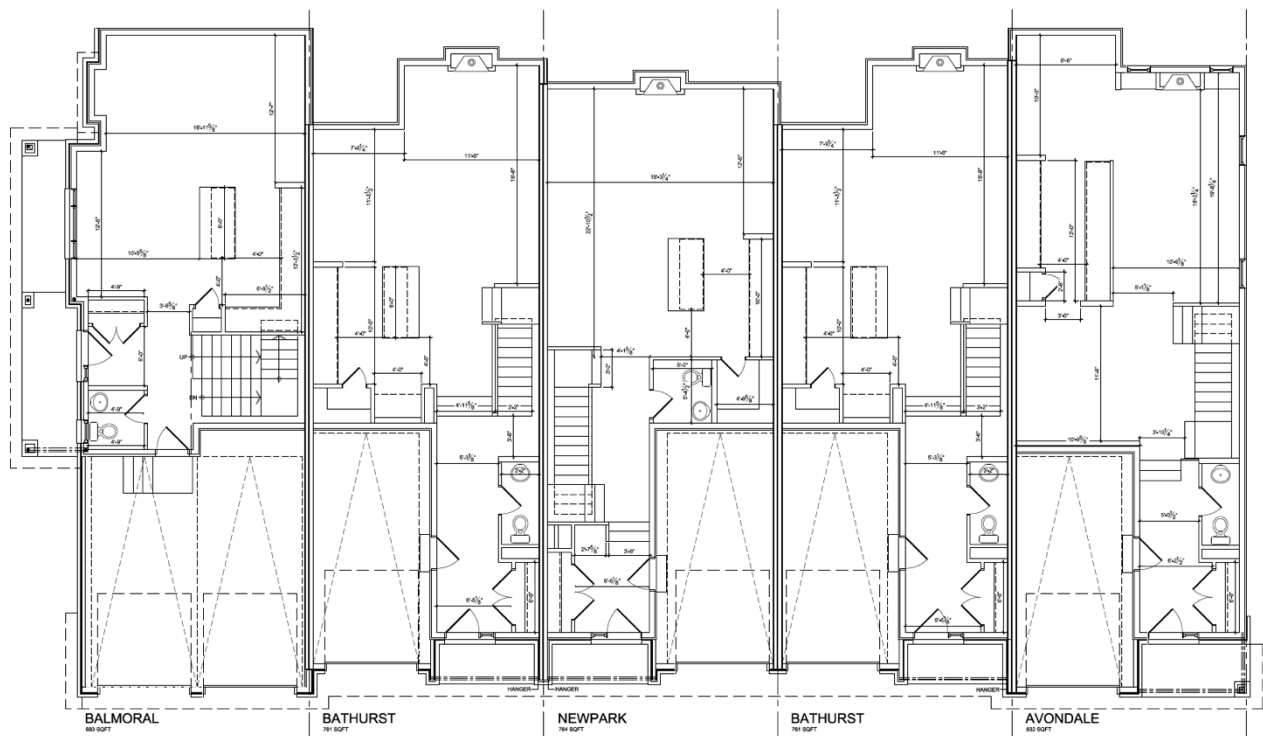


Figure 17: Typical floorplan for a 5 unit townhouse block

3.6 HERITAGE

Surrounding Historical Context

The subject property is mainly surrounded by buildings to the southwest (along Mississippi Road) that were built in the 1980s. A few properties on the opposite side of Boyd Street, across from the proposed development, were built in the 1950s, the 1980s and the 1990s. The units on Taber Street and further to the south east have been designed, developed and built in the past 5 years.

Beyond the directly adjacent land uses, the development further to the south of the subject property was mainly built in the 2000s.



Figure 18: Building construction dates for surrounding neighbourhood

Building Design & Landscaping

The architectural period of the surrounding neighborhood and greater community display notable design features which will be described below as they relate to the proposed development.

The neighbourhood contains single detached, semi-detached and townhouses as well as low-rise multi residential between 1 and 2 storeys in height. The proposed townhouse development will be 2 storeys in height and from a scale perspective, will fit within the context of the neighbourhood.

The primary building materials are brick and vinyl with some red brick in the 1980s product. Doors are aluminium or wood and colours are both of accent and neutral tones. Windows are mainly casement and sliding and are provided on front and side elevations. Rooflines are varied depending on the style.

The proposed development will be clad in vinyl, brick and stone in neutral colours designed to integrate with, and complement in a modern way, the design and details found within the greater context. Windows will be provided on front and side elevations with a varied, peaked roofline which reflects what is found in the neighbourhood and what is seasonally appropriate in Canada.

Garages within the existing neighbourhood are located in the front, setback from the house or flush with front façade and at grade. Hard surfaces are asphalt and walkways are generally unit pavers, concrete or prefabricated slab. Soft landscaping is predominately deciduous trees and shrubs.

The proposed development will have street facing garages that are generally flush with the units. Hard surfaces will be paved and landscaping will be both deciduous and coniferous to provide species variety, which prevents disease, and to mitigate wind and noise year round.

SITE INFORMATION

TOTAL SITE AREA	5.82 ac
TOTAL BUILDING AREA	XX
SITE COVERAGE	%
DEVELOPPED AREA	3.93 ac
ROAD AREA	1.50 ac
ROAD WIDENING AREA	0.15 ac
DRY POND AREA	0.24 ac
TOTAL NUMBER OF UNITS	71
EXISTING DISTRICT	RESIDENTIAL

BLOCK COVERAGE INFORMATION

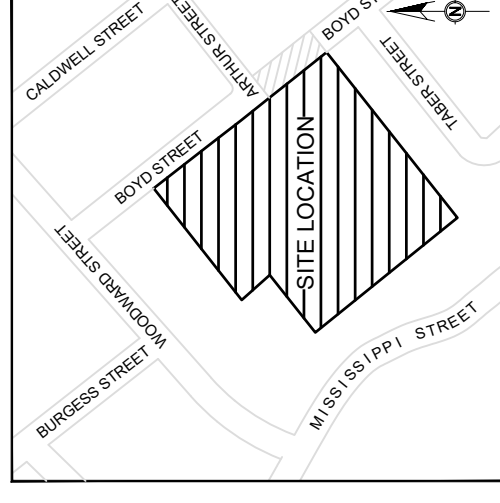
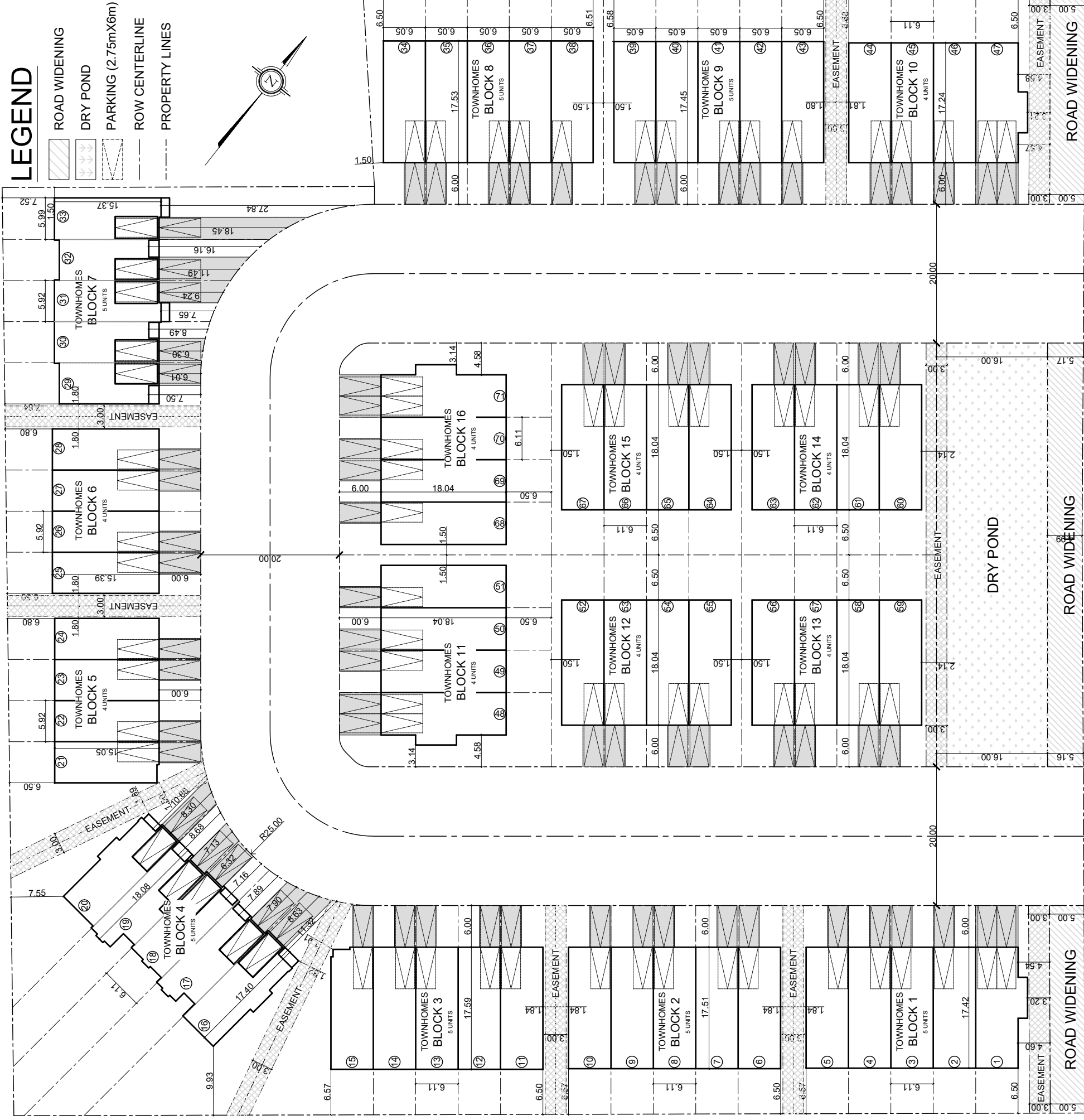
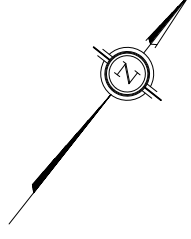
BLOCK NO.	AREA (m ²)	COVERAGE (%)	NO. OF DWELLINGS
1	XX	XX	XX
2	XX	XX	XX
3	XX	XX	XX
4	XX	XX	XX
5	XX	XX	XX
6	XX	XX	XX
7	XX	XX	XX
8	XX	XX	XX
9	XX	XX	XX
10	XX	XX	XX
11	XX	XX	XX
12	XX	XX	XX
13	XX	XX	XX
14	XX	XX	XX
15	XX	XX	XX
16	XX	XX	XX

DEVELOPMENT STANDARDS - TOWNHOME DWELLINGS

SITE PROVISIONS	REQUIREMENTS	PROVIDED
LOT AREA (MIN)	NIL	
LOT COVERAGE (MAX)	60%	
LOT FRONTAGE (MIN)	5.5 M (18.04 FT)	
FRONT YARD BUILD WITHIN AREA	4.5 M, MIN (14.7 FT) 7.5 M, MAX (24.6 FT)	
EXTERIOR SIDE YARD BUILD WITHIN AREA	4.5 M, MIN (14.7 FT) 7.5 M, MAX (24.6 FT)	
INTERIOR SIDE YARD (MIN)	1.5 M (4.9 FT)	
REAR YARD DEPTH (MIN)	6.5 M (21.3 FT)	
USABLE LANDSCAPED OPEN SPACE IN THE REAR YARD (MIN)	30 SQM (538 SQFT)	
BUILDING HEIGHT (MAX)	11 M (36 FT)	
DWELLING UNIT AREA (MIN)	83.1 SQM (900 SQFT)	
NO ENCROACHMENT AREA FROM FRONT OR EXTERIOR SIDE LOT LINE	2.5 M (8.2 FT)	
PARKING SPACES	2 SPACES / DWELLING UNIT, ONE OF WHICH MAY BE PROVIDED WITH GARAGE	
GARAGE WIDTH	70% OVERALL LOT FRONTAGE (MAX)	
MAIN GARAGE FOUNDATION	SET BACK 6 M FROM FRONT OR EXT SIDE LOT (MIN)	

LEGEND

- ROAD WIDENING
- DRY POND
- PARKING (2.75mX6m)
- ROW CENTERLINE
- PROPERTY LINES



KEY PLAN

202 - 11 GIFFORD STREET
 NEPEAN, ONTARIO K2E 7S3
 TEL: 723-1008 FAX: 727-0209
 I HAVE REVIEWED THE PLANS AND
 ACCEPT RESPONSIBILITY FOR THE
 DESIGN.
 INDIVIDUAL BCIN: 100692

X

REVISIONS

PROJECT NAME:	XX
AREA:	N/A SQFT APPROX
LOCATION:	BOYD STREET CARLETON PLACE
SHEET TITLE:	SITE PLAN

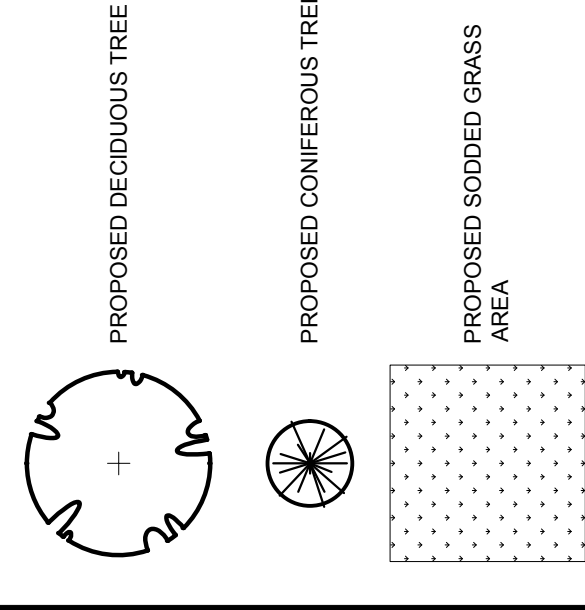
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DATE:	25/09/2020	
PRINT DATE:	17/08/2023 - 8:25am	

S1.0

BULAT HOMES
1500 WILSON AVENUE
OTTAWA, ON K2E 7S3
TEL: 613-723-1008

CONSULTANTS
CIVIL ENGINEERS
EXP SERVICES INC.
2650 QUEENSWAY DRIVE UNIT 100
OTTAWA, ON K2B 8H6
TEL: 613-888-1899

LEGEND



No.	Issue	Date	DR	CK
2	REVISED PER NEW SITE PLAN	08/09/2024	ML	JL
1	ISSUED FOR DISCUSSION AND REVIEW	04/19/2022	ML	JL

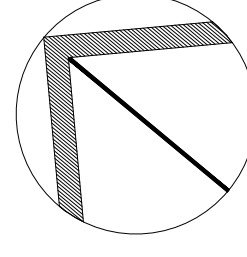
JAMES B. LENNOX & ASSOCIATES INC.
LANDSCAPE ARCHITECTS
3332 CARLING AVE. OTTAWA, ONTARIO K2H 1S3
TEL: (613) 723-6188 FAX: (613) 723-3942

PROJECT
BOYD STREET SUBDIVISION
166 BOYD STREET, CARLETON PLACE ON

DRAWING
LANDSCAPE PLAN

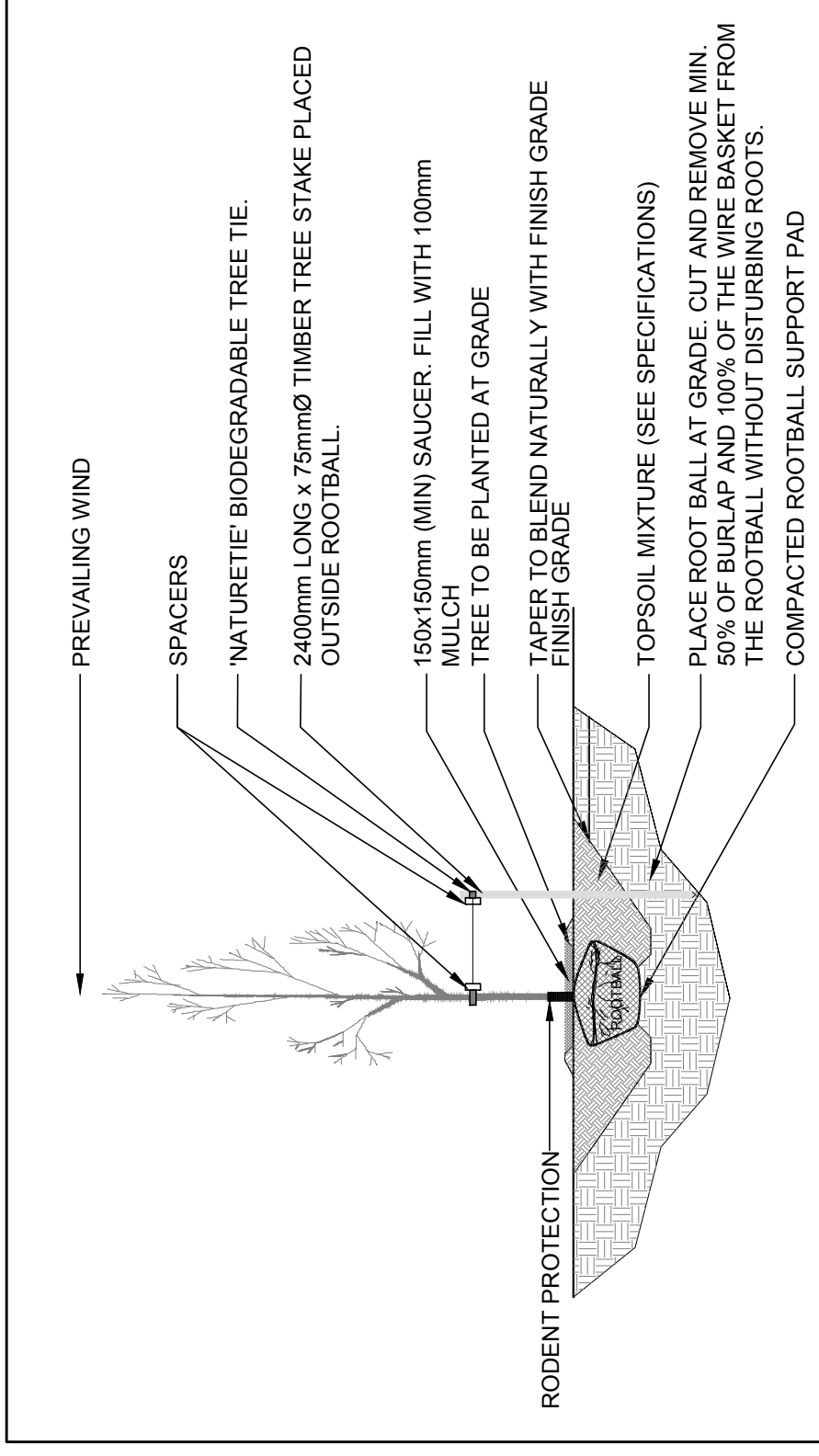
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START DATE: APRIL 2022
PROJECT NO.:
DRAWING NO.: L.1

LANDSCAPE ASSOCIATION OF CANADA
LANDSCAPE ARCHITECTS

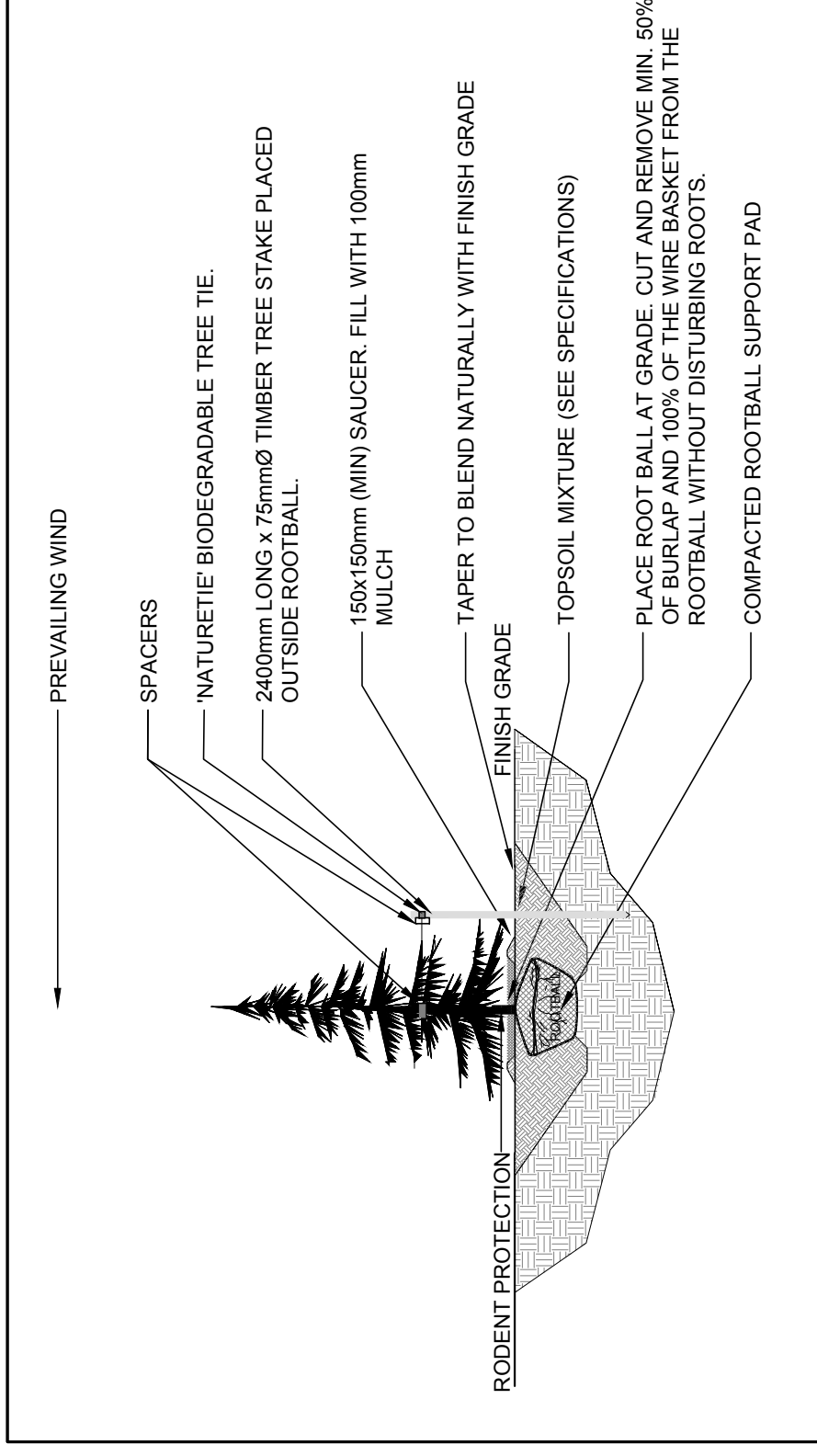


PLOT SIZE ARCH-D

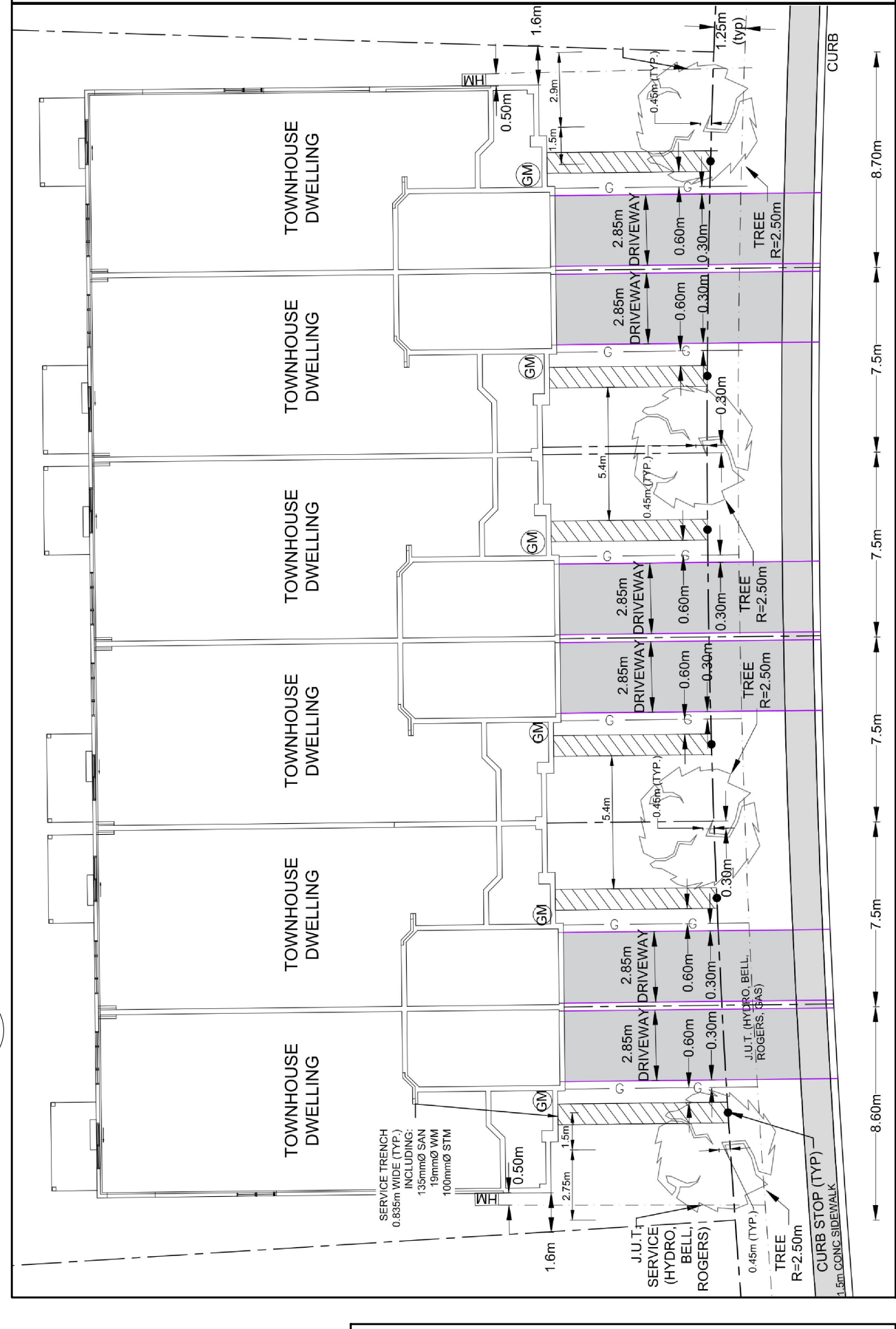
KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONDITION	REMARKS
TREES						
AM	8	Acer ginnala	Anhur Maple	60mm cal.	B&B	Single leader
CS	7	Picea pungens	Colorado Spruce	1800mm ht.	B&B	
FM	2	Acer x freemanii	Freeman's Maple	60mm cal.	B&B	
HB	2	Celtis occidentalis	Hackberry	60mm cal.	B&B	
JL	9	Thuja occidentalis	Arborvitae	60mm cal.	B&B	
JL	9	Syringa reticulata	Japanese Tree Lilac	60mm cal.	B&B	
MP	1	Malus 'Profusion'	Profusion Crabapple	60mm cal.	B&B	
MS	1	Malus 'Snowdrift'	Snowdrift Crabapple	60mm cal.	B&B	
SB	8	Sarcococca	Serviceberry	60mm cal.	B&B	
SB	8	Anemone	Anemone	60mm cal.	B&B	
VC	5	Thuja occidentalis	White Cedar Clumps	1800mm ht.	Placed / bare root	
WS	5	Picea glauca	White Spruce	1800mm ht.	B&B	



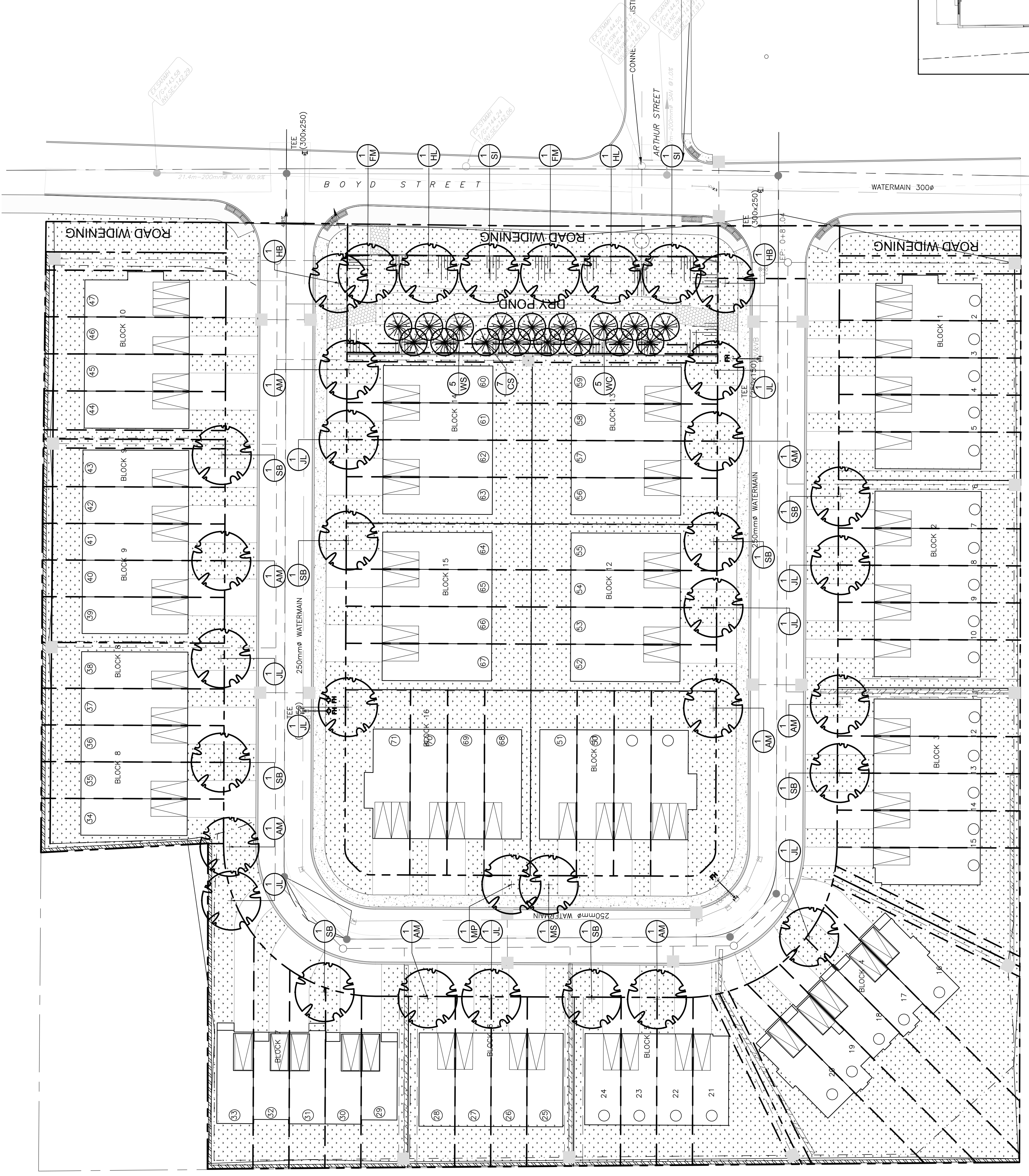
2 DECIDUOUS TREE PLANTING
L1 SCALE: NTS



3 CONIFEROUS TREE PLANTING
L1 SCALE: NTS



4 TOWN HOME LOT CROSS SECTION
L1 SCALE: NTS



1 LANDSCAPE PLAN
L1 SCALE: 1:400

GENERAL NOTES:

- IT IS THE RESPONSIBILITY OF THE APPROPRIATE CONTRACTOR OR OFFICIAL TO REPORT ANY ERRORS, OMISSIONS OR DISCREPANCIES ON THIS PLAN WITH ACTUAL SITE CONDITIONS TO THE LANDSCAPE ARCHITECT BEFORE PROCEEDING WITH CONSTRUCTION.
- THE CONTRACTOR IS TO NOTIFY ALL UTILITY COMPANIES AND AUTHORITIES PRIOR TO ANY EXCAVATION AND ASCERTAIN LOCATIONS OF UNDERGROUND SERVICES.
- THE CONTRACTOR IS TO REINSTATE ALL AREAS AND ITEMS DAMAGED AS A RESULT OF CONSTRUCTION ACTIVITY.
- THE CONTRACTOR IS TO COMPLY WITH ALL PERTINENT CODES AND BY-LAWS.
- THE CONTRACTOR IS TO MAINTAIN A POSITIVE SURFACE RUN-OFF THROUGHOUT THE ENTIRE CONSTRUCTION PERIOD.
- THE LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR SUBSURFACE CONDITIONS.
- THE CONTRACTOR IS TO IDENTIFY ALL EXISTING TREES TO REMAIN ON SITE WITH THE LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION.
- THE CONTRACTOR IS TO STAKE THE PROPOSED LOCATION OF ALL PLANT MATERIAL IN CONJUNCTION WITH THE LANDSCAPE ARCHITECT PRIOR TO EXCAVATION.
- MINIMUM DISTANCES FOR SELECTED DECIDUOUS TREES ARE AS FOLLOWS:
 - BUILDING FOUNDATIONS - 7.5M
 - MINIMUM DISTANCES FOR SELECTED CONIFEROUS TREES ARE AS FOLLOWS:
 - BUILDING FOUNDATIONS - 7.5M
 - SIDEWALKS - 1.5M
 - PUBLIC STREETS - 2.5M
 - UNDERGROUND INFRASTRUCTURE - 2.0M
 - ALL TREES WITHIN 1M OF UNDERGROUND UTILITY TRENCHES ARE TO BE EXCAVATED BY HAND.
- REMOVE ALL PROTECTIVE WRAPPING FROM TREE TRUNKS AFTER INSTALLATION.
- ALL EXISTING TREES TO REMAIN ON SITE ARE TO BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.
- ENSURE THAT MULCH IS PULLED BACK A MINIMUM DISTANCE OF 75MM FROM BASE OF TREE TRUNK.

KEY PLAN

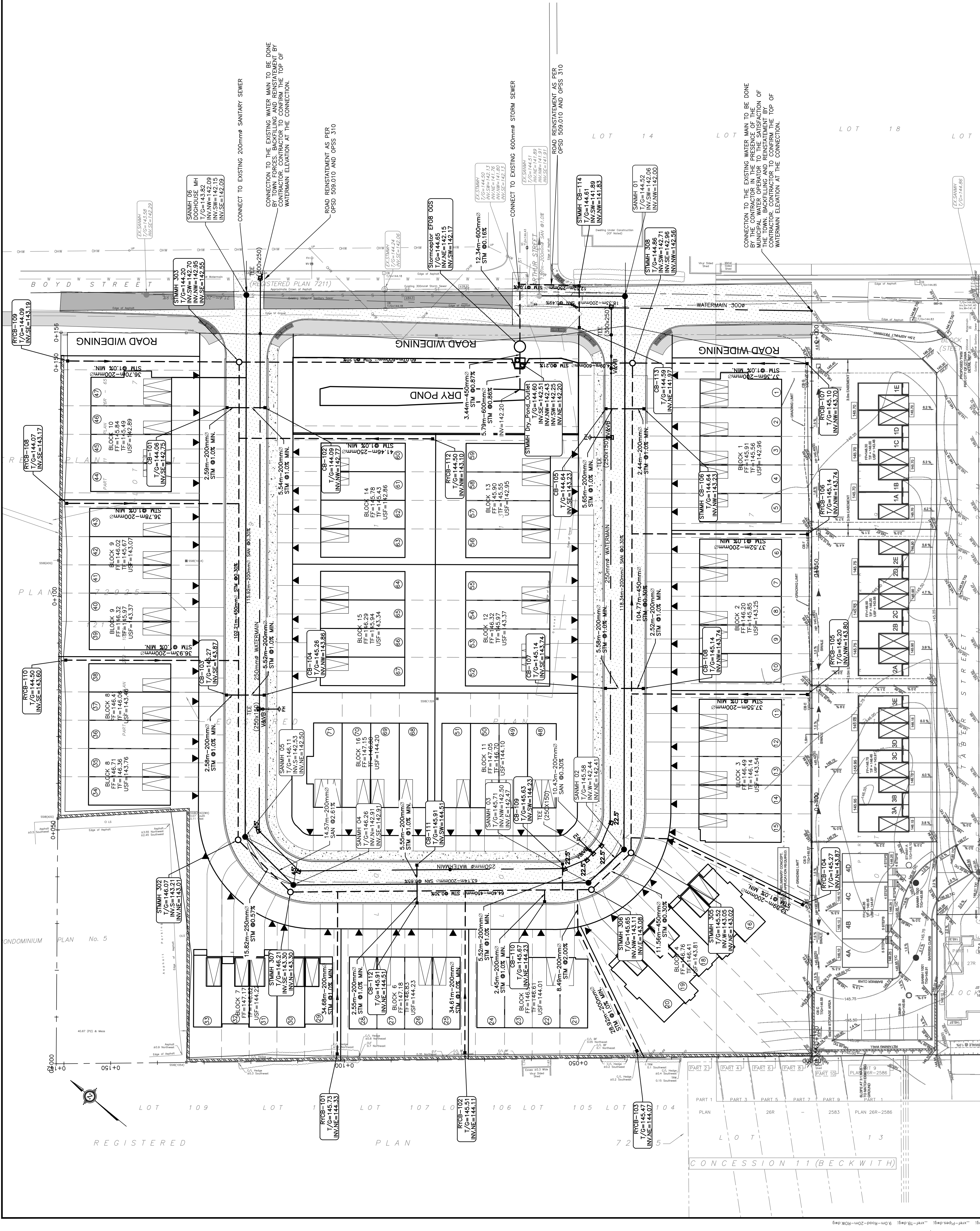


SERVICE LATERAL LEGEND

- 1-135mm SANITARY SERVICE (PVC SDR28)
- 1-100mm STORM SERVICE (PVC SDR28)
- 1-SUMP PUMP
- 1-19mm WATER SERVICE (TYPE K COPPER)

LEGEND

- SITE PLAN PROPERTY LINES
- SITE PLAN BLOCK LINES
- EXISTING OVERGROUND HYDRO
- EXISTING UNDERGROUND POWER
- EXISTING UNDERGROUND GAS
- EXISTING FENCELINE
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- EXISTING WATERMAIN
- EXISTING SANITARY MANHOLE
- EXISTING STORM MANHOLE
- EXISTING CATCHBASIN
- EXISTING VALVE AND VALVE BOX
- EXISTING FIRE HYDRANT
- EXISTING FIRE HYDRANT
- EXISTING FIRE HYDRANT
- PROPOSED SANITARY SEWER
- PROPOSED STORM SEWER
- PROPOSED CULVERT
- PROPOSED WATERMAIN
- PROPOSED SANITARY MANHOLE
- PROPOSED STORM MANHOLE
- PROPOSED CATCHBASIN MANHOLE
- PROPOSED CATCHBASIN
- PROPOSED REAR YARD CATCHBASIN
- PROPOSED VALVE AND VALVE BOX
- PROPOSED VALVE AND VALVE CHAMBER
- PROPOSED FIRE HYDRANT
- PROPOSED FIRE HYDRANT
- PROPOSED FIRE HYDRANT
- PROPOSED 45° WATERMAN BEND
- PROPOSED 22.5° WATERMAN BEND
- PROPOSED 11.25° WATERMAN BEND
- PROPOSED WATERMAN TEE
- PROPOSED WATERMAN CROSS
- PROPOSED WATERMAN REDUCER
- FINISHED FLOOR LEVEL ELEVATION
- TOP OF FOUNDATION ELEVATION
- UNDERSIDE OF FOOTING ELEVATION
- HYDRO TRANSFORMER
- PROPOSED MOUNTABLE CURB (AS PER CITY STD. SC1.3)
- PROPOSED BARRIER CURB (AS PER CITY STD. SC1.1)
- PROPOSED DEPRESSIONED BARRIER CURB (AS PER CITY STD. SC1.1)
- DC



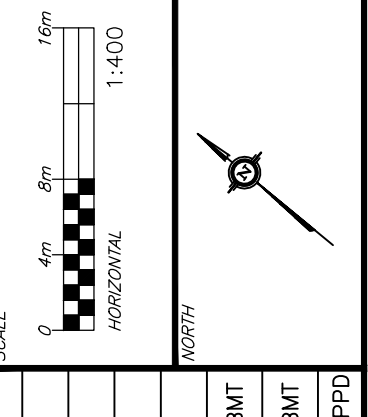
PROJECT No.	011-00282415-40
SURVEY	FSD
DATE	NOV. 2020
PROJECT No.	C100

BULAT HOMES
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OTTAWA, ON. K2E 7S3
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exp. logo

REGISTERED PROFESSIONAL ENGINEER
Z. D. PAN
2024/16/06

DESIGN	SAB
CHECK	AJ
DRAWN	BMT
PROJECT MANAGER	AJ
APPROVED	BMT
DATE	BMT



REV	DESCRIPTION	DATE	BY	APPD
2	RESUBMITTED FOR APPROVAL	26/06/24	AC	BMT
1	ISSUED WITH DEVELOPMENT	12/07/22	AJ	BMT

CAUTION OF ALL POLE LINES, CONDUITS, WATERMANS, SEWERS AND OTHER UNDERGROUND AND OVERGROUND UTILITIES SHOWN ON THE CONTRACT DRAWINGS. AND WHERE SHOWN, THE ACCURACY OF THE EXISTING UTILITIES IS NOT GUARANTEED. BEFORE STARTING WORK, DETERMINE THE EXACT LOCATION OF ALL SUCH UTILITIES AND ASSUME ALL LIABILITY FOR DAMAGE TO THEM.

4.0 POLICY AND REGULATORY CONTEXT

The Boyd Street townhouse development requires a development permit application. The development application requires a thorough review of the applicable policies, the Provincial Policy Statement (PPS), the Town of Carleton Place Official Plan, the existing Development Permit By-law, and lastly, any existing community plans or design guidelines that may be applicable.

This design focused comprehensive review was performed in support of a Development Permit Application. Further planning justification will be provided as part of a Planning Justification Report, under separate cover.

The PPS (2020), sets out the parameters for development within the province of Ontario, essentially creating a roadmap for municipalities and developers on how to create and sustain liveable healthy communities. There are a number of components to this, including efficiency, affordability, accessibility, and various other factors. This Urban Design Brief reviews the specific elements of the PPS that are applicable.

4.1 PROVINCIAL POLICY STATEMENT, 2020

Section 1.1 - Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

Within this section, policy 1.1.1 sets out how to sustain healthy, liveable, and safe communities through:

- [The promotion of efficient development that supports financial stability;
- [Accommodating an appropriate range and mix of residential and other uses;
- [Avoiding unsafe or unhealthy development patterns;
- [Cost-effective developments;
- [Improving accessibility;
- [Conserving biodiversity; and
- [Ensuring necessary infrastructure is available to meet the current and projected needs.

Comment |

The proposal provides new residential units at a density that makes optimal use of the existing and planned infrastructure and improves accessibility to services. The units represent infill development in an existing community and housing options for those looking to remain in the community. The townhouse format provides diversity to a neighbourhood that has a mix of detached, semi-detached, townhouses and low-rise multiple residential. The proposed development pattern will integrate well contextually and provide connections to surrounding development.

Section 1.4 - Housing

This section reviews the policies that guide residential development in terms of matters that are of provincial interest or importance.

Policy 1.4.1. / To provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents ... planning authorities shall:

maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment...

Policy 1.4.3. / Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;
- b) permitting and facilitating:

- all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and
- all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3;
- directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and
- establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety

Comment |

This project is a townhouse development within an existing neighbourhood on lands that are currently vacant. The proposal will add 71 new units into an existing community, with existing infrastructure and community services, in a fast-growing area outside of Ottawa. The townhouses format provides an efficient use of land and seeks to maximize the amount of housing provided a scale and format that is contextually compatible with surrounding land uses. The units will provide a more affordable option for those who are downsizing from a single detached format, but are looking to remain in the community.

As per the policies above, the objective is to provide for a variety of housing types and densities. Within the neighbourhood there is currently a mix of single detached, semi-detached, townhouse and low-rise multiple residential housing. While the development itself is exclusively a townhouse format, the building typology contributes in a positive manner to the creation of a diversity of housing

types in the greater area. In addition, there are a mixture of 4 and 5 block townhouses with a variety of unit sizes and layouts.

Given both the location and the structure of this intensification project, the policies of the Housing section of the PPS have been met.

4.2 TOWN OF CARLETON PLACE OFFICIAL PLAN

The Town of Carleton Place Official Plan currently designates the property as 'Residential District'.

Section 2 Community Design Framework

Section 2.2 Objectives

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.

Comment |

The proposed development will meet the objectives of the community design framework. The development will employ a variety of high quality materials and will be designed to fit contextually within the existing neighbourhood both from

a built form perspective, through the addition of site landscaping and street trees, but also by providing pedestrian and cycling connections.

Section 2.3 General Design Policies

1. Proposed developments shall enhance the image of the Town of Carleton Place by complementing and contributing to:
 - 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.
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.
3. The municipality encourages the development or redevelopment of buildings and spaces that establish a pedestrian scale by promoting:
 - 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.
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.
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.
6. The design of new development shall:
 - 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.
7. Development or redevelopment design shall strive to achieve the following:
 - 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.

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: • massing; • building height; • architectural proportion; • volumes of defined space; • lot size; • position relative to the road; and • building area to size area ratios.

9. New development shall support continuous building facades in the central business district through the street level presence of: • community facilities, retail shops and other frequently visited uses; and • architectural features and elements which can be experienced by pedestrians.

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.

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: • 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.

Comment |

Carleton Place is one of Canada's fastest growing towns and this proposal will provide much needed housing on a vacant site, within an existing community where services and amenities exist. The proposed development is street-fronting and the new street will connect directly in two locations to the existing street grid.

The townhouse units are 2-2.5 storeys in height, have window and door elements and a brick and stone base that contribute to the human scale. Tree planting and landscaping will be provided at grade for pedestrian comfort.

The buildings will be oriented towards the street and setback in a similar manner to other low rise residential on neighbouring streets. The materials, colour and scale of the buildings will fit contextually with the existing development.

Section 3.5 Residential District

The lands designated as 'Residential District' on Schedule A provide the main locations for housing in Carleton Place. A broad range of housing types and compatible services and amenities are permitted to make the most efficient use of available infrastructure.

3.5.1 Objectives

To promote sustainable, efficient and diverse residential neighbourhoods; and to provide a diverse range of housing types and densities.

3.5.2 Permitted uses

The following uses shall generally be permitted in the Residential District: • Residential Uses (all density types) • Parks and Recreational facilities • Schools and Places of Worship • Home occupations • Community and social service facilities • Institutional Uses • Existing local commercial uses

3.5.3 Policies

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.

2. Ancillary uses such as schools, neighbourhood and community parks, trail connections, places of worship, home occupations, and community and social service facilities, shall also be permitted subject to the following: • 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.

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.
4. Special need Needs Housing in accordance with the relevant policies of Section 6.0 - Implementation, shall be permitted in the Residential District.
5. Existing commercial uses may be designated in the implementing Development Permit By-law as a permitted use.
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.

Comment |

A townhouse dwelling is a permitted use and the proposal complies with the above policies.

3.5.4 Density Provisions

The following density policies are 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 shall apply:

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.

2. Notwithstanding Policy 1 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.

3. In areas subject to policy 2 Section 3.5.4.2 above, the requirement for a mix of dwelling types as required in policy 6 Section 3.5.4.6 shall not apply.

Comment |

The total net developable area is 3.93 acres or 1.6 hectares. Given that 71 units are proposed, the total units per hectare is 44. The property on Boyd Street is an infill site within the town boundary and in an existing community and therefore section 3.5.4.2 above permits an increase in units per hectare subject to the regulatory framework of the Development Permit By-law. The total site area is less than 3 hectares, thereby the requirement for a mix of dwelling types is not required.

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 of 35 units per net hectare (14 units per net acre). High density: includes apartments in excess of 35 units per net hectare (14 units per net acre).

4. New medium or high density residential development shall be subject to the following policies:

- 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.

Comment |

The proposed townhouse development is low-rise in form and therefore is compatible in scale with surrounding uses. The site is physically suited to the new development and the proposed street network allows traffic to flow through the site. The proposal can be serviced with adequate water and waste water services. The site will have access to Boyd Street and will be designed and maintained to a municipal standard. The units will comply with the off-street parking requirement in the Development Permit By-law and in addition, 18 on-street parking spaces will be provided.

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.

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.

Comment |

The proposed development will have two access points to Boyd Street to allow direct connection to the existing street network. Given the size of the proposal and the fact that the development represents infill into an existing built-up area, providing pathway connections through the site off-site are not feasible. A sidewalk has been provided to connect pedestrians to the sidewalk connections on Arthur and Boyd Streets.

4.3 DEVELOPMENT PERMIT BY-LAW

Section 6.0 Residential District

Section 6.3.7 Development Standards - Townhome Dwellings

DEVELOPMENT PERMIT BY-LAW REVIEW			
Residential District – Townhouse Dwellings	REQUIRED	PROPOSED	COMPLY
Lot Area (minimum)	No minimum	166 – 440 square metres	<input checked="" type="checkbox"/>
Lot Coverage (maximum)	60%	26 – 59%	<input checked="" type="checkbox"/>
Lot Frontage (minimum)	5.5 m per unit	6 metres	<input checked="" type="checkbox"/>
Front Yard Build Within Area	4.5 m (minimum), 7.5 m (maximum)	13 townhouses have build within areas that exceed the maximum, 7.90 – 27.84	
Exterior Side Yard Build Within	4.5 m (minimum), 7.5 m (maximum)	4 townhouses have build within areas that do not comply	
Interior Side Yard (minimum)	1.5 m	>1.5 m	<input checked="" type="checkbox"/>
Rear Yard Depth	6.5 m	>6.5 m	<input checked="" type="checkbox"/>
Useable Landscaped Open Space in the Rear Yard (minimum)	30 square metres	>30 square metres	<input checked="" type="checkbox"/>
Building Height (maximum)	11 m	TBD	
Minimum Dwelling Unit Area	83.1 square metres	TBD	
No Encroachment Area from Front or Exterior Side Lot Line	2.5 m	2.5 m	<input checked="" type="checkbox"/>

Parking Spaces	2 spaces per dwelling unit	2 spaces per dwelling unit	<input checked="" type="checkbox"/>
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Section 6.3.8 Additional Provisions - Townhome Dwellings:

1. The interior width of the garage shall not exceed 70% of the overall lot frontage.
2. The main garage foundation shall be set back a minimum of 6.0 metres (19.6 feet) from the front or exterior side lot line and shall be even with or set back from the front of the dwelling.
3. The driveway must not extend further than the exterior wall of the garage and shall be constructed as per Section 3.30.
4. At least twenty-five (25%) of the total front yard of all townhouse units must have soft/green landscape elements such as trees and shrubbery.

Comment |

The garage width on all proposed townhomes is less than 70%. The garage foundation will be set back a minimum of 6.0 m and the garage will be even or set back from the front of the dwelling. The driveway will not extend further than the exterior wall of the garage and at least 25% of the total front yard will be landscaped with soft/green landscaping elements.

Section 14 Built Form Design Criteria

Residential Greenfields: All new residential development in the Residential Greenfields designation shall be in accordance with the provisions of Section 6.0 of this By-law. In addition all greenfield residential development shall compliance with the following:

- [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:

- [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.

Comment |

The townhouse development will consist of a mixture of 4 and 5 unit blocks, low-rise in height and massing, with a variety of textures to provide adequate articulation and visual interest, but also to fit the materials and colours found in the surrounding neighbourhood. With respect to orientation, where the units abut existing residential, the proposed units will back onto the rear yard of the existing homes and will front onto the new street for maximize combability.

The longest townhouse block will be 5 units and repetition will be avoided by providing a mixture of units types and styles. (See building elevations in the appendix). In addition, the 4 and 5 block townhouses will be intermixed to provide visual interest and to aid in wayfinding.

- [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.
- [All development shall be serviced by a public water supply and a public sanitary sewage system.
- [Commercial communication towers and wind generators are not permitted in any residential designation.
- [Street trees shall generally be provided every 10.6 metres (35 feet) on average to create a canopy on residential streets.

Comment |

No rear elevations will abut any roadway. Where the side elevations abut Boyd Street, enhanced landscaping will provide a noise and visual buffer, but more importantly the design of the side elevation will provide an active façade with windows, material changes and a door to provide streetscape interest. The figure below illustrates a sample side elevation that abuts a street.

The development is serviced by a public water supply and sanitary sewage system. Communication towers or wind generators will not be provided.

Street trees will be provided in the front yards adjacent to the street in all areas where there are not servicing conflicts. Mature, larger trees spaced appropriately, will be favored to provide an urban street canopy.



Figure 19: Side building elevation

- [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.
- [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.
- [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.
- [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.

Comment |

All townhouse units will be oriented to the street to provide upmost visual appeal and to promote active, pedestrian friendly and safe streets. Corner lots will have windows and doors on both the front and side elevations. Side elevations will be designed with the same detail, window openings and the change in materials as front elevations. In effort to enhance the building design, the width of the garages will not exceed 70% (in most cases the maximum is ~40-50%) and the setback for garage doors will be 6.0 m from the front and exterior side lot lines.

Given the size of the subdivision on an infill site, no new parks and open spaces are provided, however a sidewalk is provided as part of the development which connects the units to Boyd Street, a nearby sports field and the greater community.

Two vehicular and pedestrian entrance points are provided to Boyd Street in a modified grid pattern. This pattern avoids dead ends, cul-de-sacs and provides through streets which are, by design, pedestrian friendly.

5.0 CONCLUSION

The proposed development, a 16 block, 71 unit townhouse subdivision, features street-oriented, pedestrian-friendly, appropriately scaled new housing in an existing neighbourhood with services and amenities, and is located a short walk to a park, the river and the downtown.

This proposal is seeking a Development Permit to permit the infill project on a site which is currently vacant and under-utilized.

Further, the proposal, on a comprehensive review remains consistent with the relevant PPS policies, Official Plan policies and the Development Permit By-law that relate to growth, intensification, and community design.

The site design is also compliant with the Community Design Framework in the Official Plan but also the Built Form Design Criteria outlined in the Development Permit By-law.

The project makes efficient use of land, services, amenities and infrastructure. The proposal provides new housing in an existing community and rapidly growing town. The building scale, orientation and massing along with materials, pedestrian connections and landscaping—all provide a contextually appropriate response to surrounding land uses and fit within the greater community and neighbourhood. The at-grade experience features high quality landscaping and hardscaping with a pedestrian-first focus, with on-street parking and a front yard with ample landscaping and street trees.

The proposed development has been reviewed against all applicable policies, guidelines, the Development Permit By-law, existing and future context, and other considerations such as mobility, landscaping, and connectivity.

It is the collective result of the plans and elevations, along with Q9's design review, that the proposal is considered good urban design.

Prepared by:

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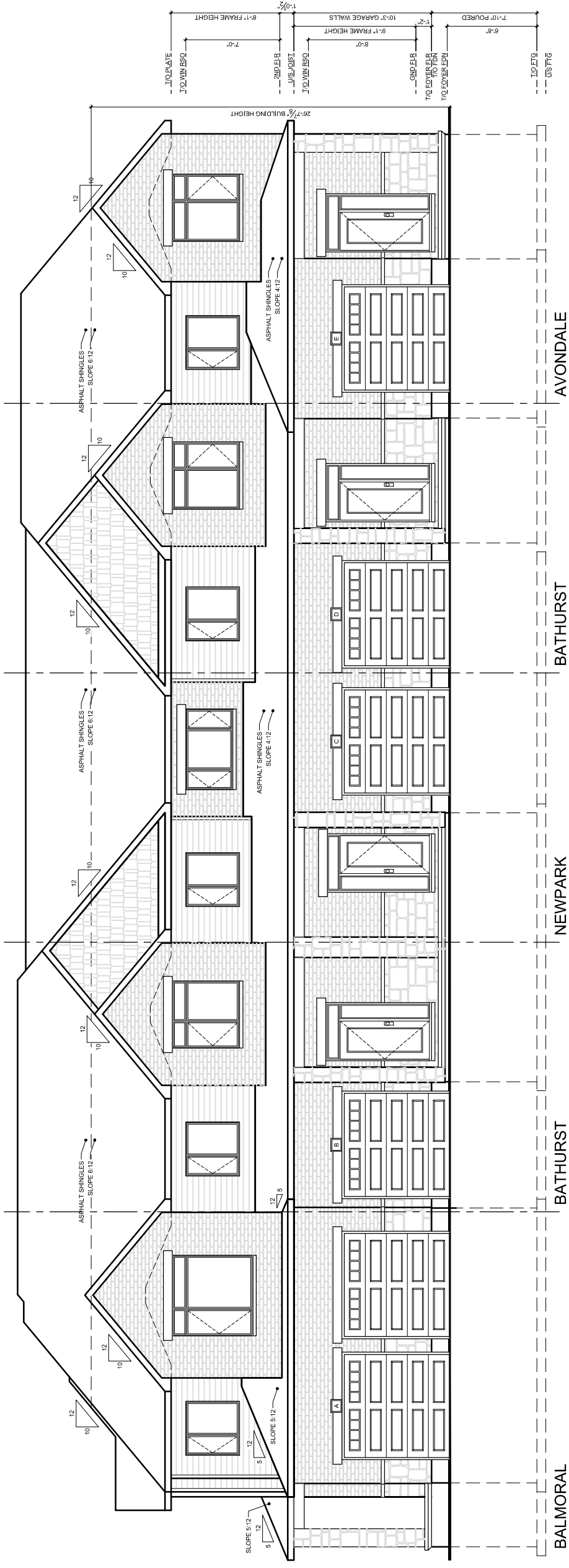
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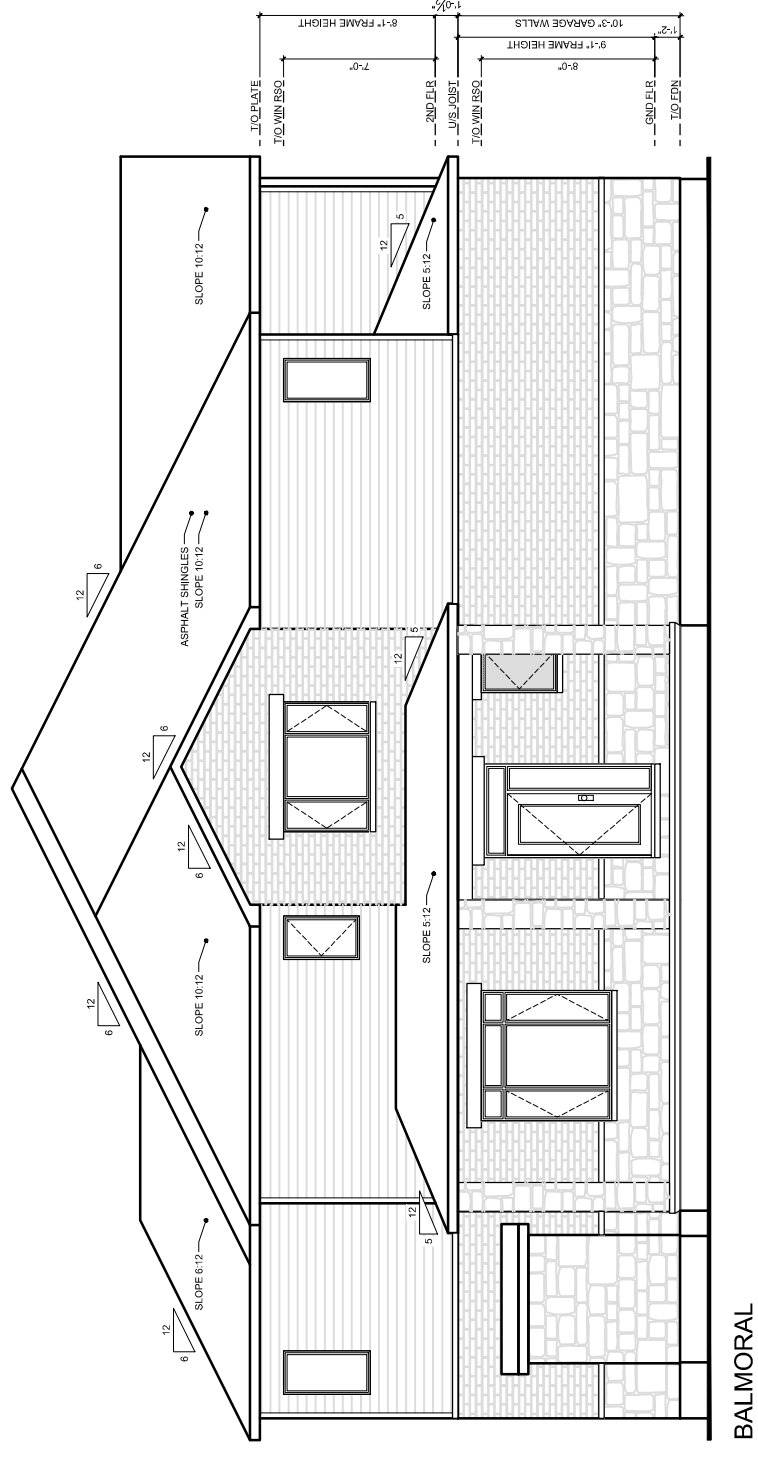
6.0 APPENDIX

- 6.1 Complete Set of Building Elevations
- 6.2 Complete Set of Floor Plans

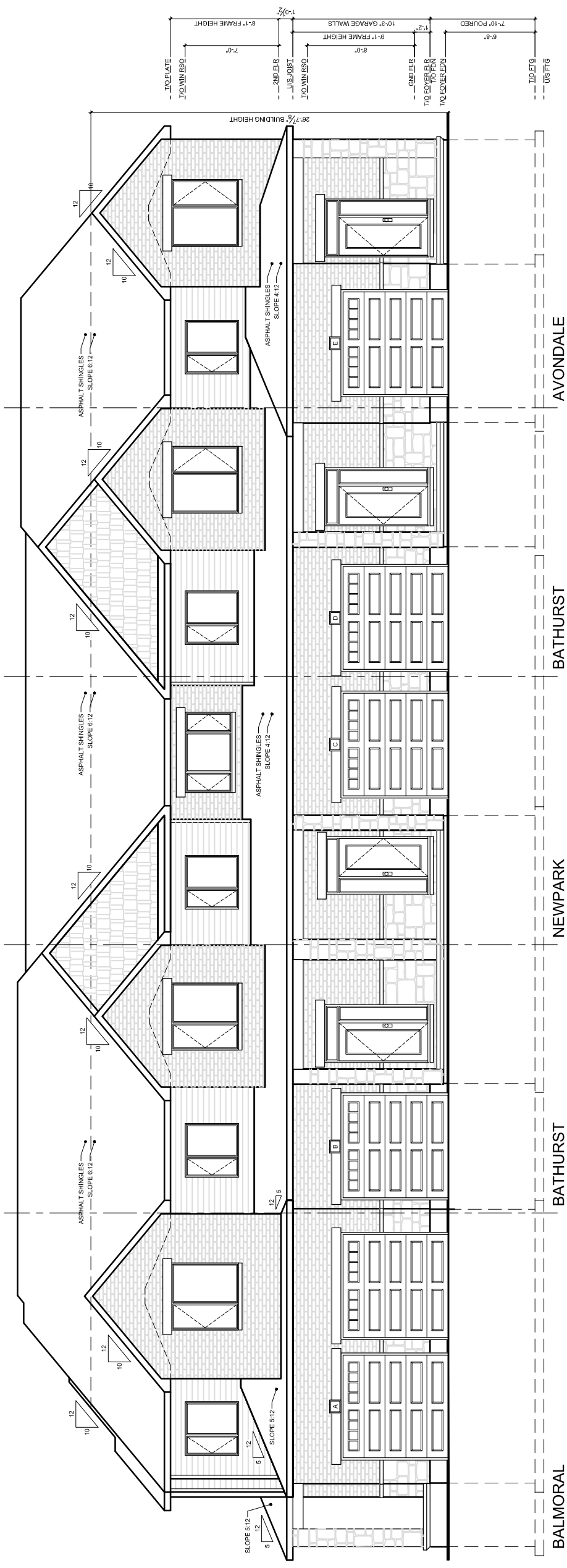
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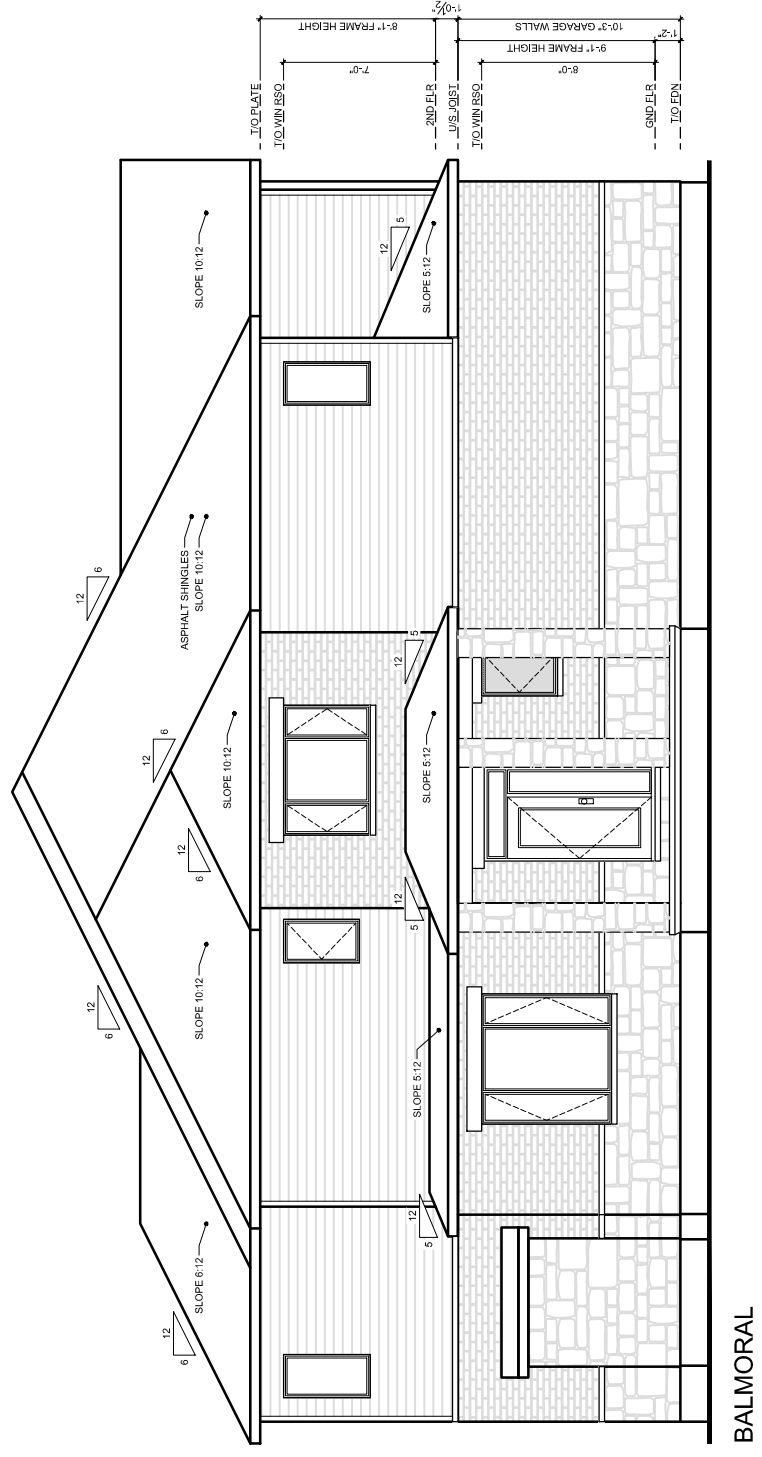
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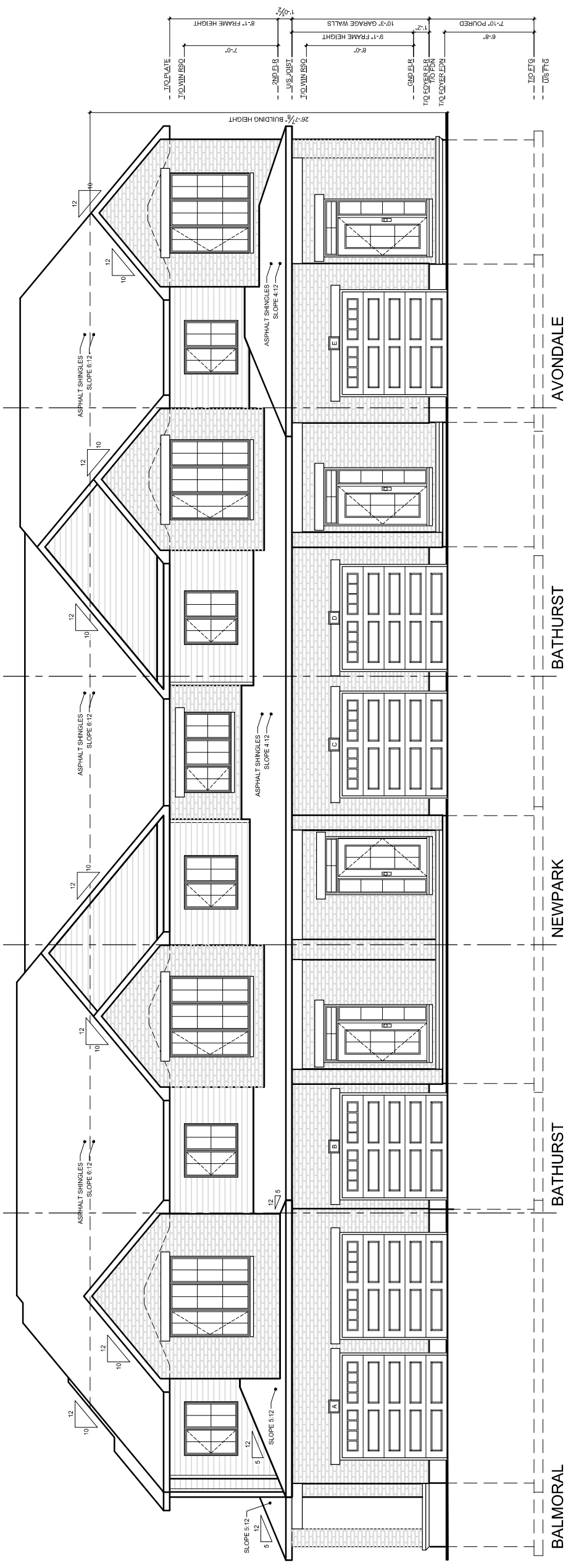
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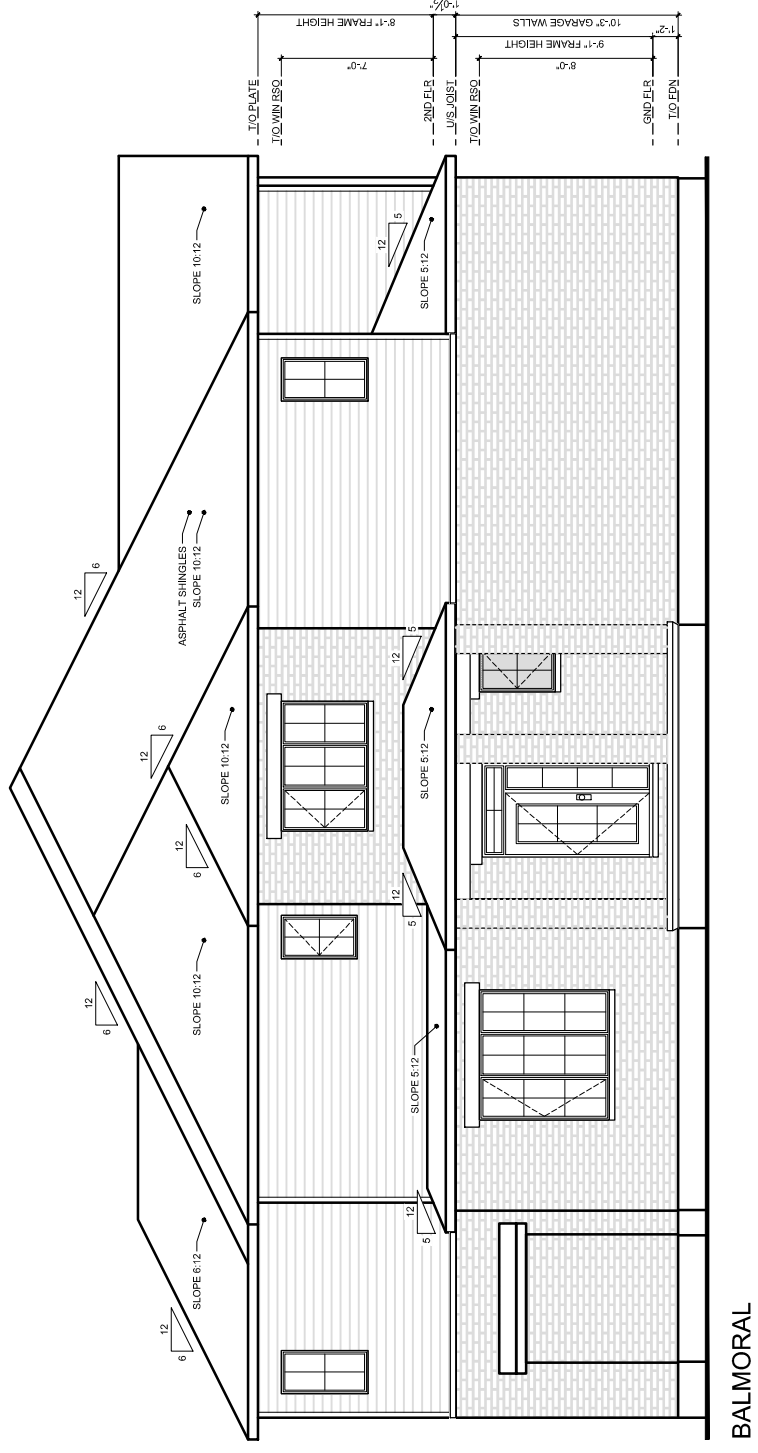
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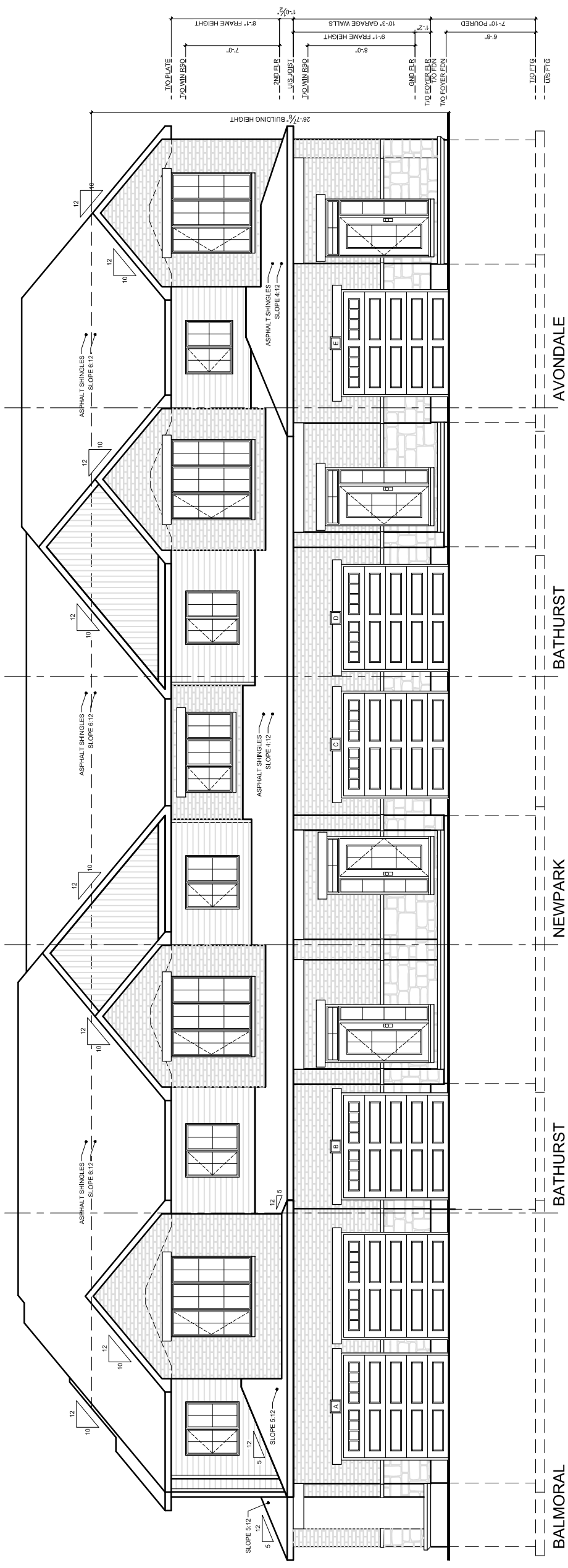
TRADITIONAL A - WINDOW 3 (5 UNIT BLOCK)



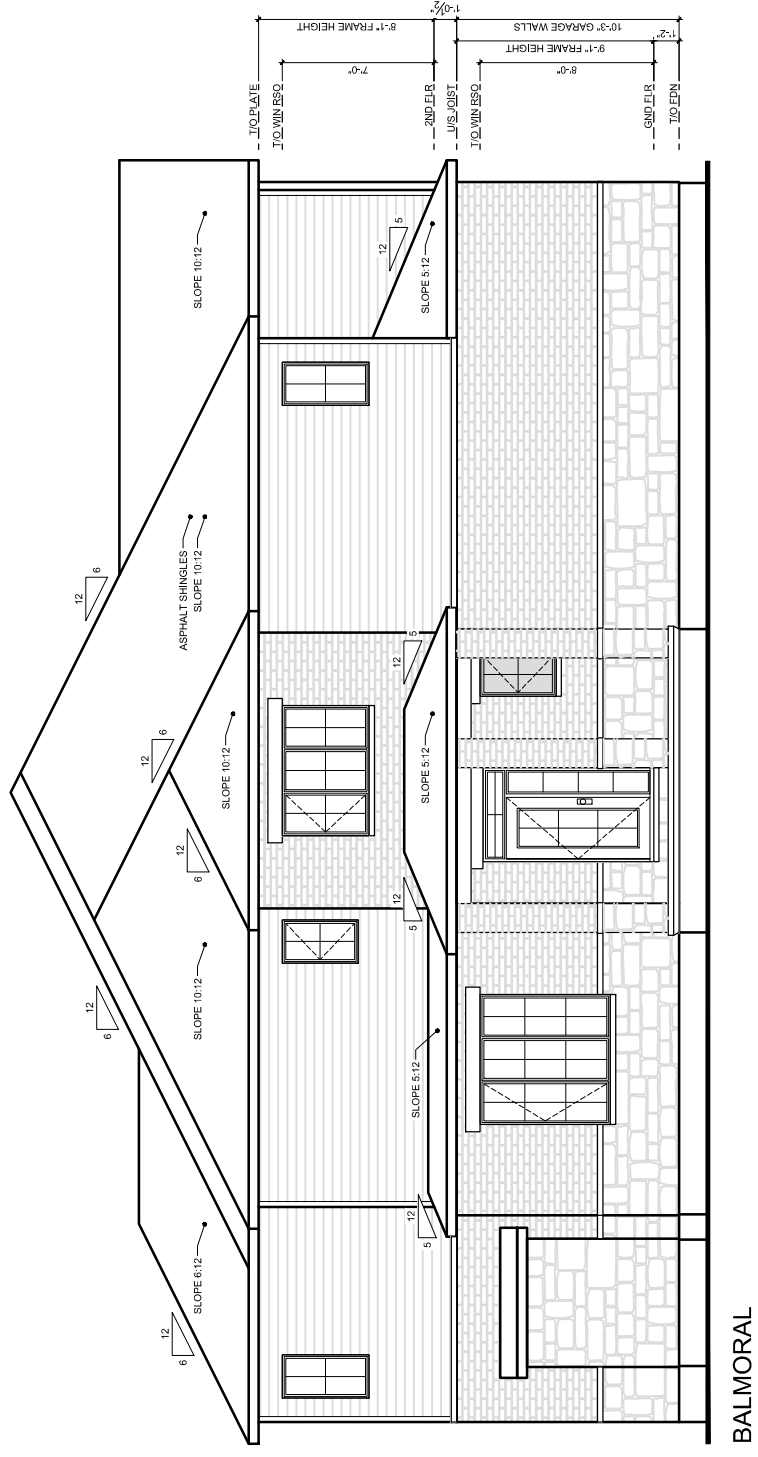
TRADITIONAL A - WINDOW 3 (5 UNIT BLOCK)



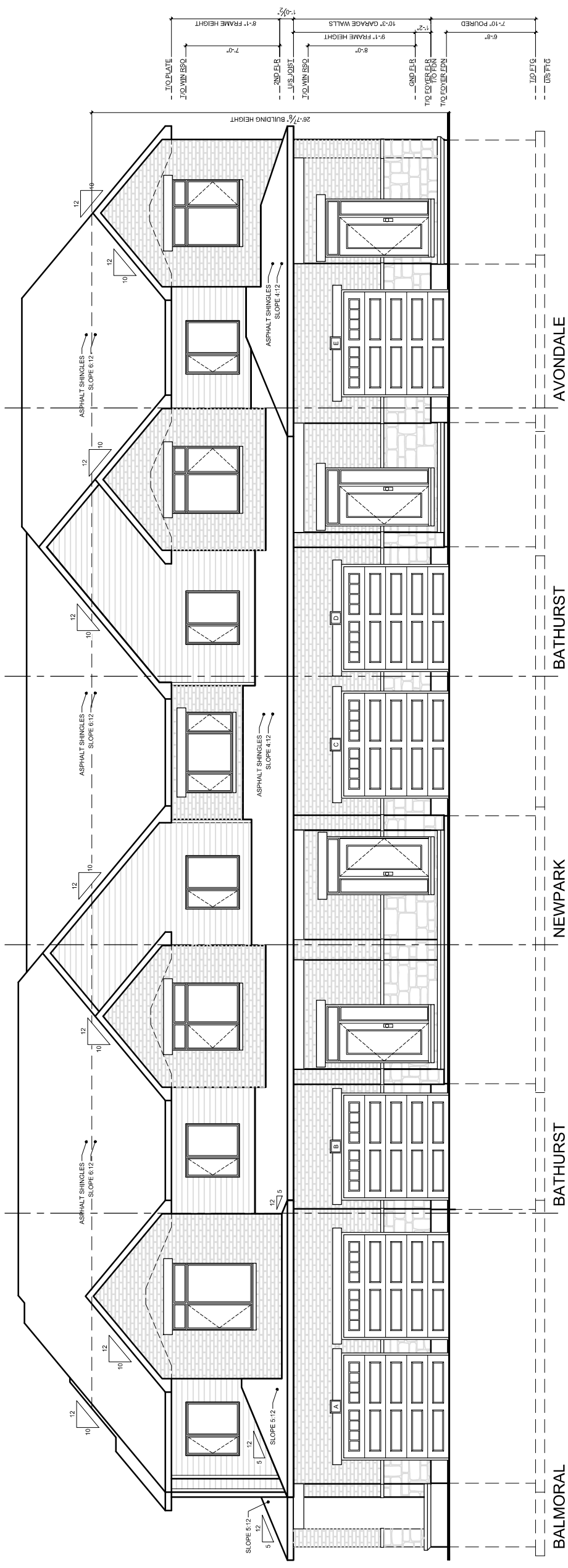
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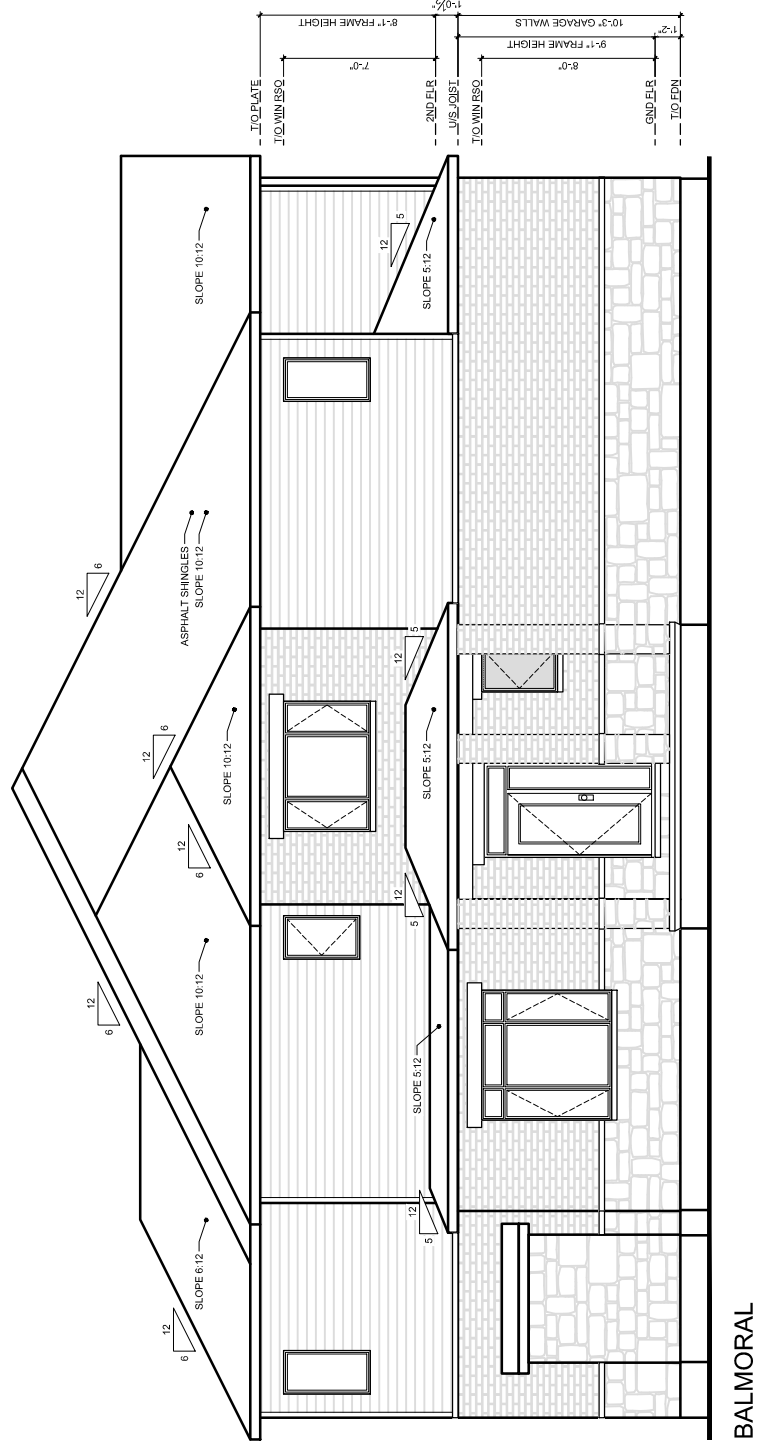
TRADITIONAL A - WINDOW 4 (5 UNIT BLOCK)



TRADITIONAL B - WINDOW 1 (5 UNIT BLOCK)

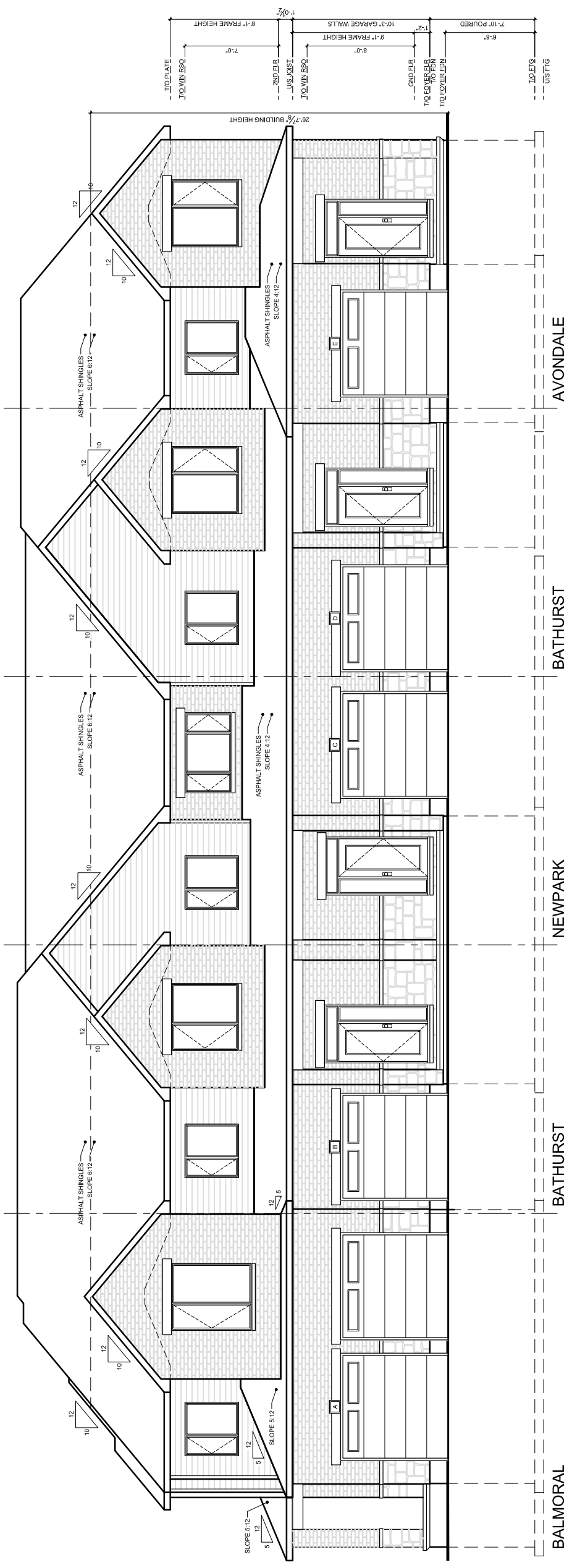


TRADITIONAL B - WINDOW 1 (5 UNIT BLOCK)

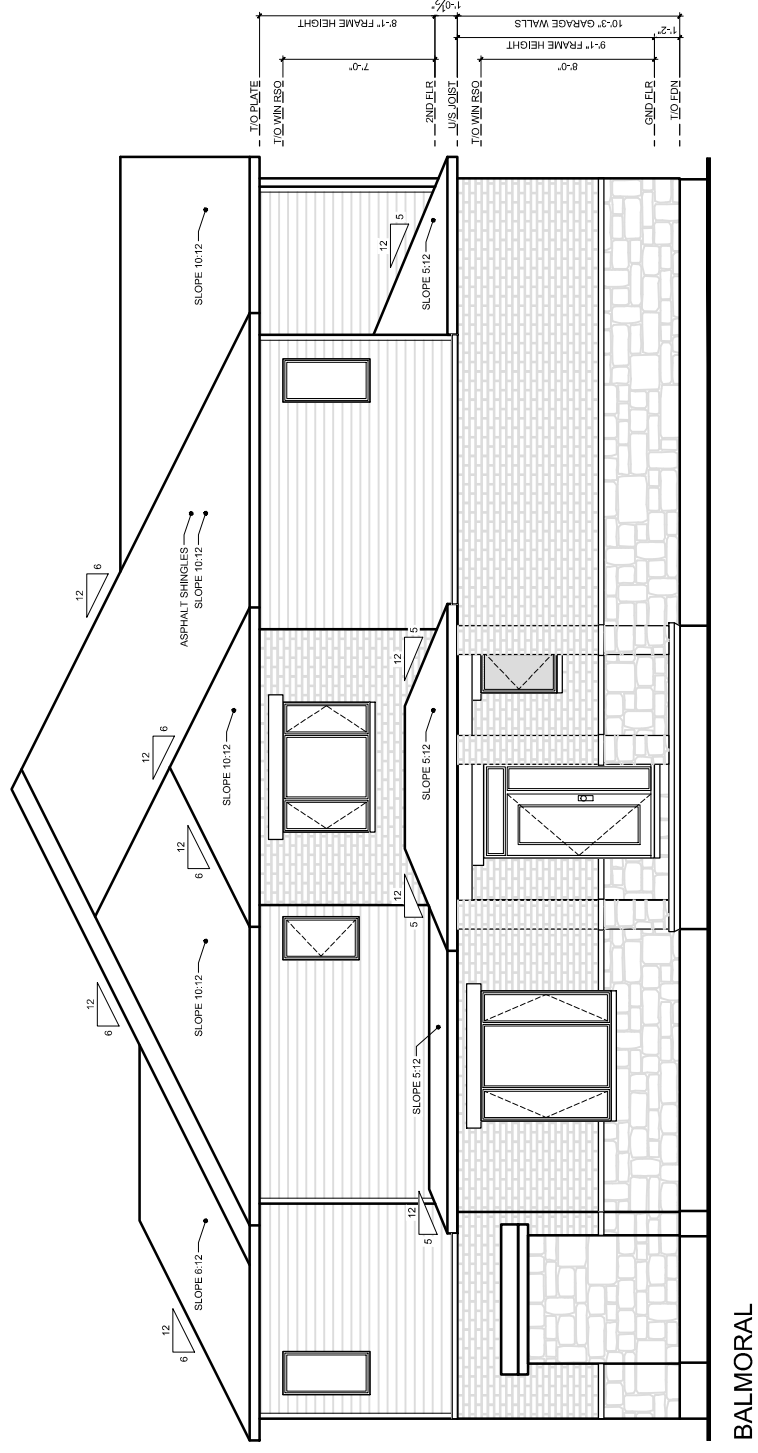


BALMORAL

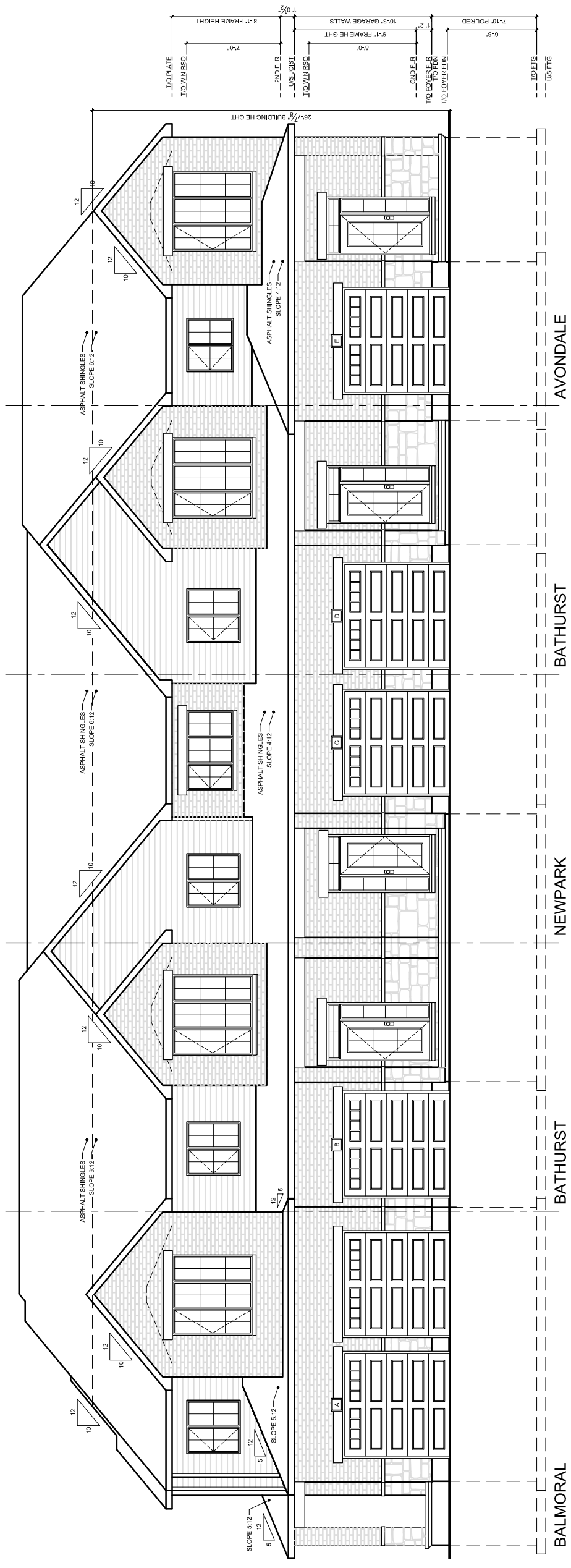
TRADITIONAL B - WINDOW 2 (5 UNIT BLOCK)



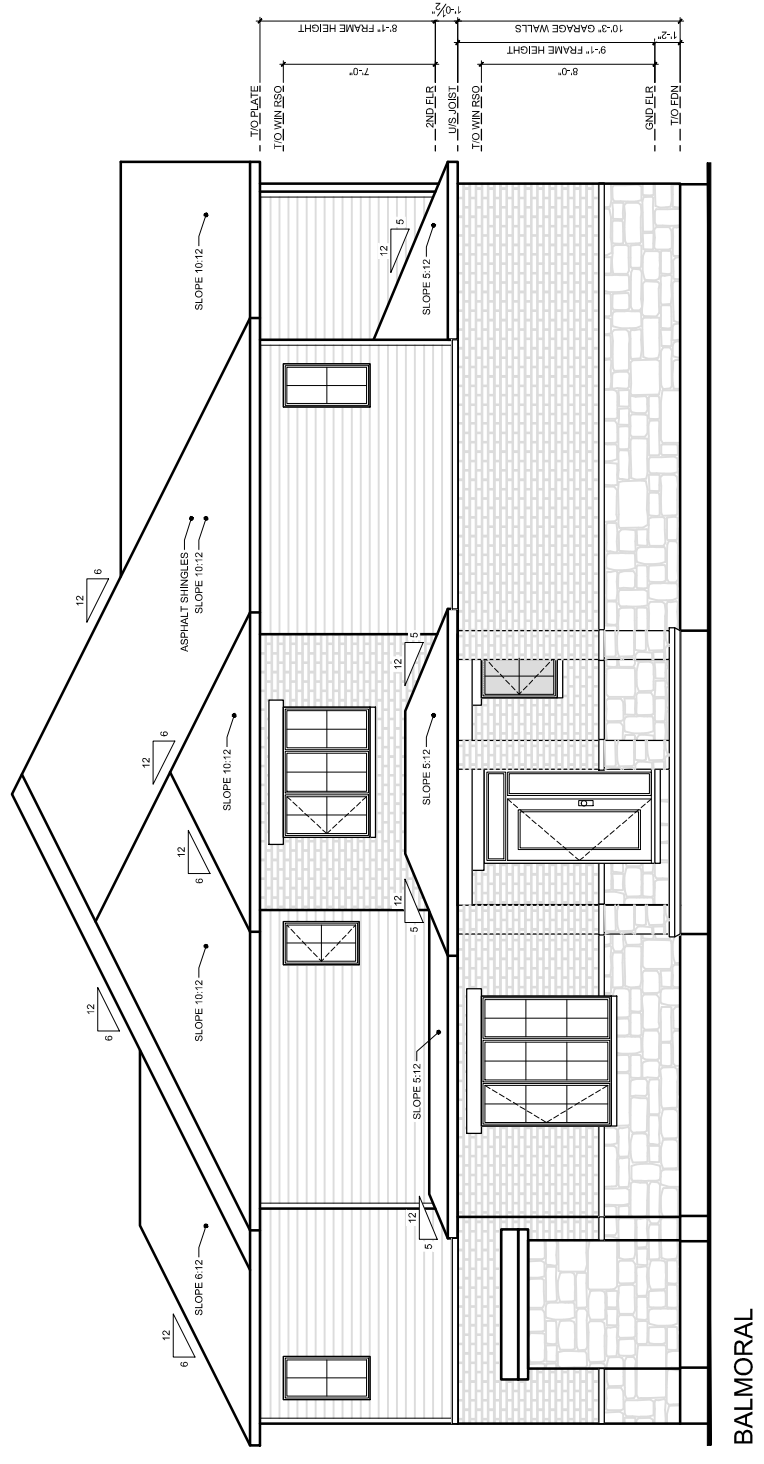
TRADITIONAL B - WINDOW 2 (5 UNIT BLOCK)

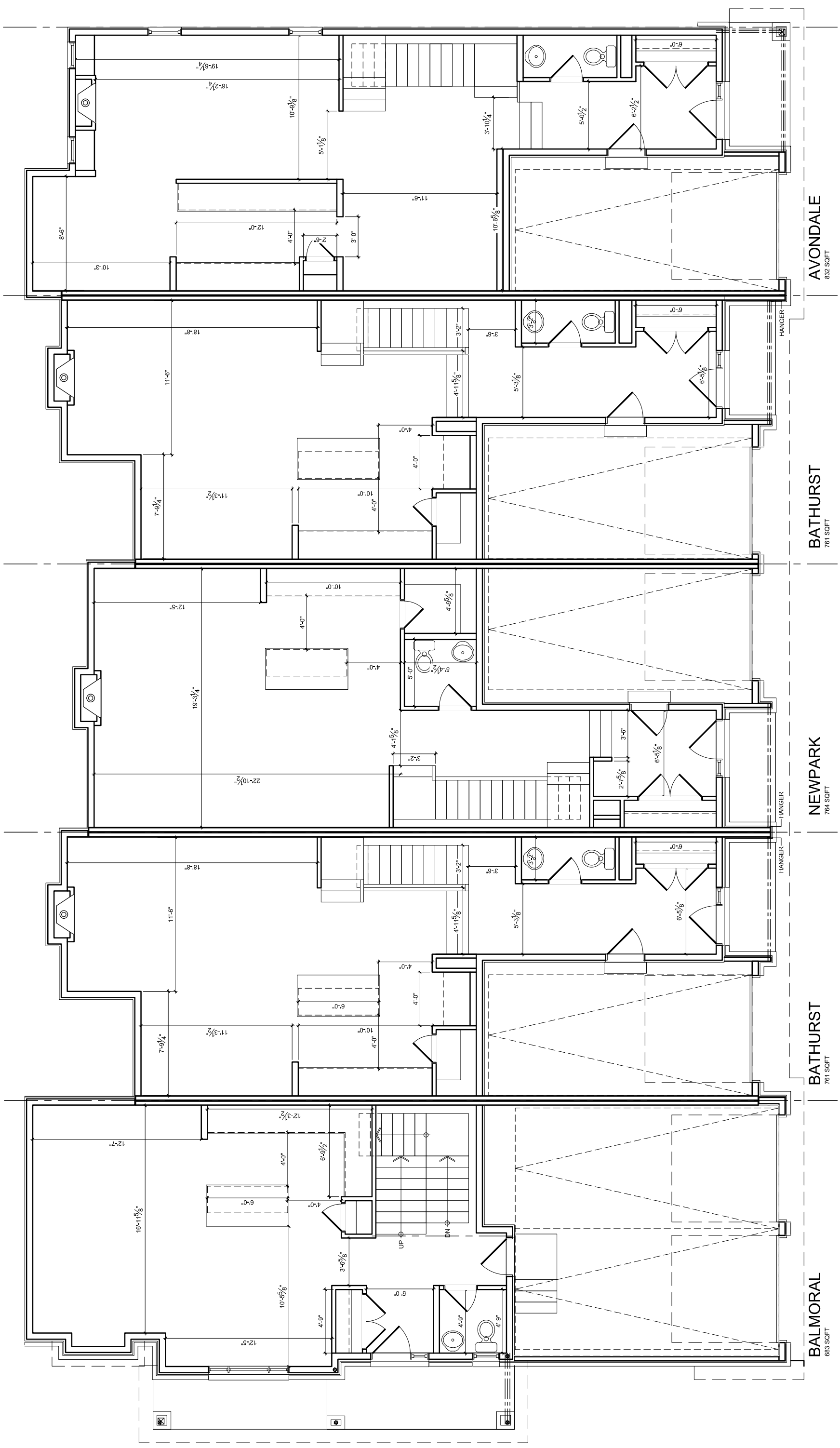


TRADITIONAL B - WINDOW 3 (5 UNIT BLOCK)



TRADITIONAL B - WINDOW 3 (5 UNIT BLOCK)





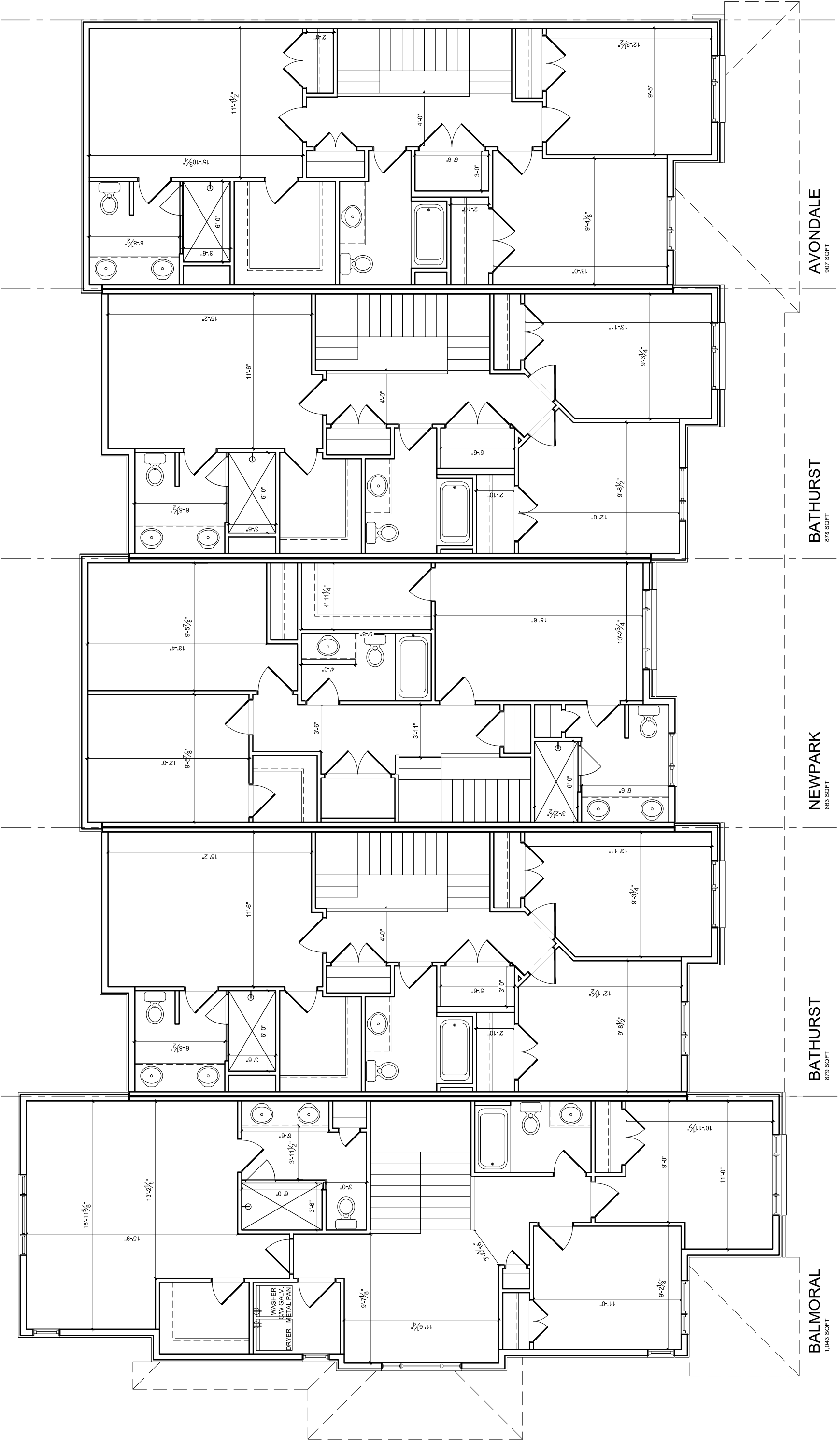
AVONDALE
632 SQFT

BATHURST
761 SQFT

NEWPARK
764 SQFT

BATHURST
761 SQFT

BALMORAL
663 SQFT



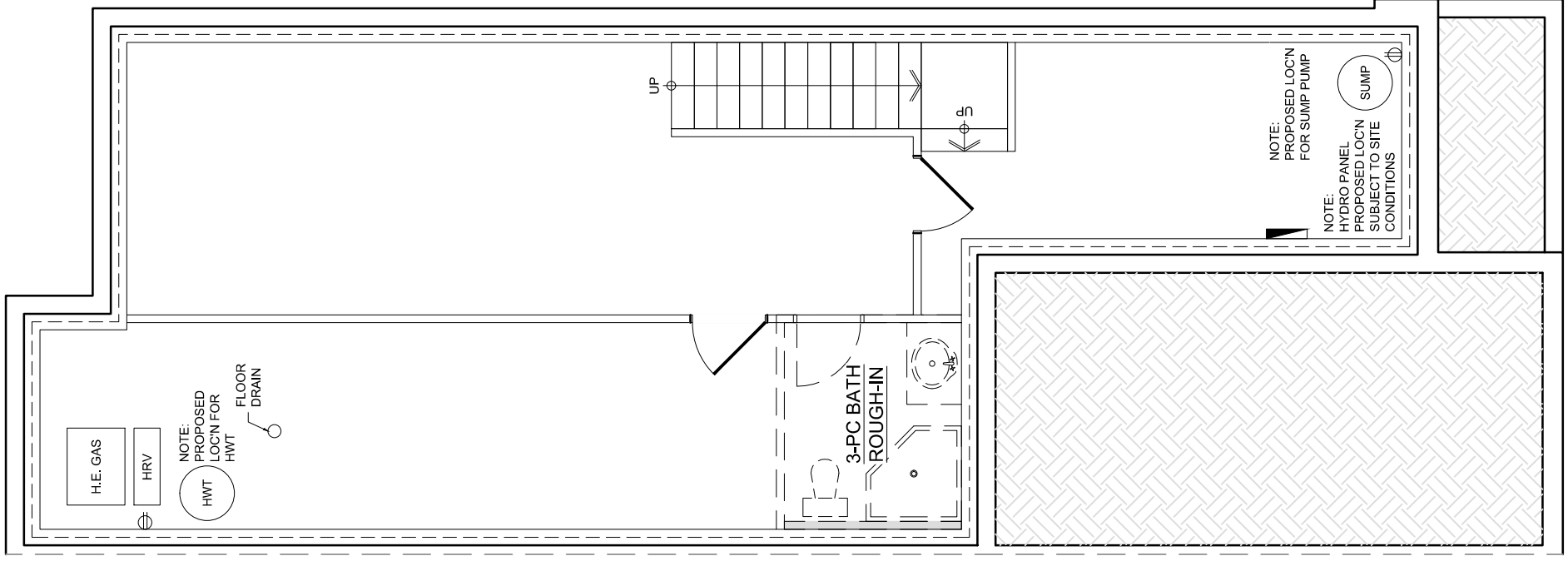
AVONDALE
907 SQFT

BATHURST
878 SQFT

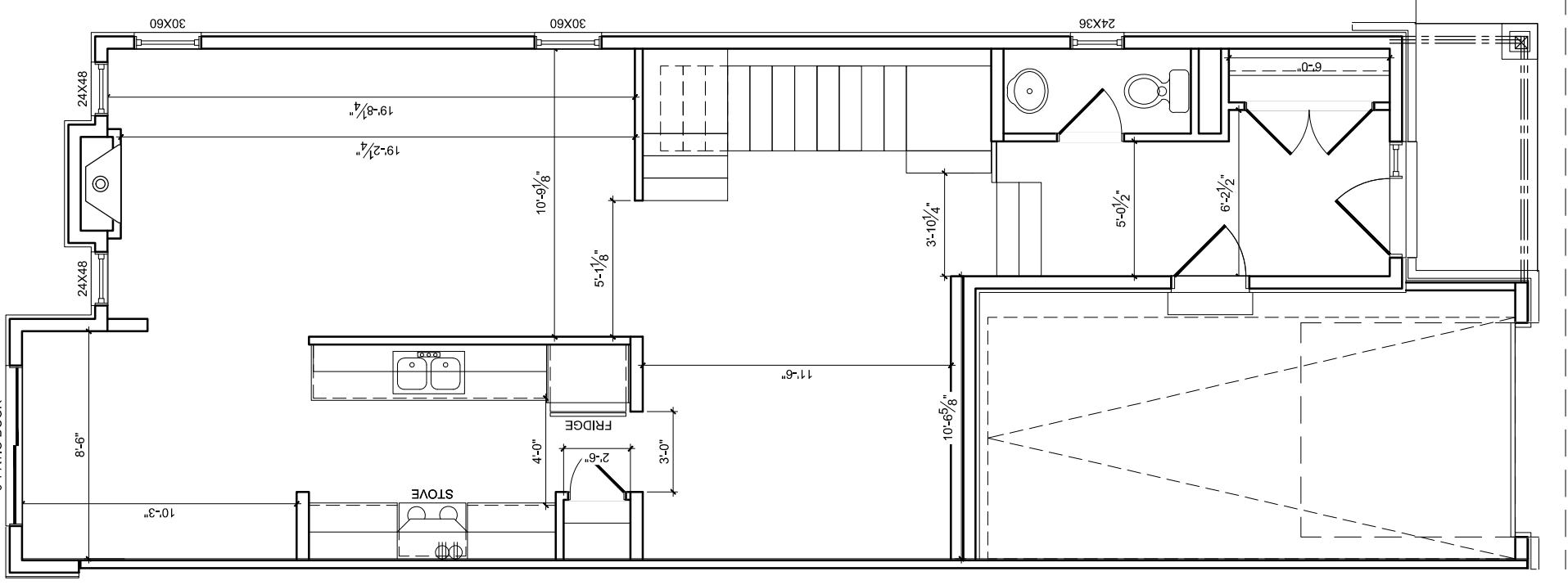
NEWPARK
863 SQFT

BATHURST
879 SQFT

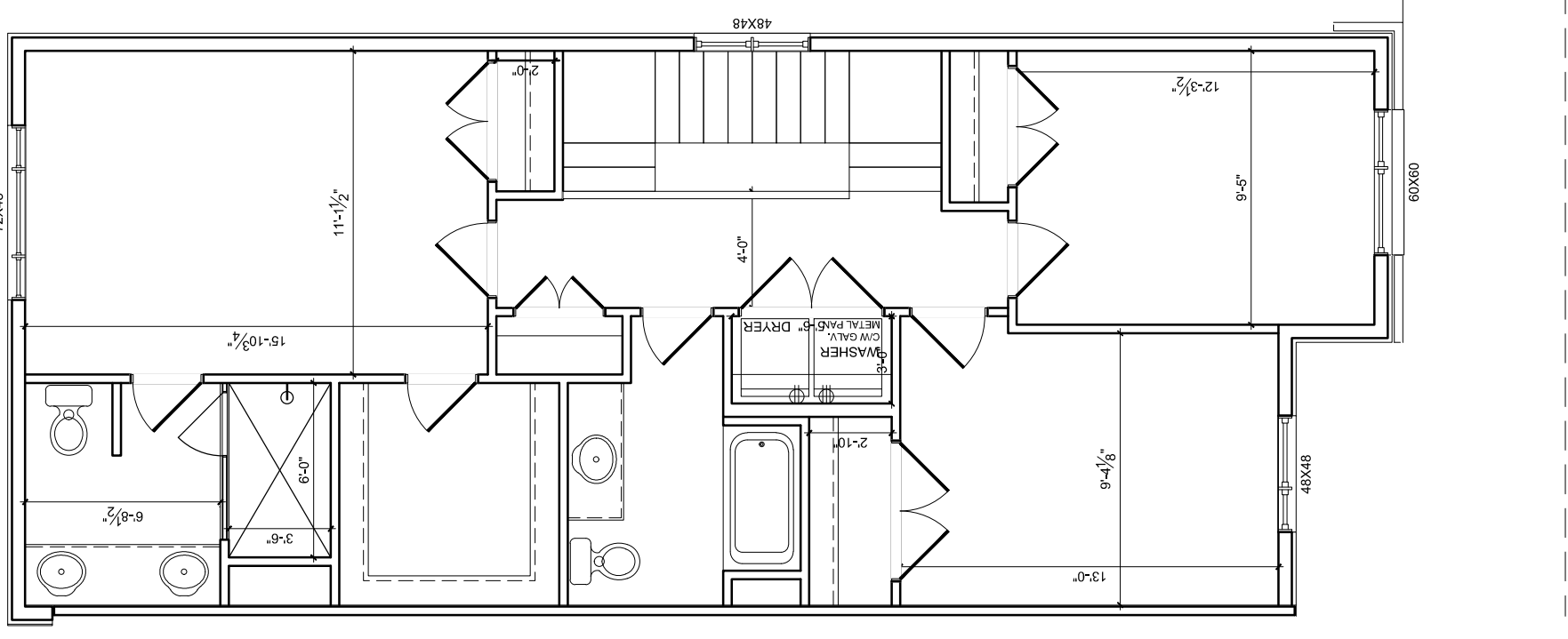
BALMORAL
1,043 SQFT



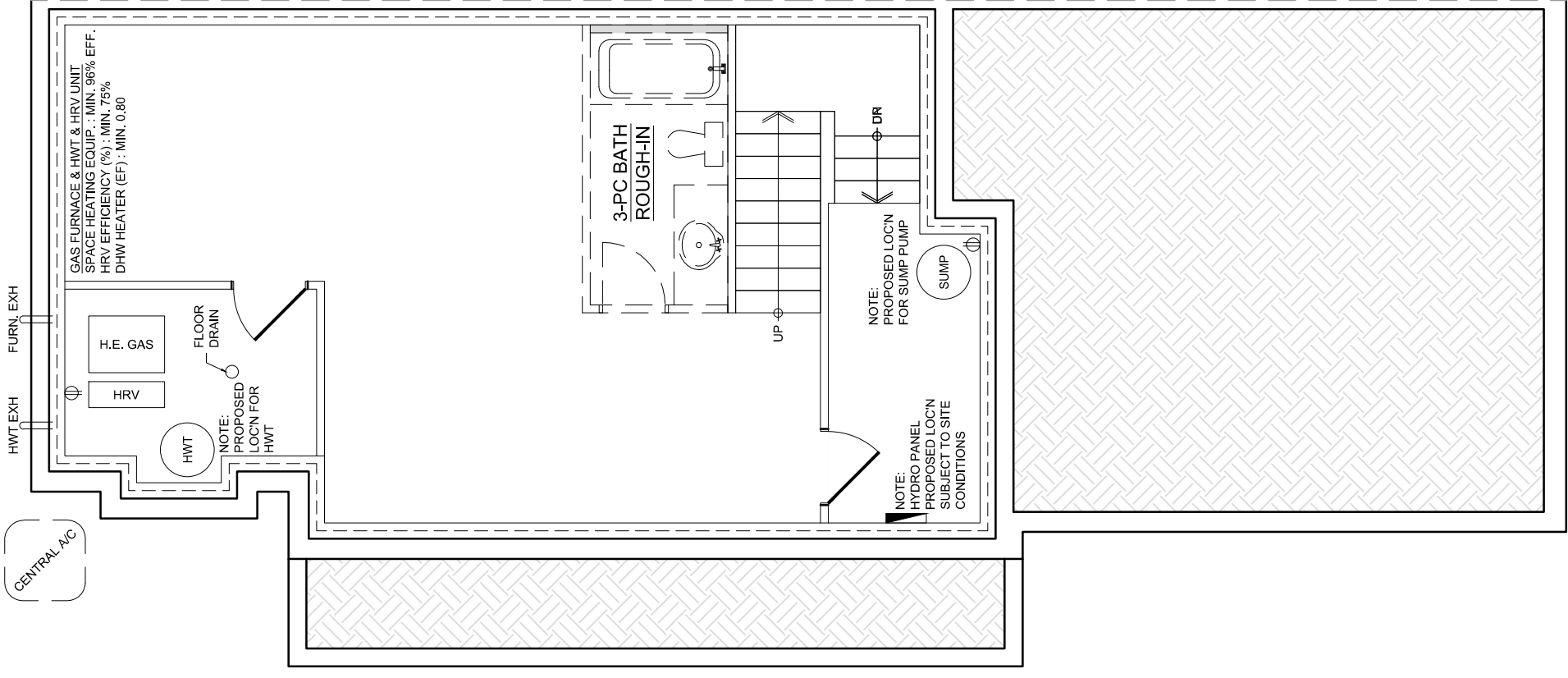
1
 AVONDALE
 xx SQFT



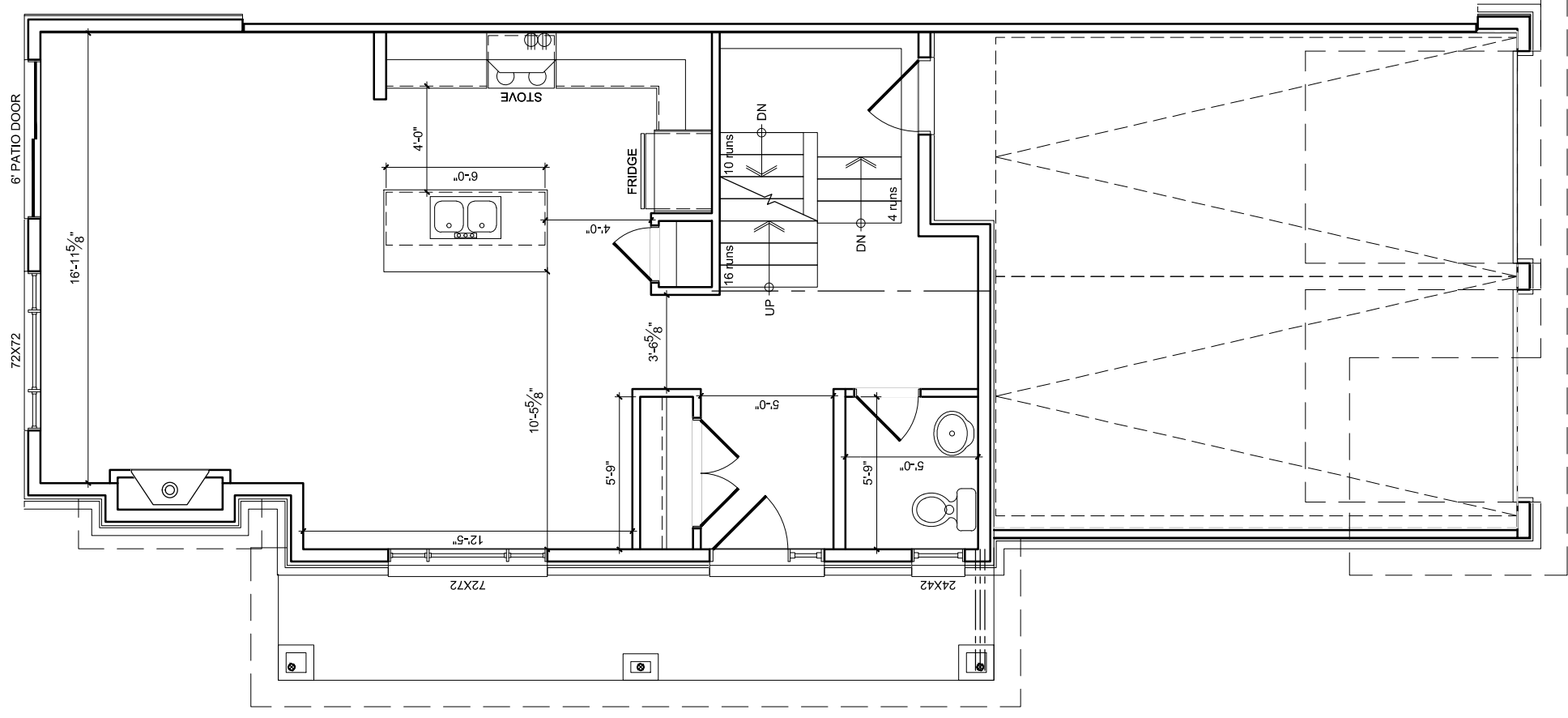
AVONDALE
 832 SQFT



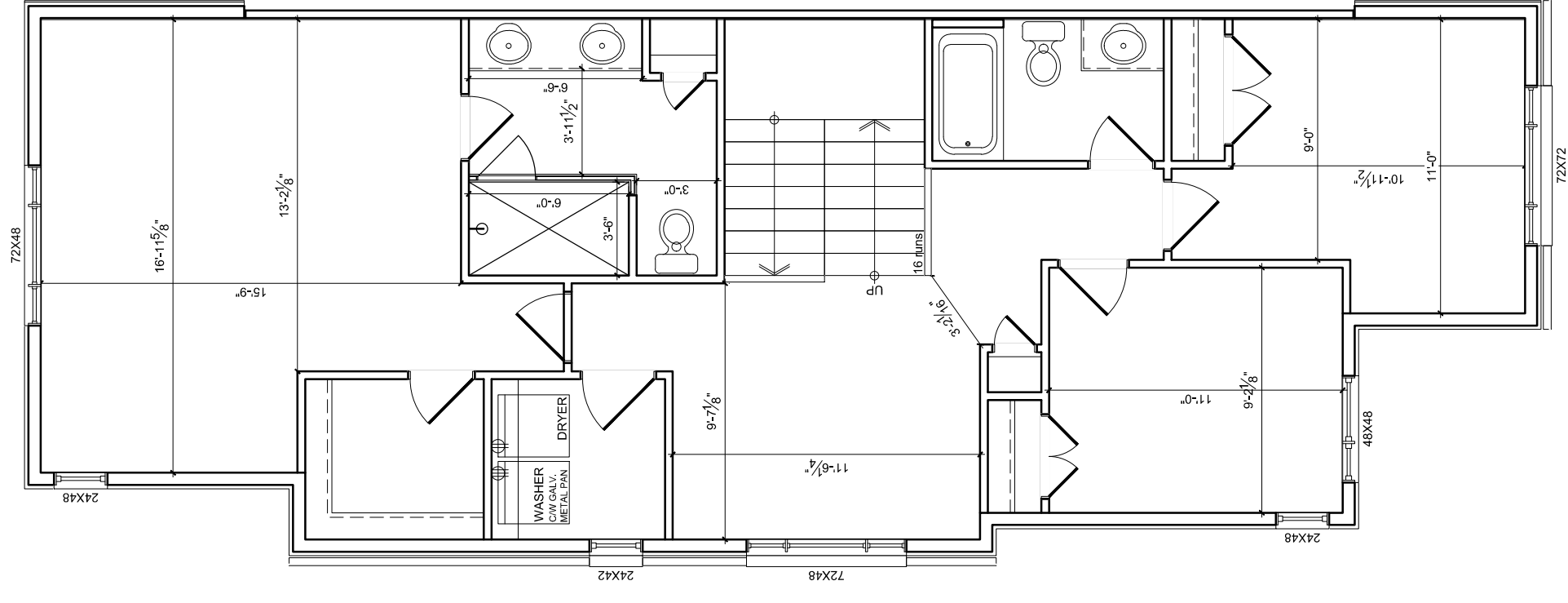
AVONDALE
 907 SQFT



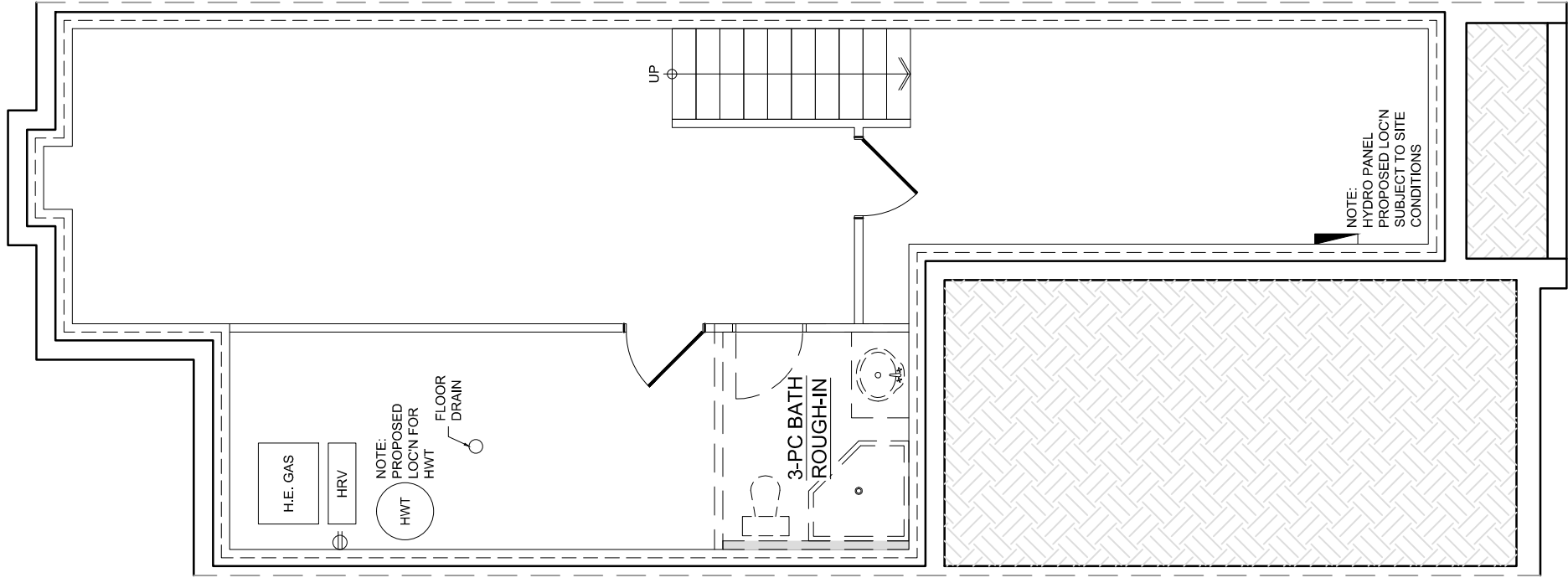
BALMORAL
xx SQFT



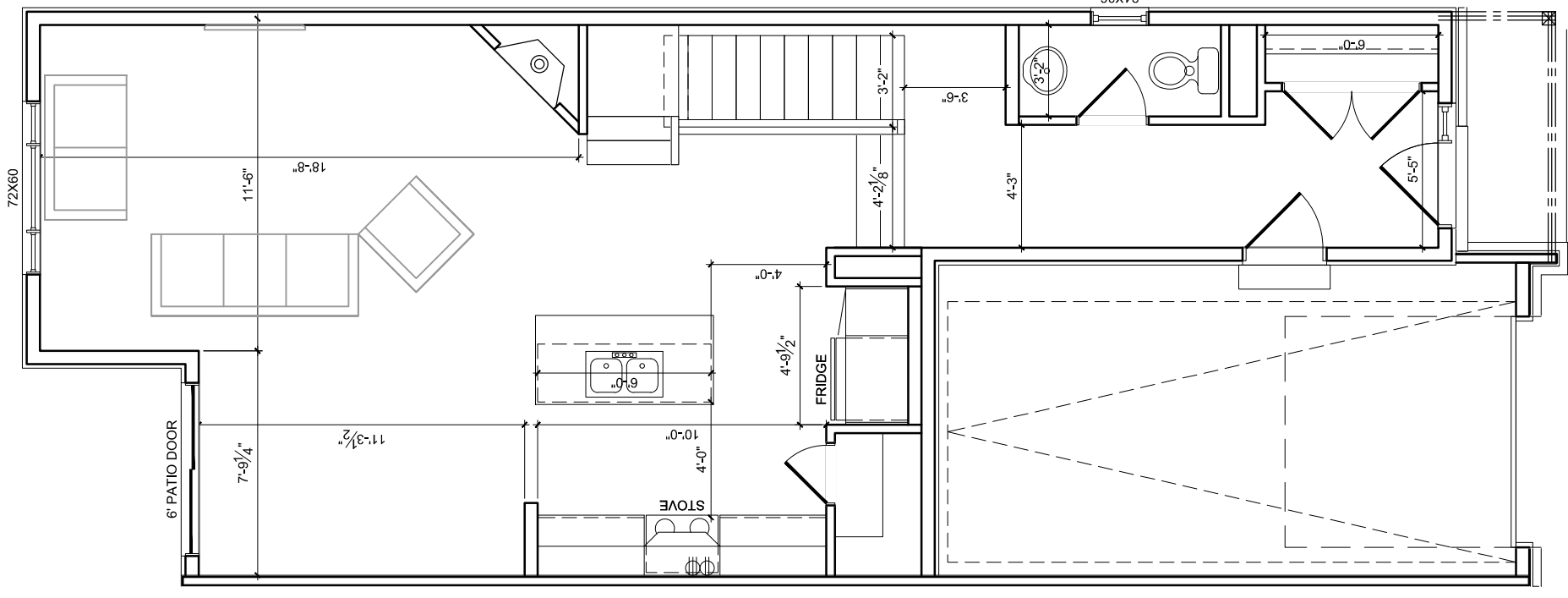
BALMORAL
700 SQFT



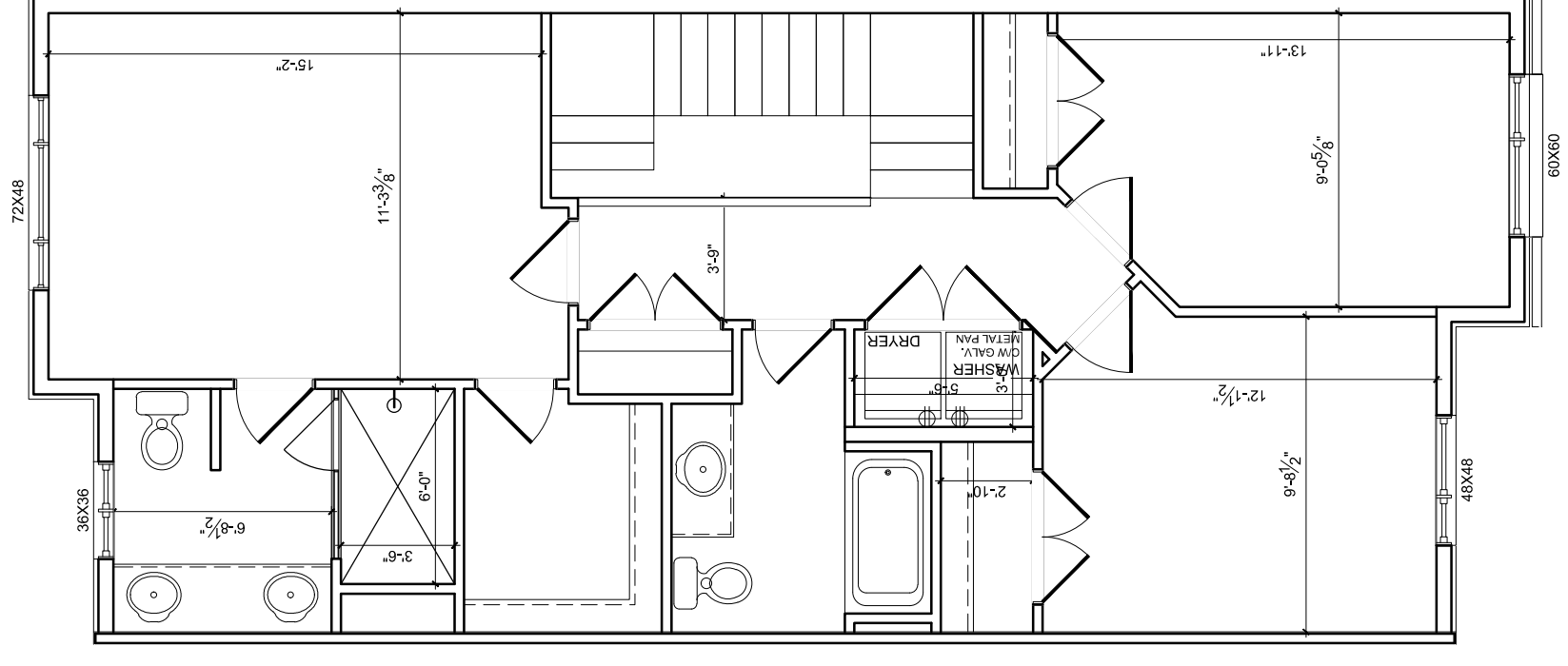
BALMORAL
1,052 SQFT



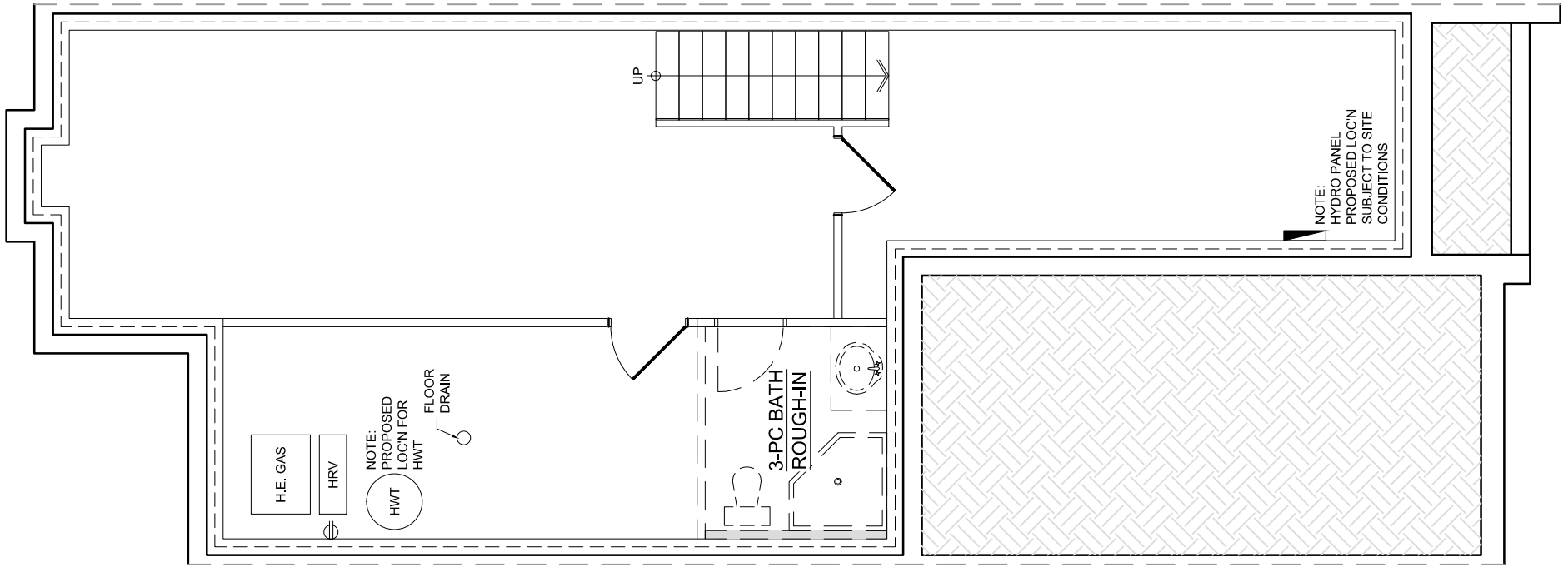
BATHURST - END UNIT
xx SQFT



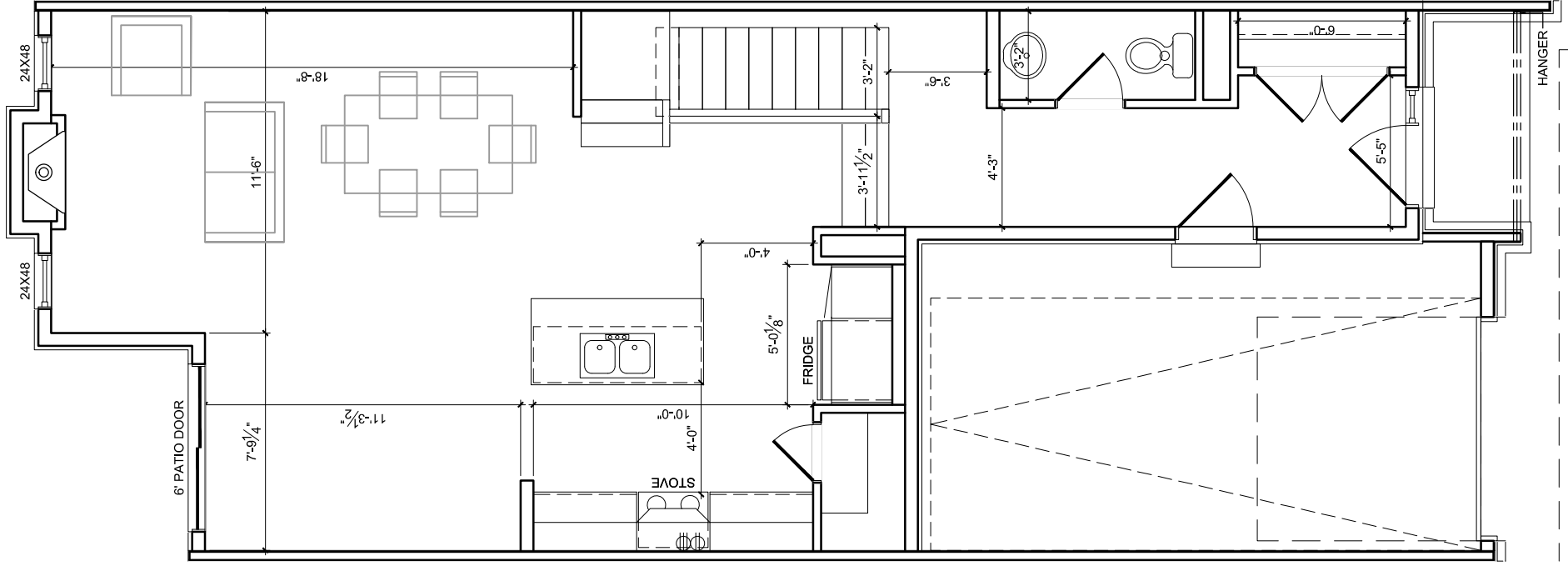
BATHURST - END UNIT
761 SQFT



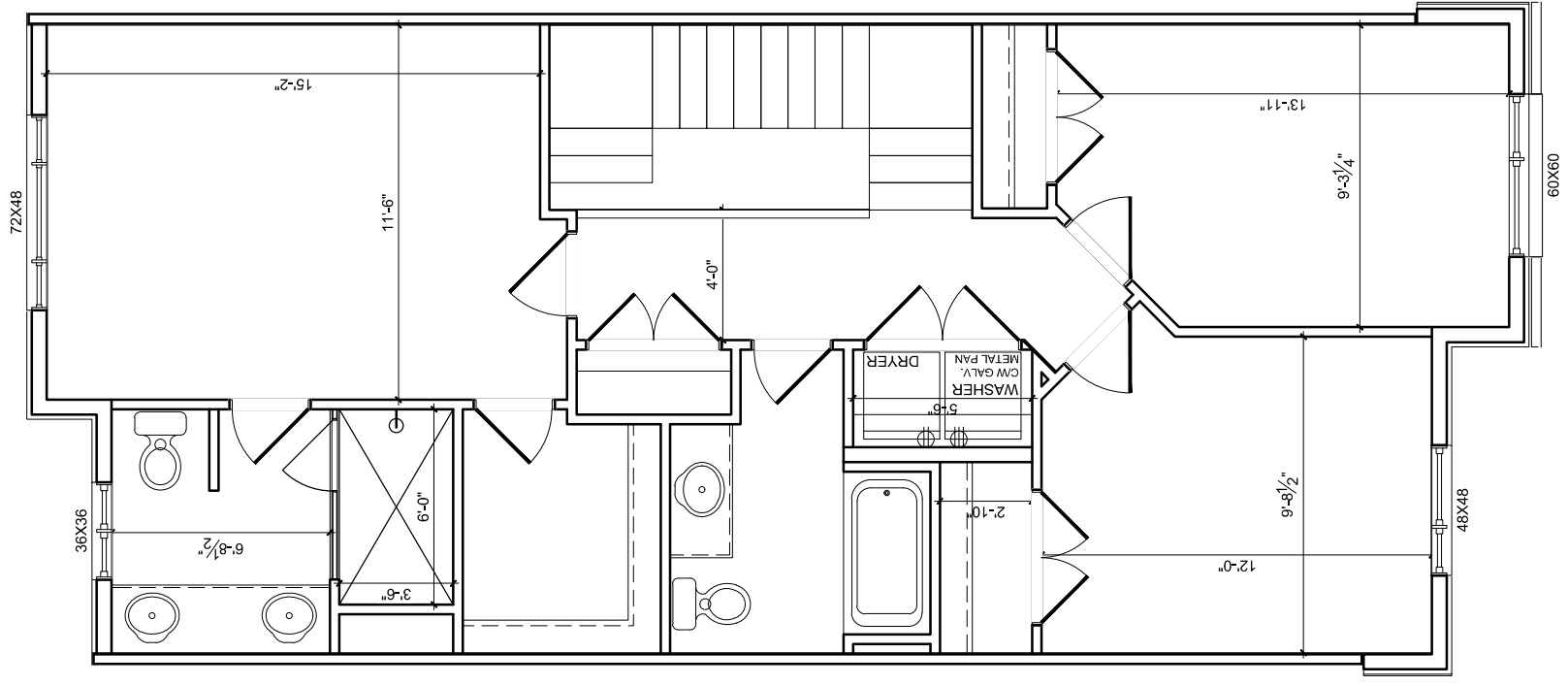
BATHURST - END UNIT
879 SQFT



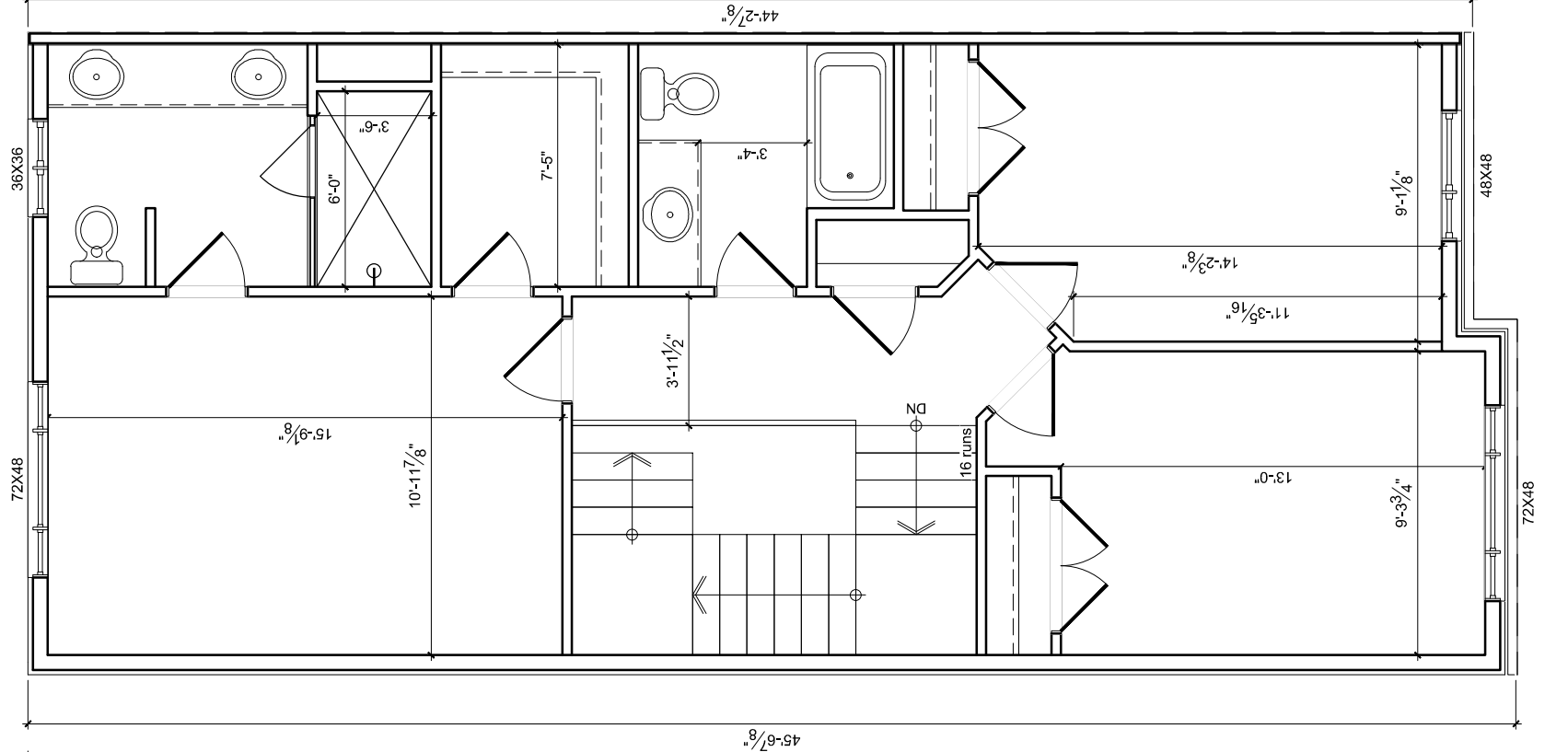
BATHURST
xx SQFT



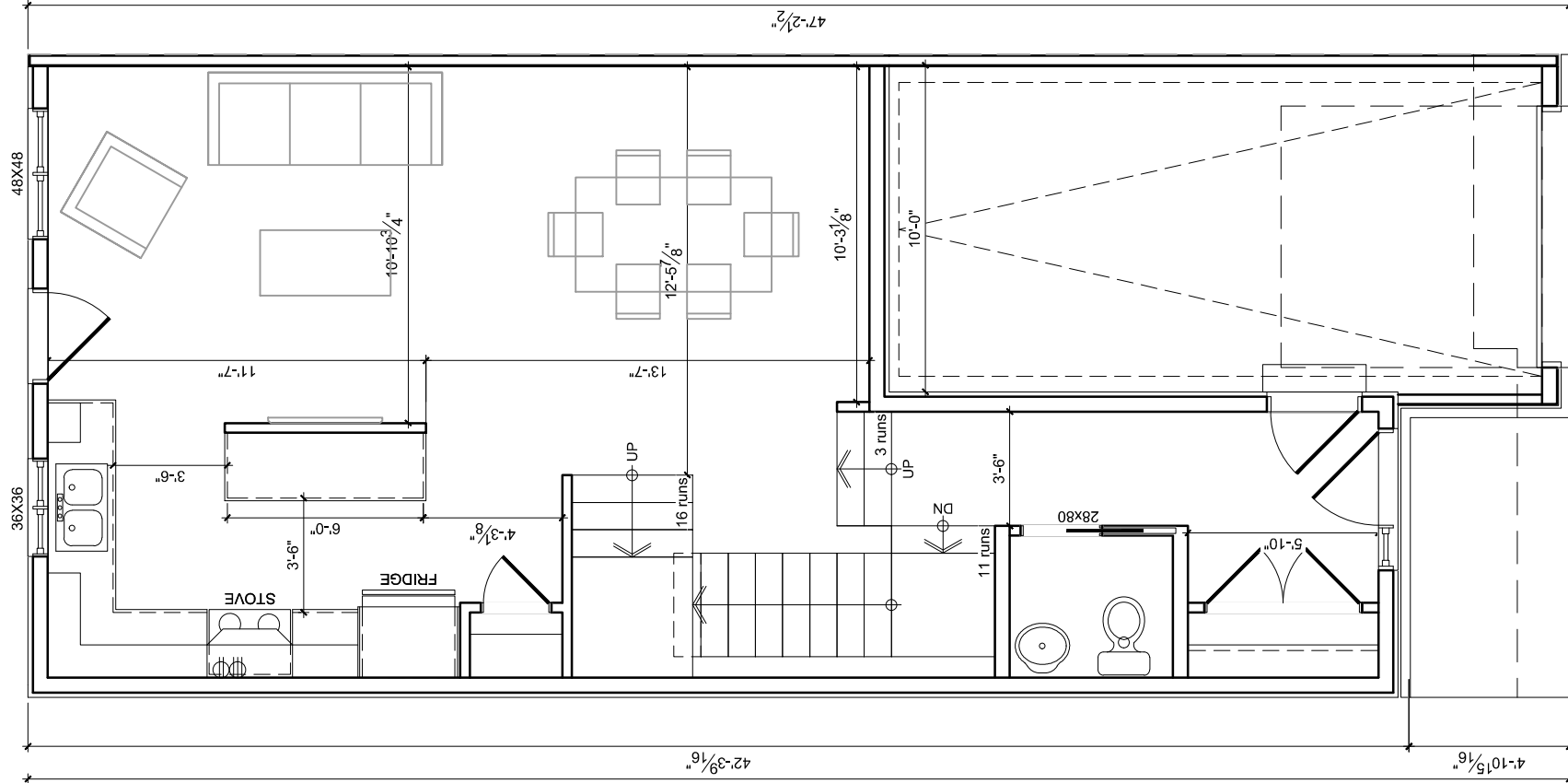
BATHURST
761 SQFT



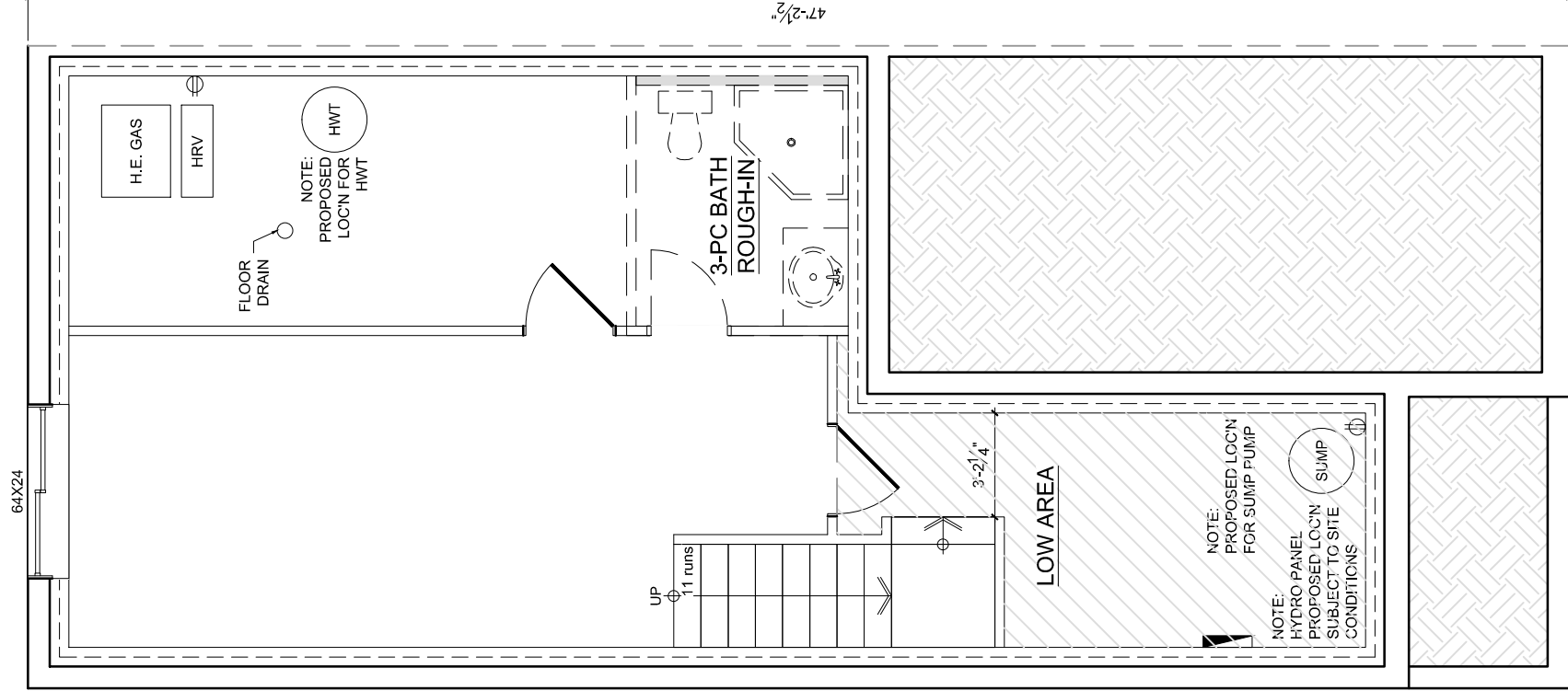
BATHURST
878 SQFT



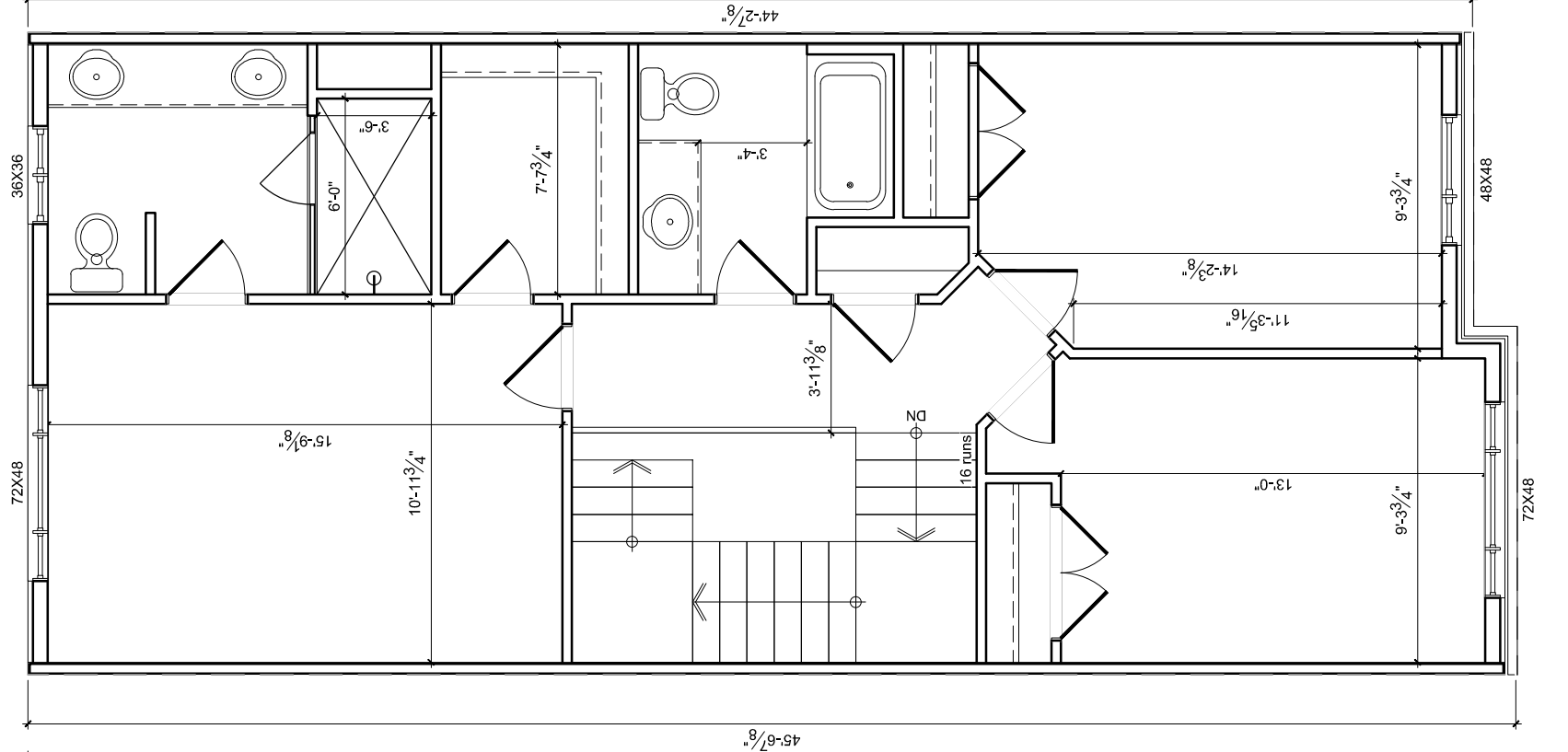
DANFORTH - 2ND FLOOR
847 SQFT



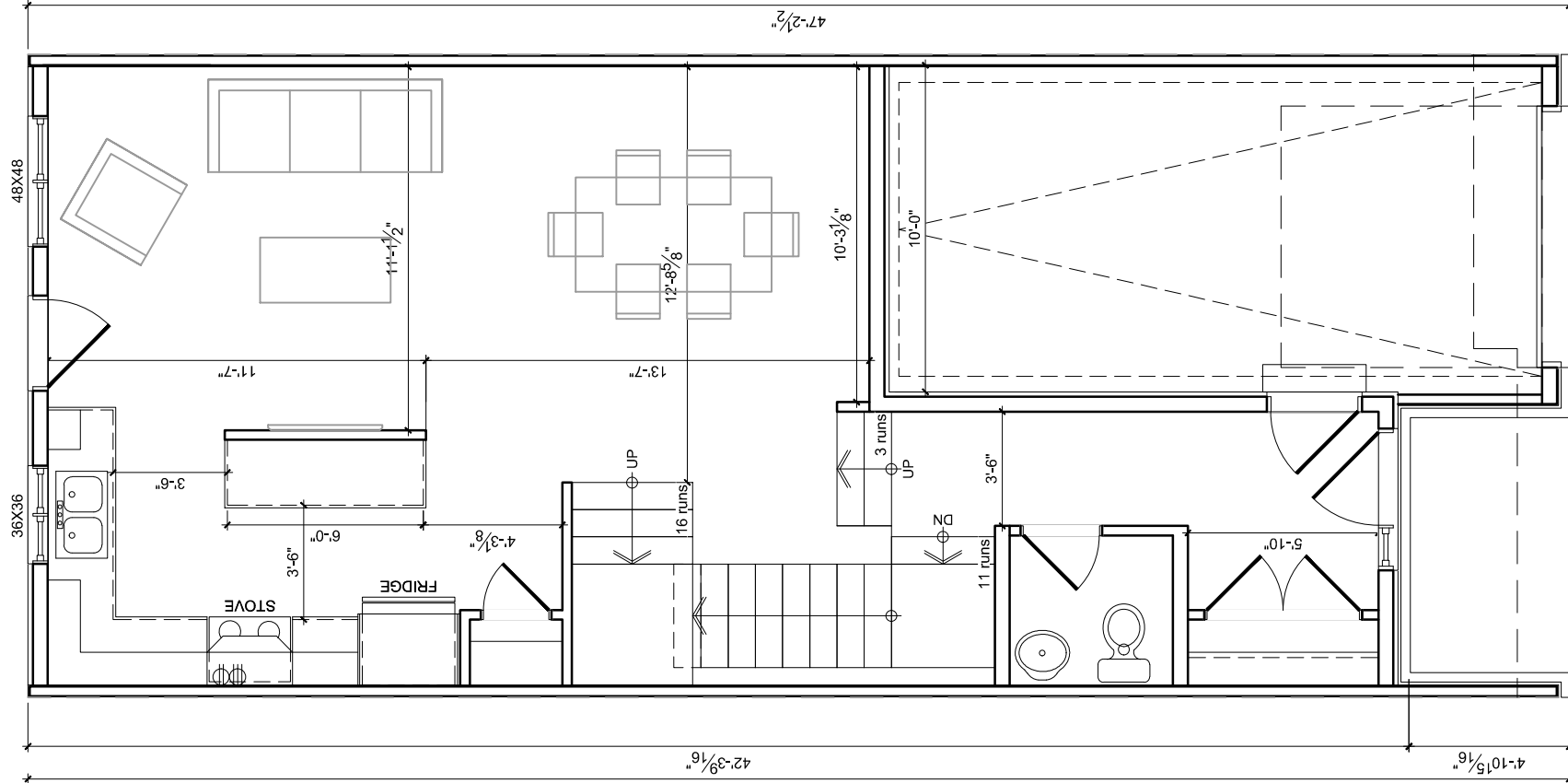
DANFORTH - 1ST FLOOR
632 SQFT



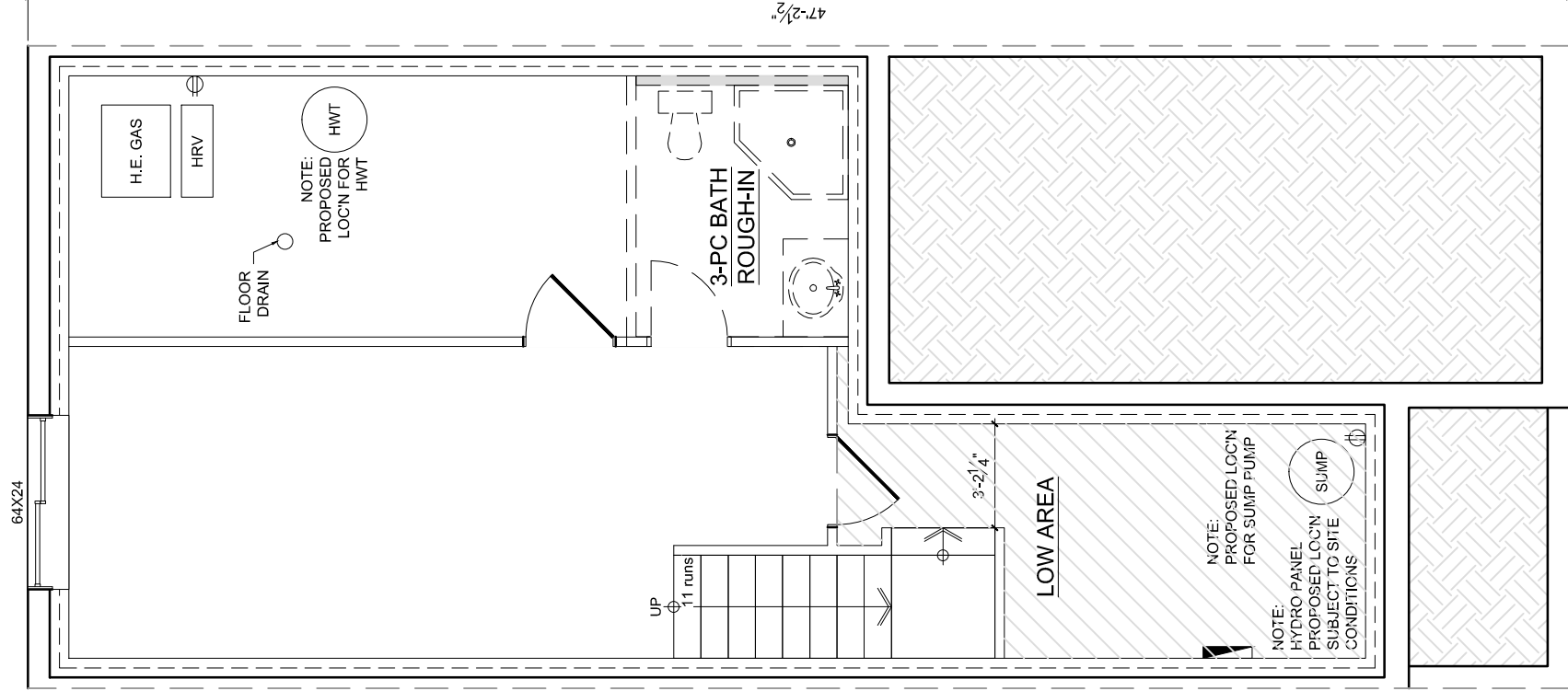
DANFORTH - FOUNDATION
XX SQFT



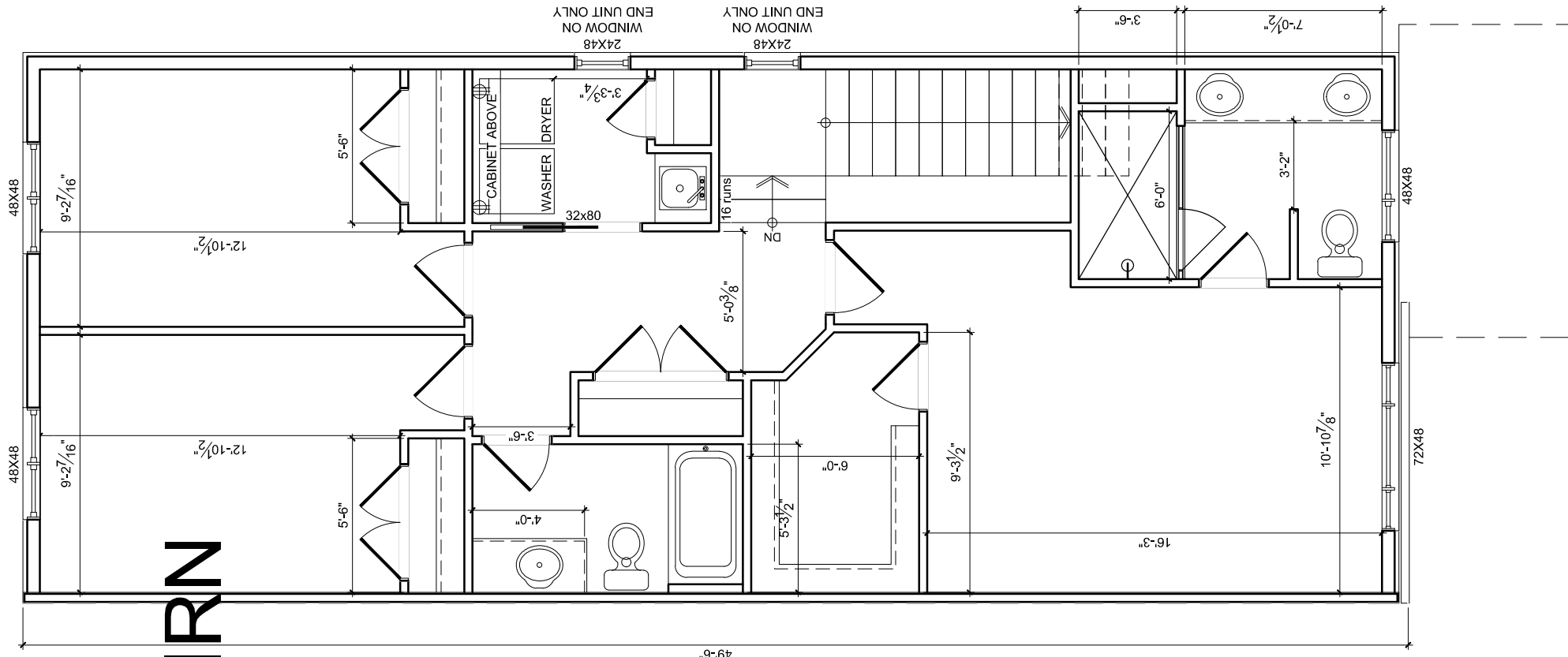
DANFORTH - 2ND FLOOR
847 SQFT



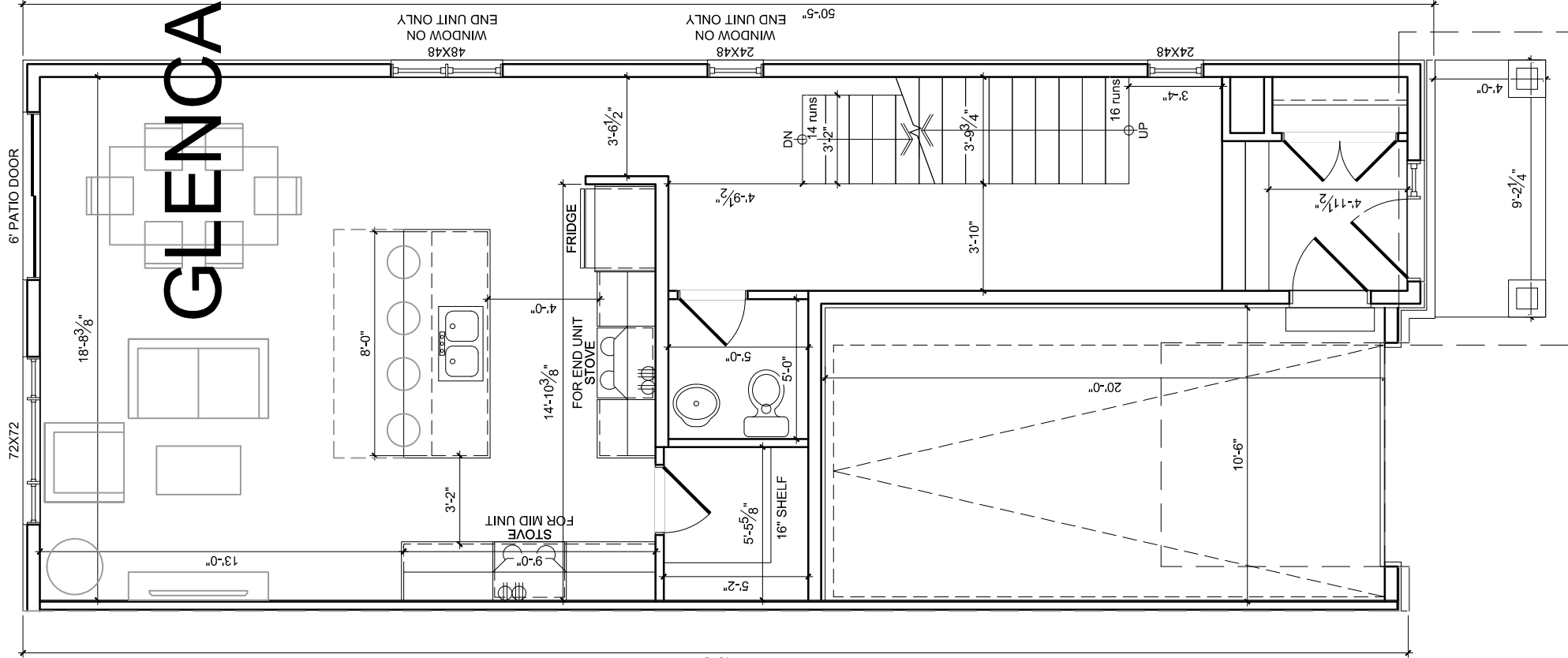
DANFORTH - 1ST FLOOR
632 SQFT



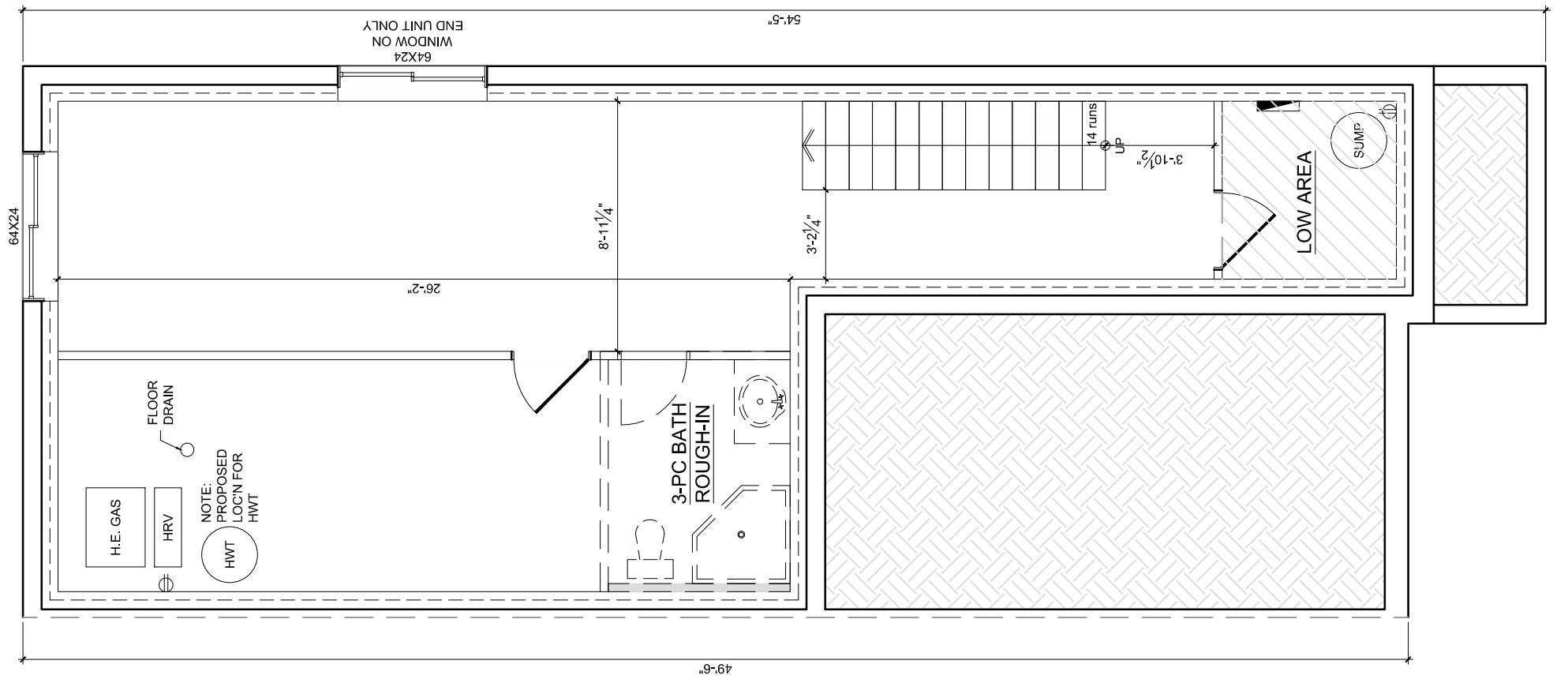
DANFORTH - FOUNDATION
XX SQFT



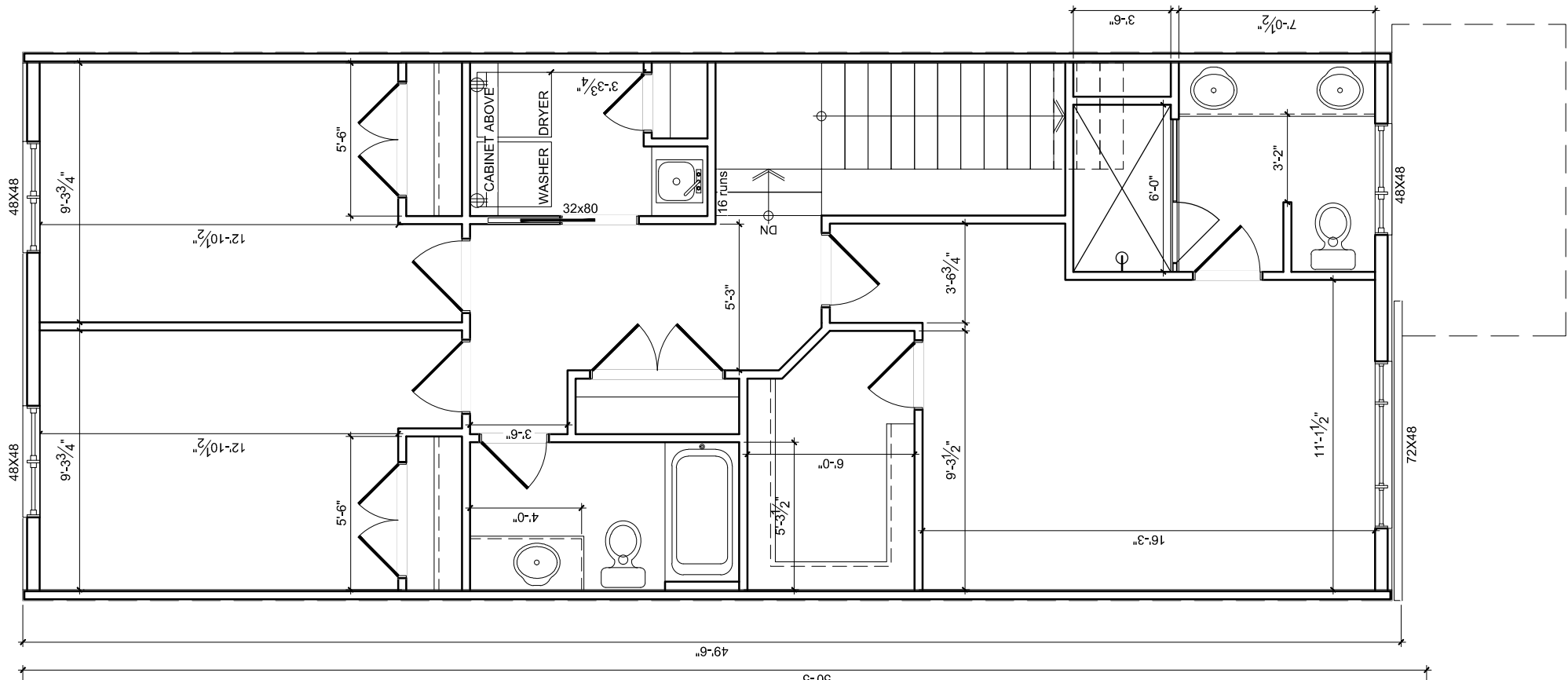
GLENCAIRN - 2ND FLOOR
953 SQFT



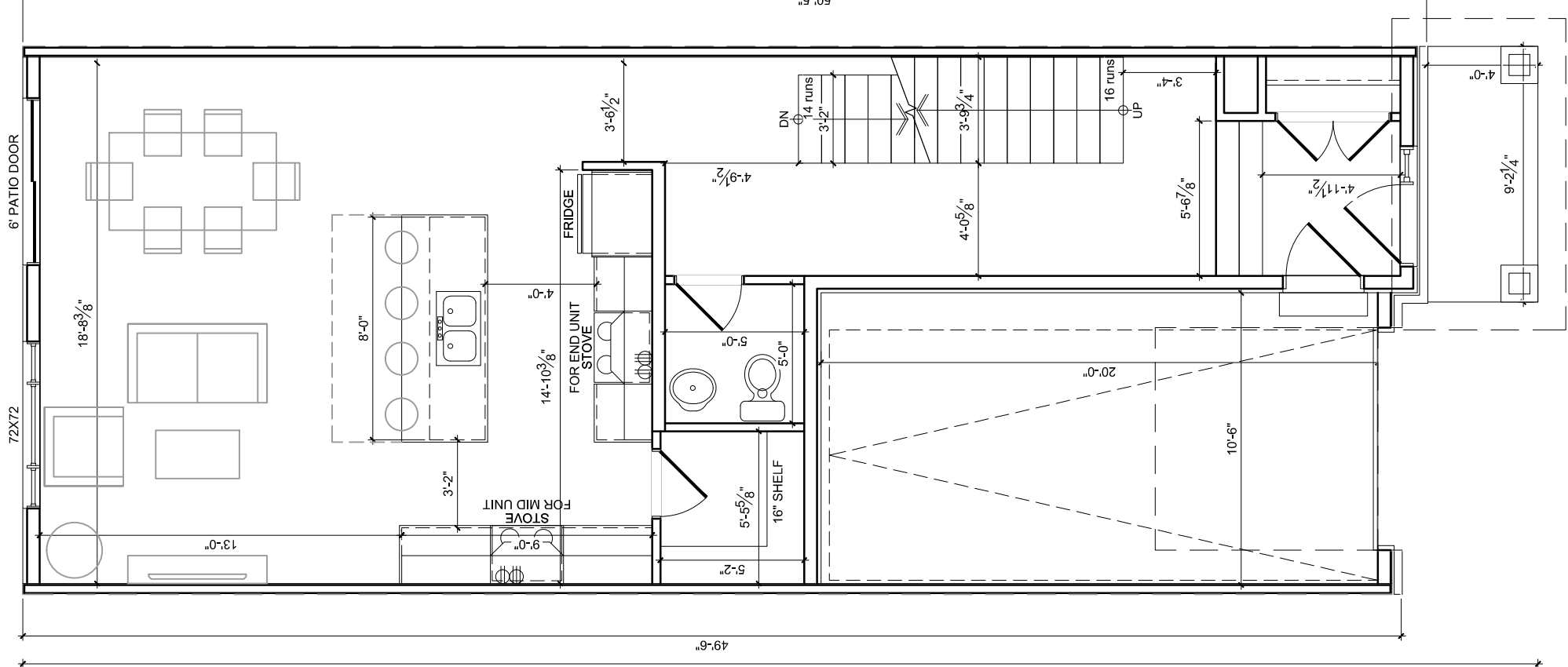
GLENCAIRN - GND FLOOR
737 SQFT



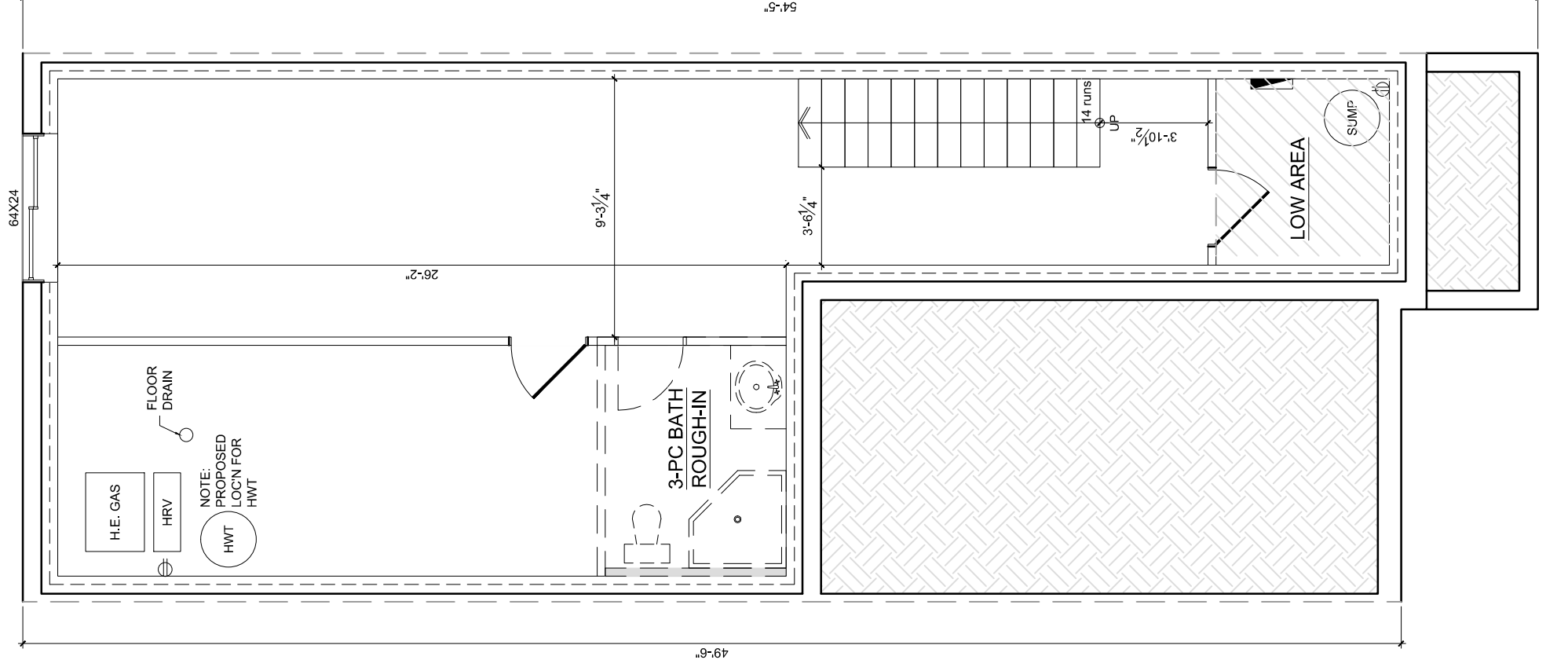
GLENCAIRN - FND FLOOR
737 SQFT



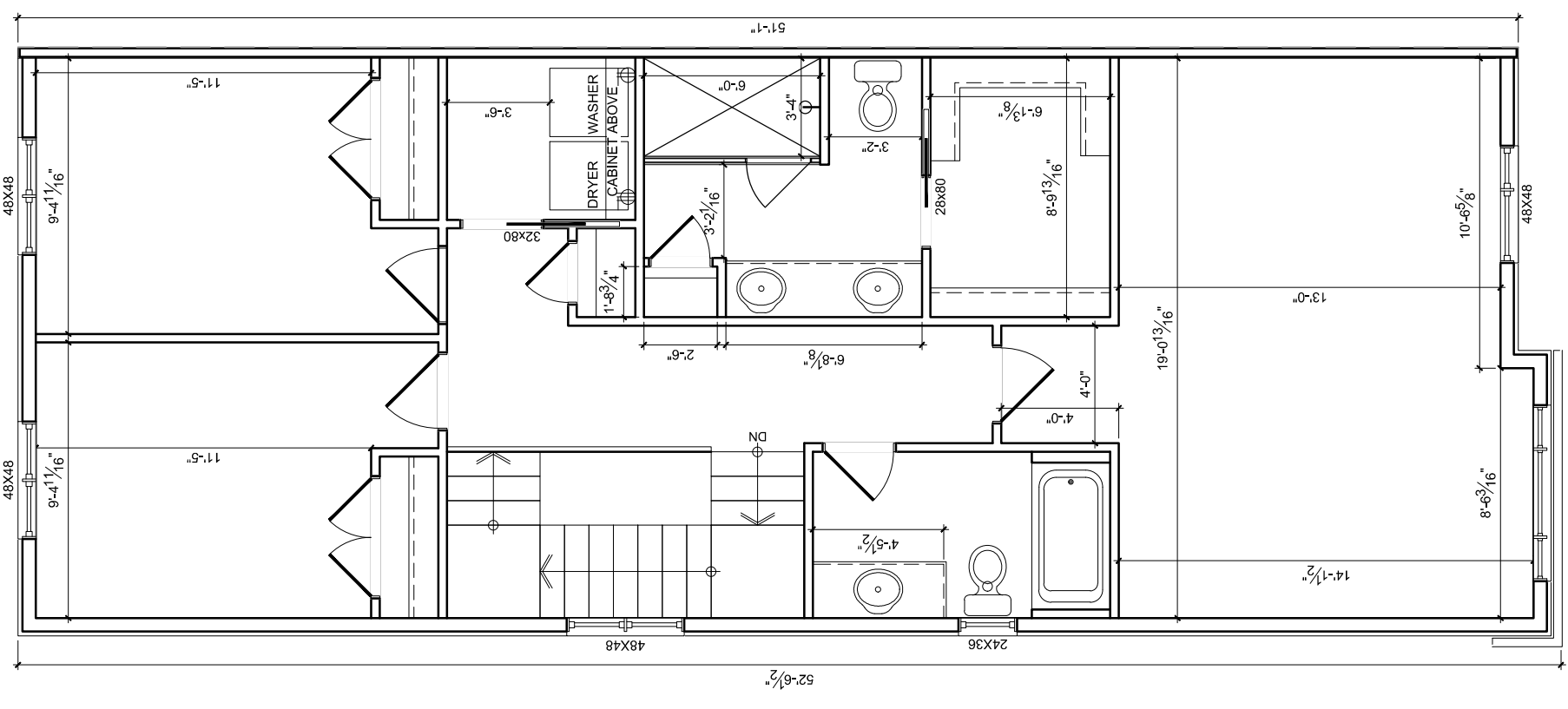
GLENCAIRN - 2ND FLOOR
953 SQFT



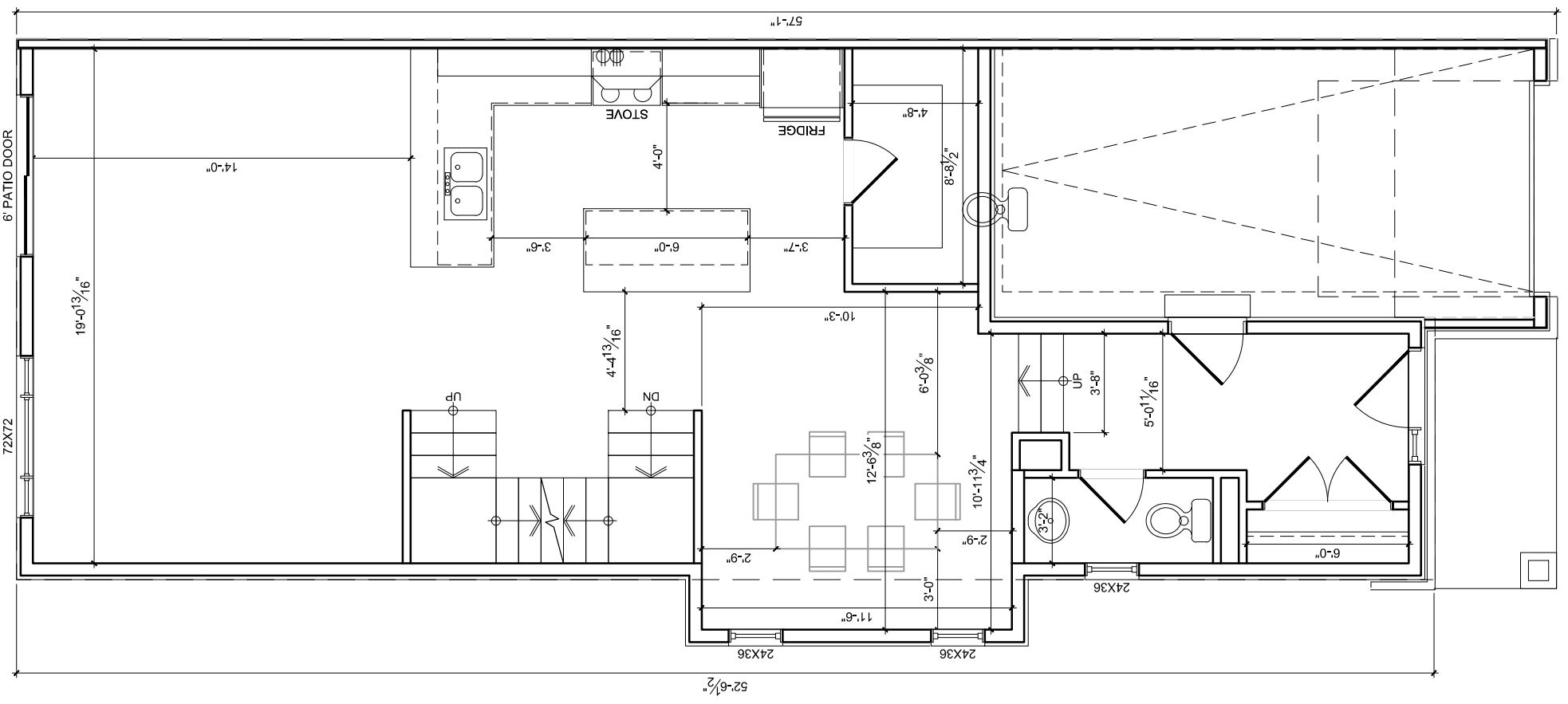
GLENCAIRN - GND FLOOR
737 SQFT



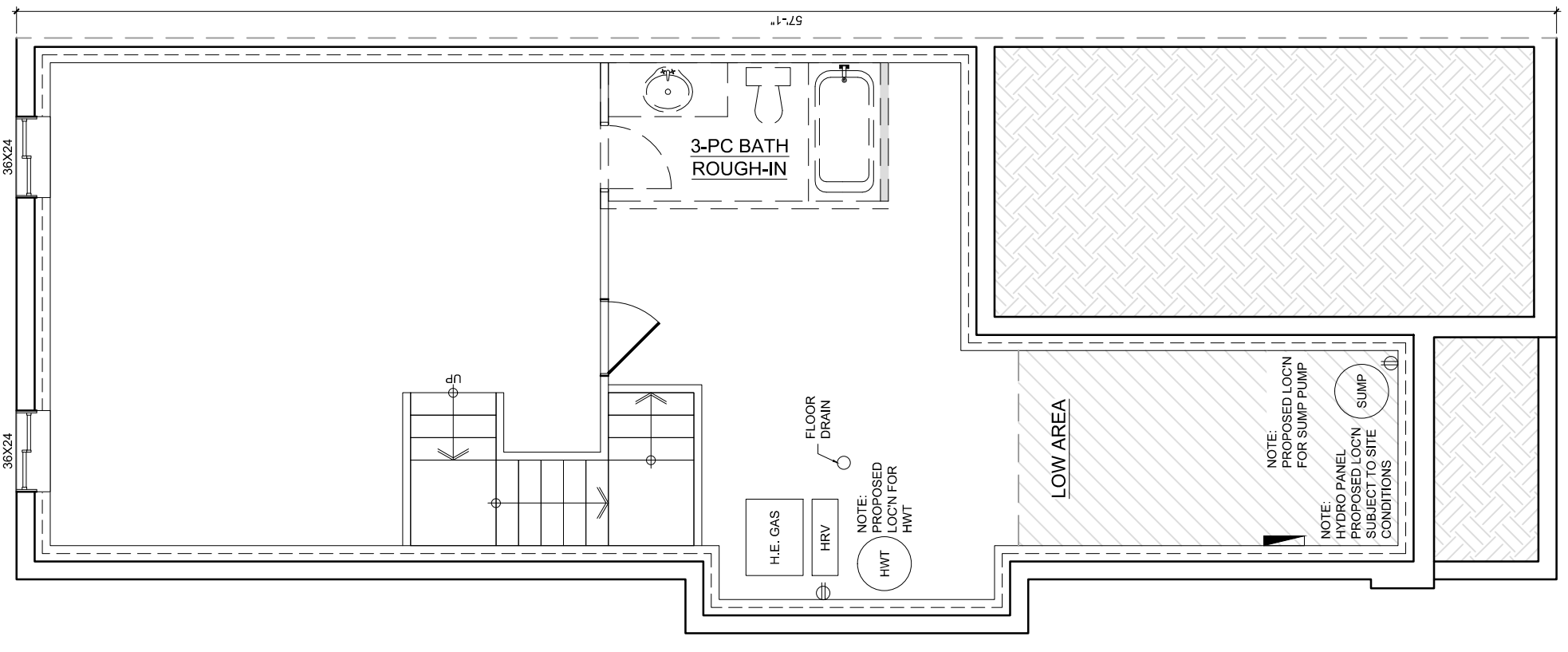
GLENCAIRN - FND FLOOR
737 SQFT



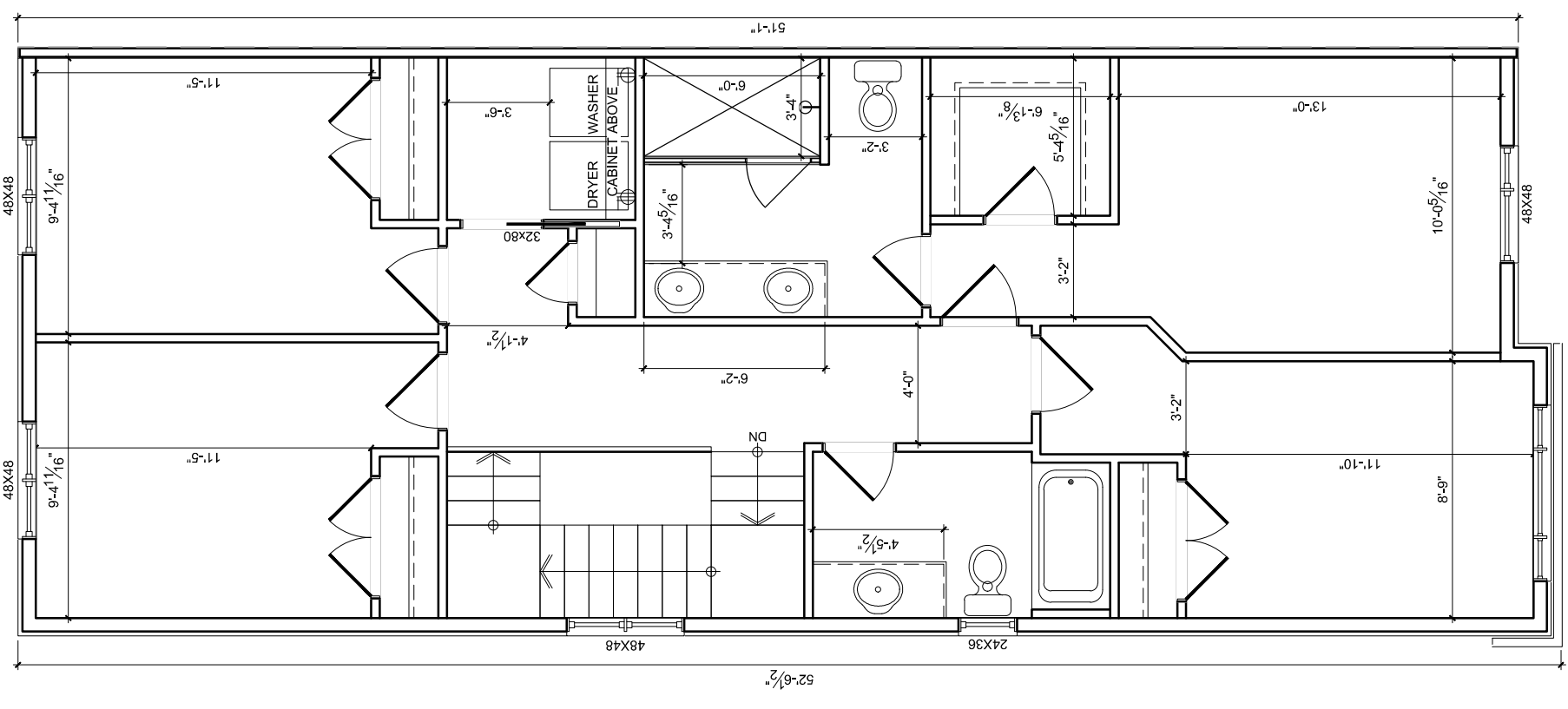
LAWRENCE
1,020 SQFT



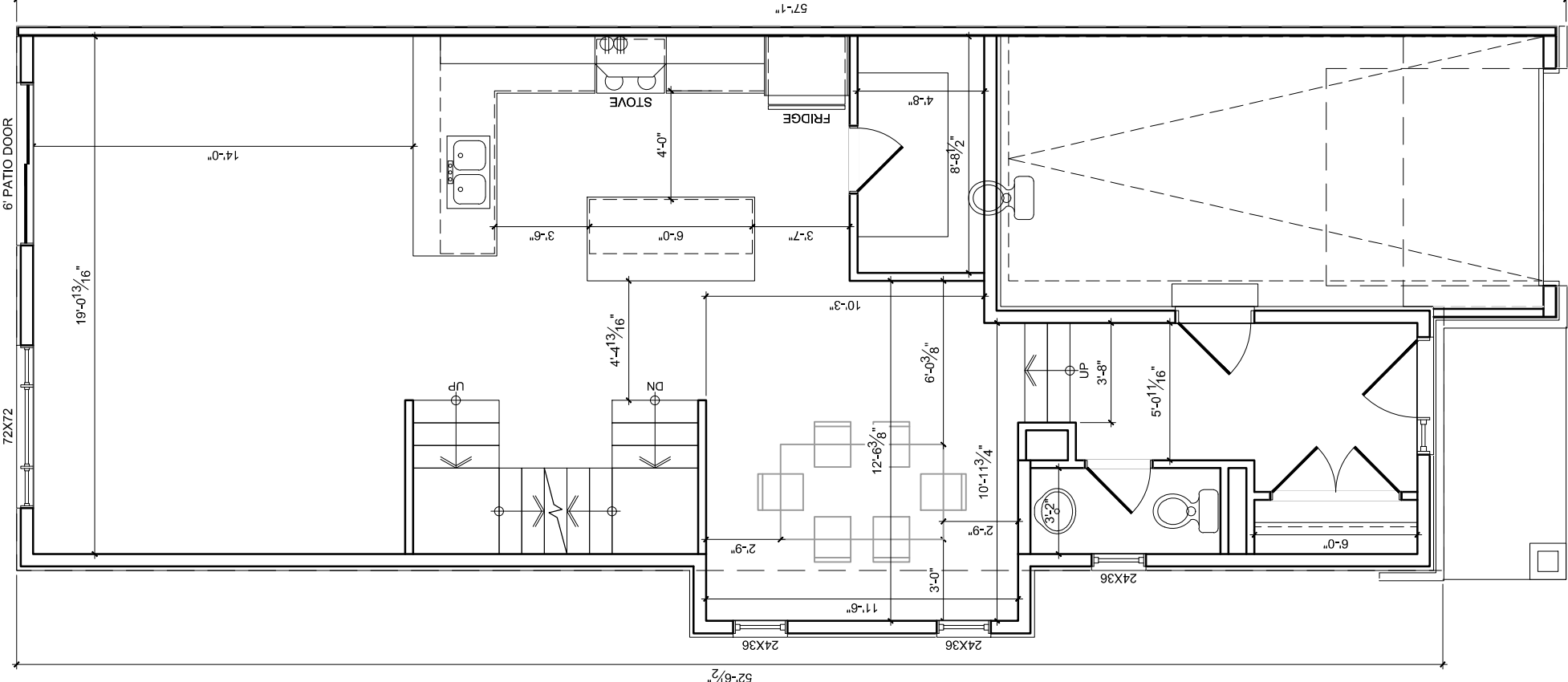
LAWRENCE
865 SQFT



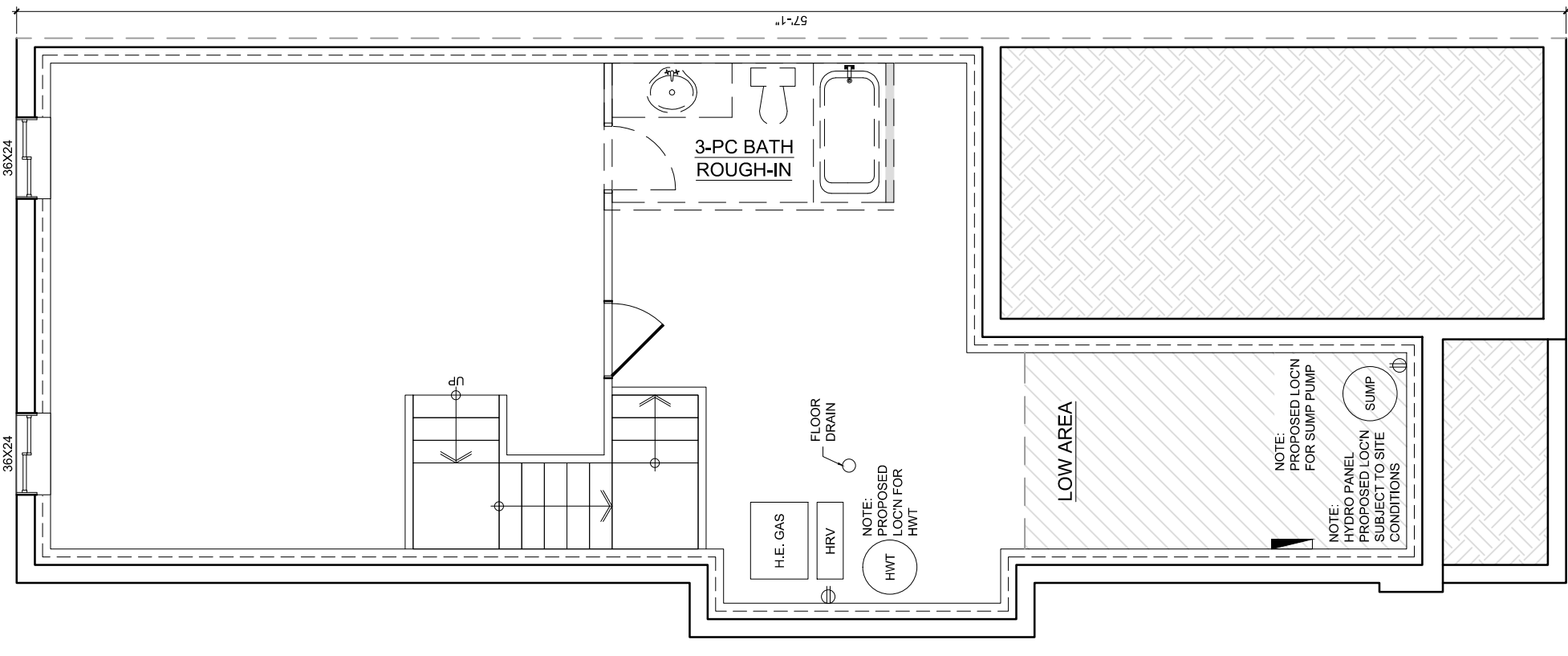
LAWRENCE
xx SQFT



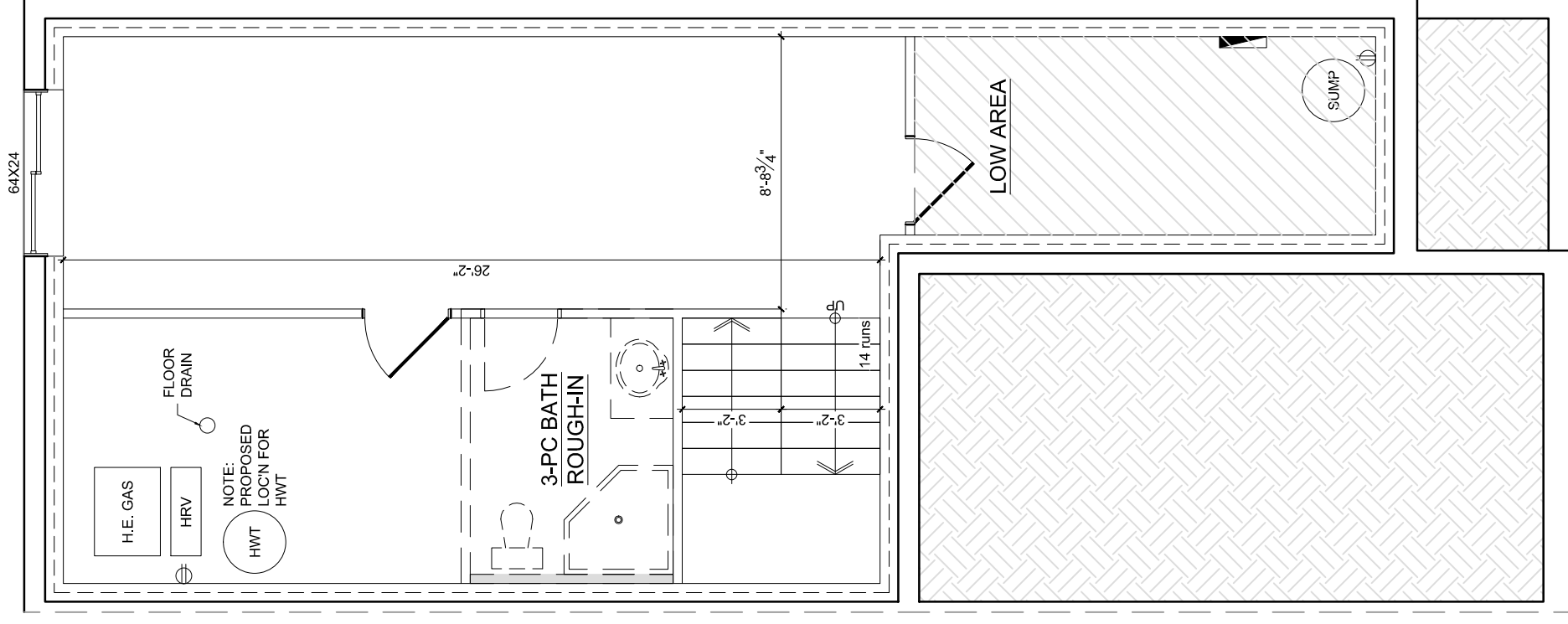
LAWRENCE
1,020 SQFT



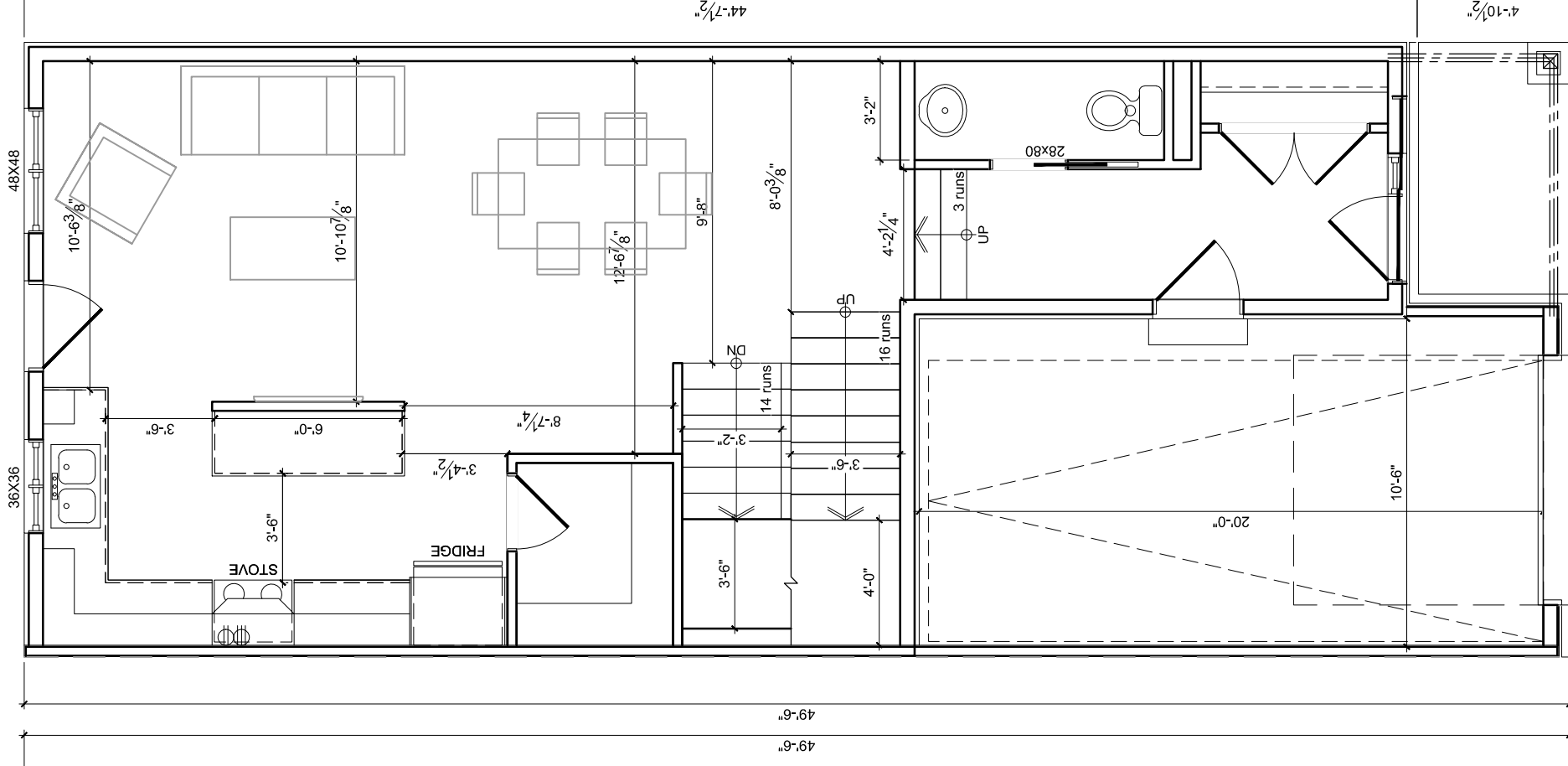
LAWRENCE
865 SQFT



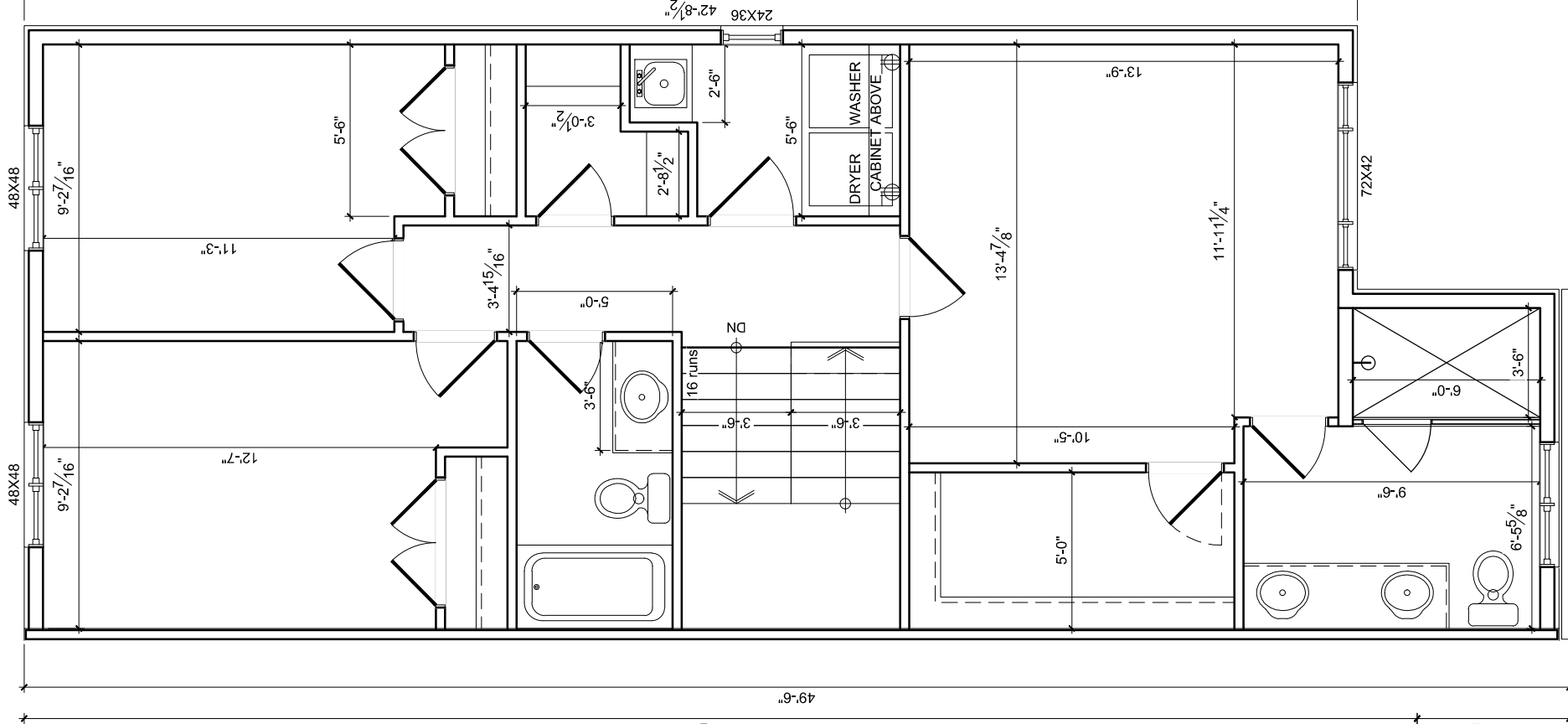
LAWRENCE
xx SQFT



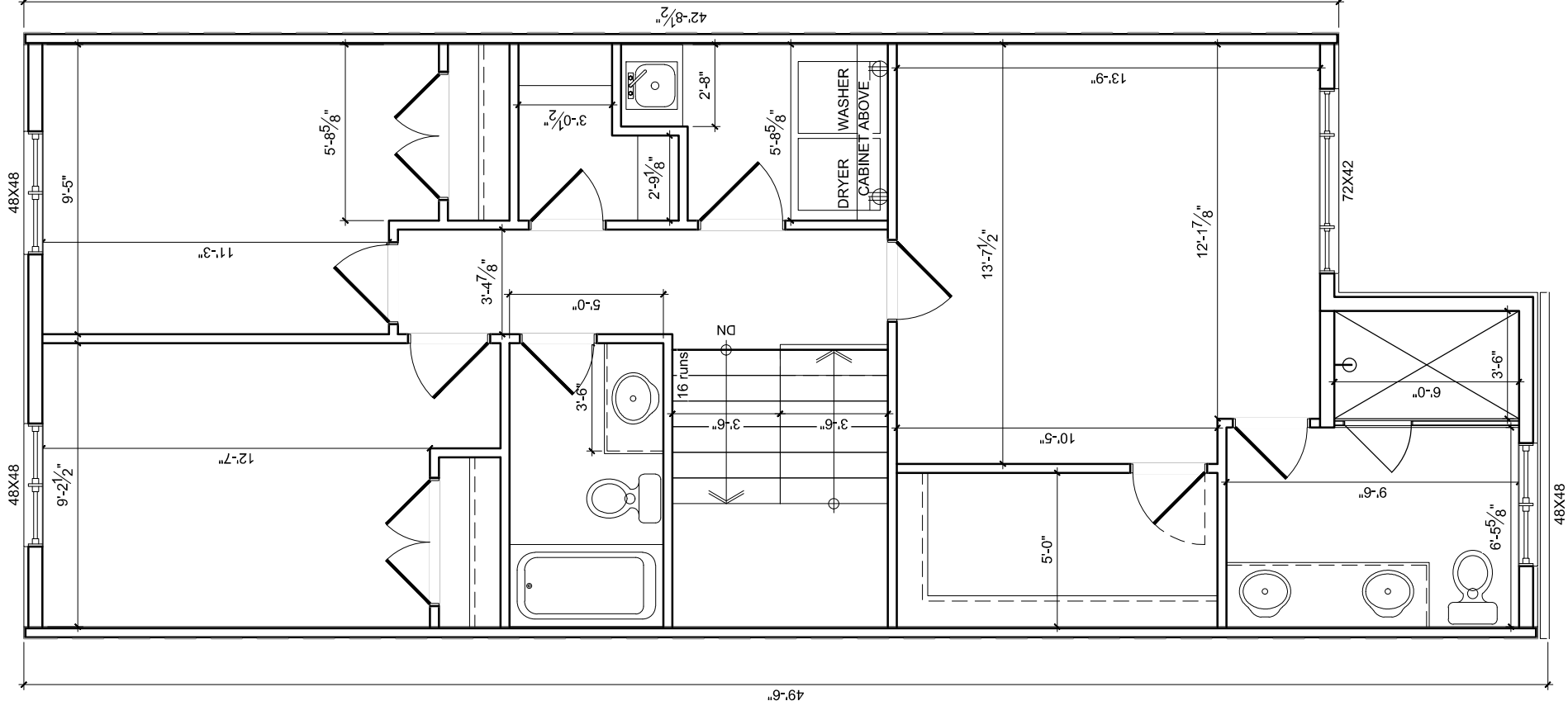
MILLWOOD - FOUNDATION FLOOR
244 SQFT



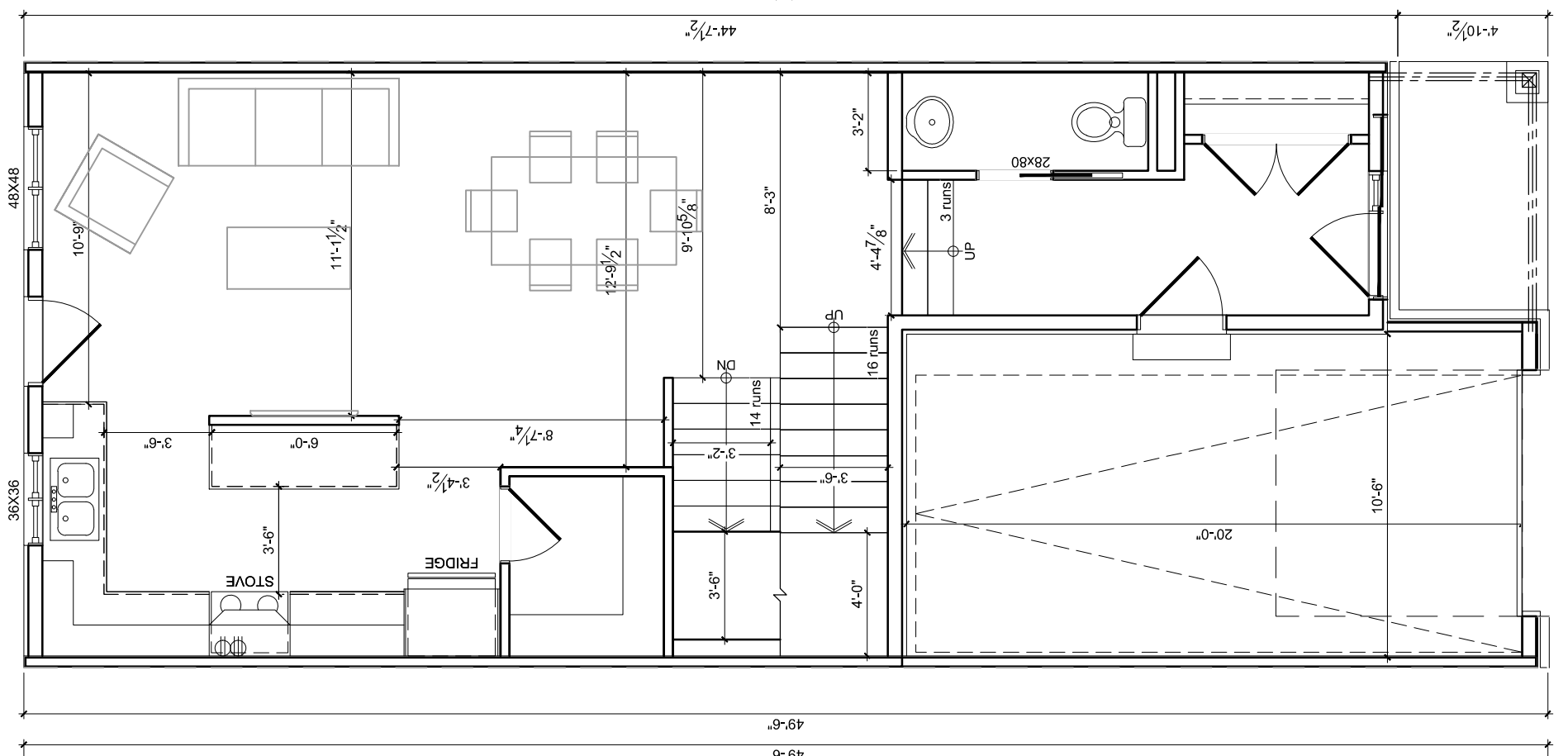
MILLWOOD - GROUND FLOOR
695 SQFT



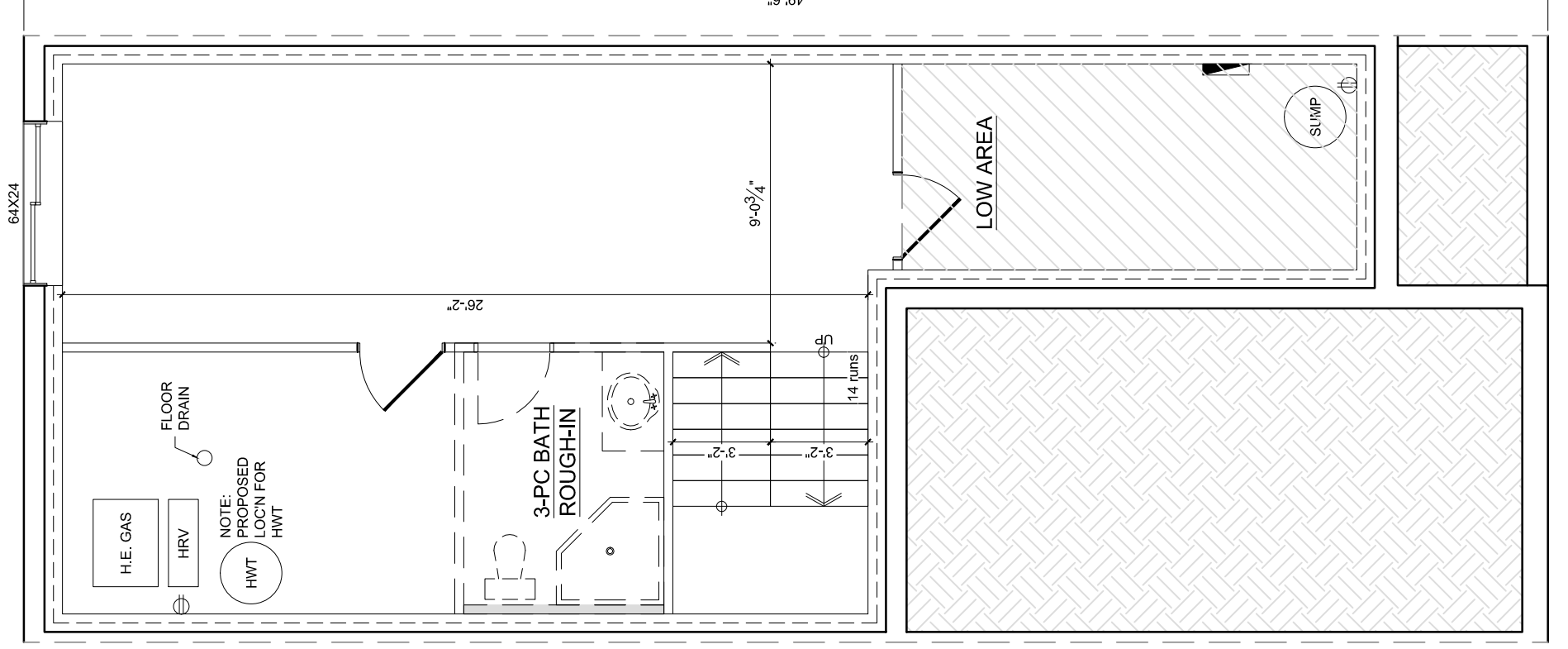
MILLWOOD - SECOND FLOOR
899 SQFT



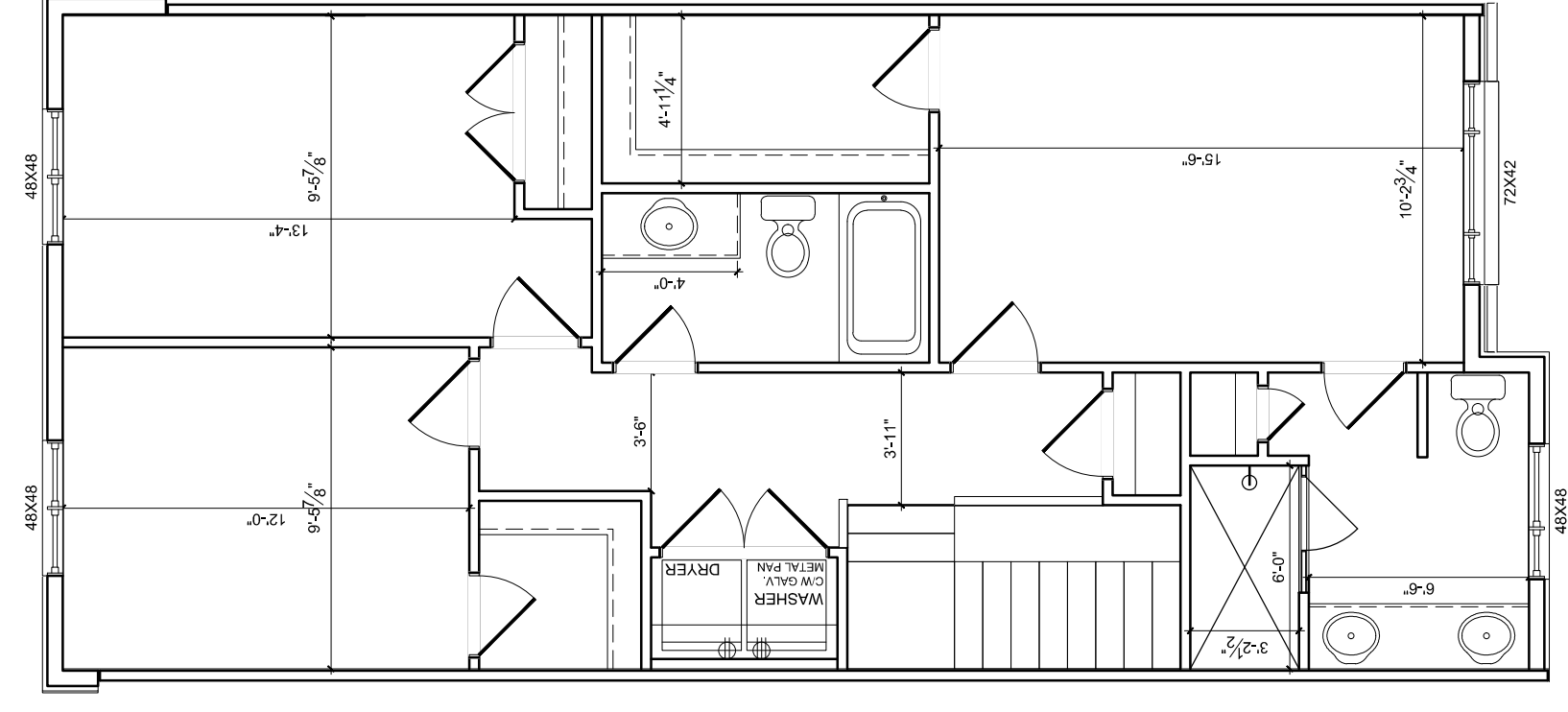
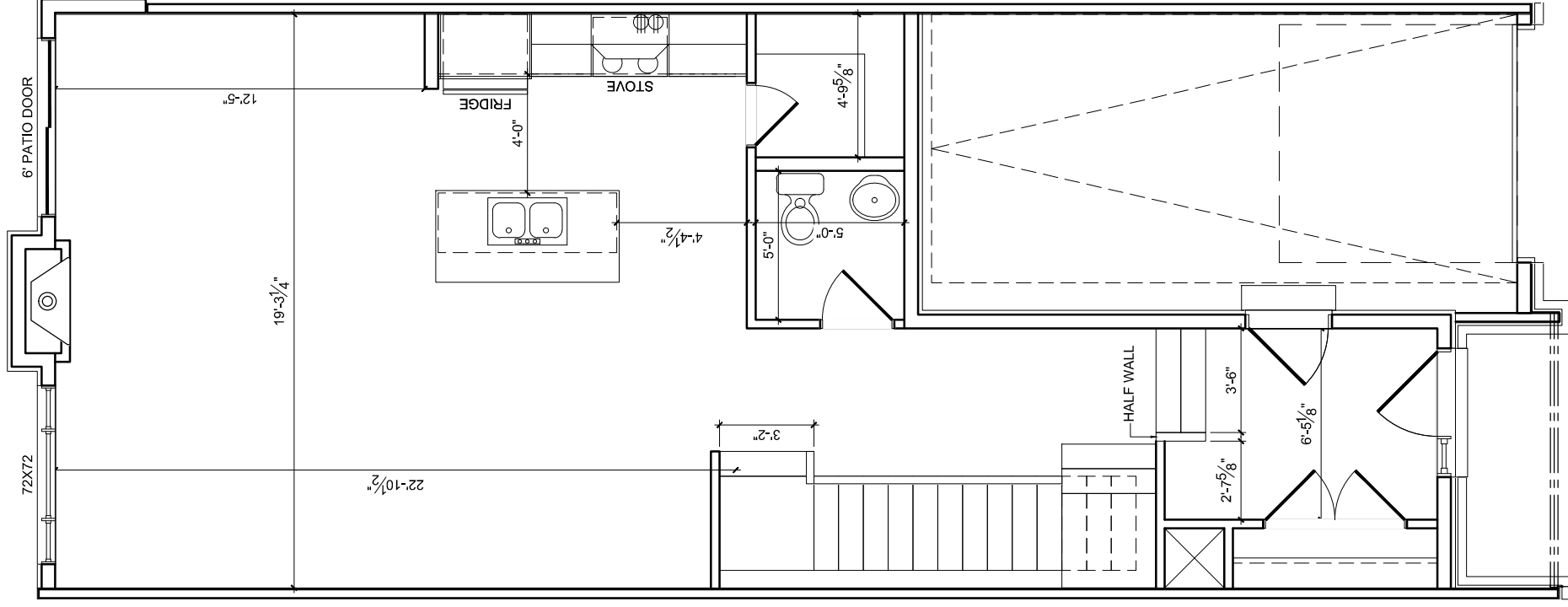
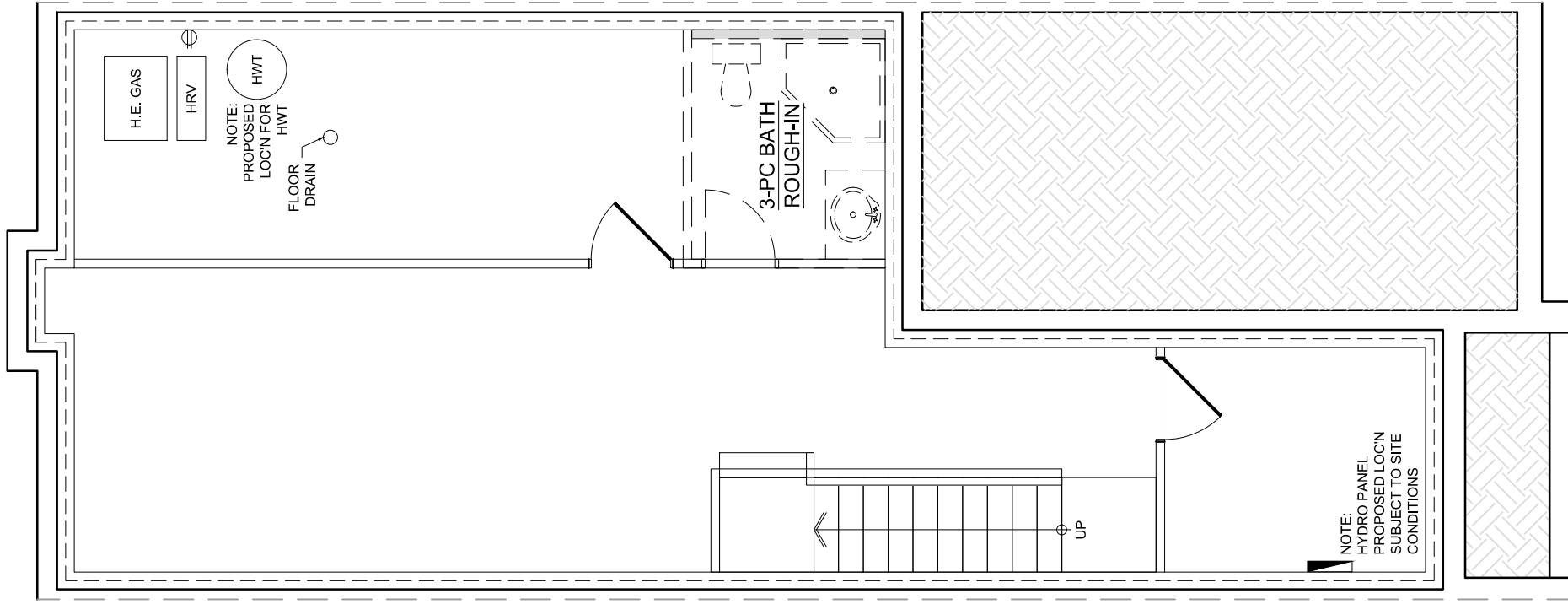
MILLWOOD - SECOND FLOOR
903 SQFT

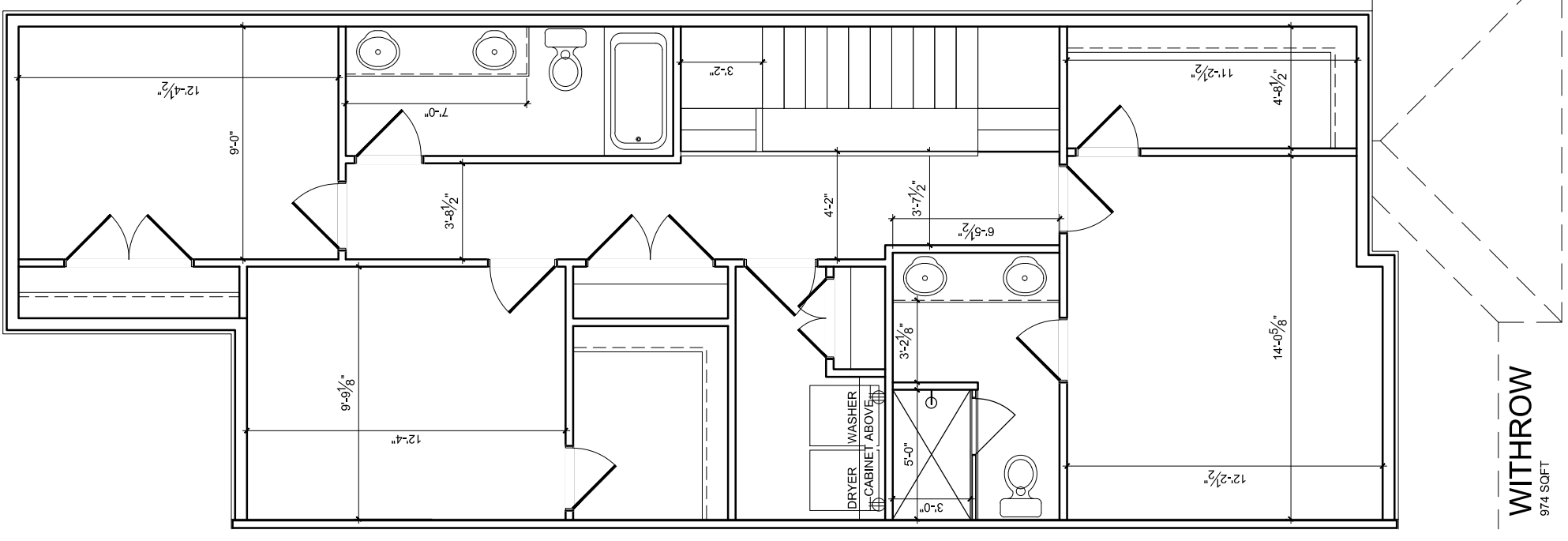


MILLWOOD - GROUND FLOOR
692 SQFT

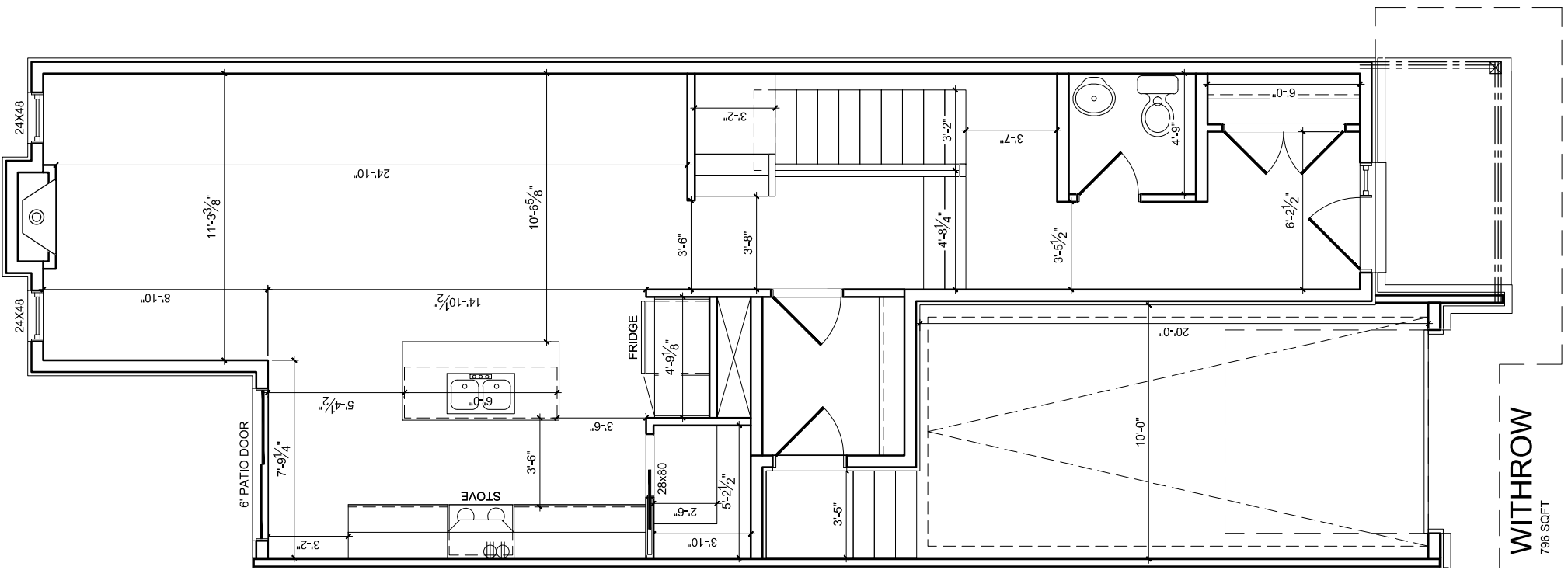


MILLWOOD - FOUNDATION FLOOR
244 SQFT

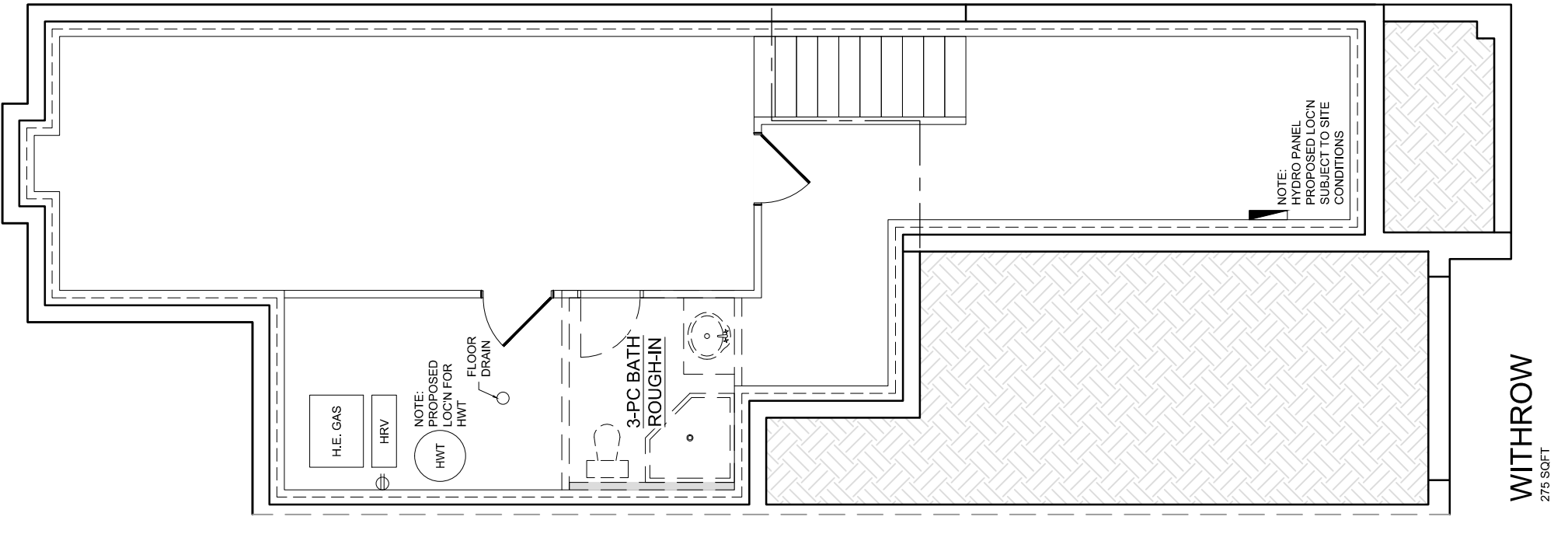




WITHROW
974 SQFT

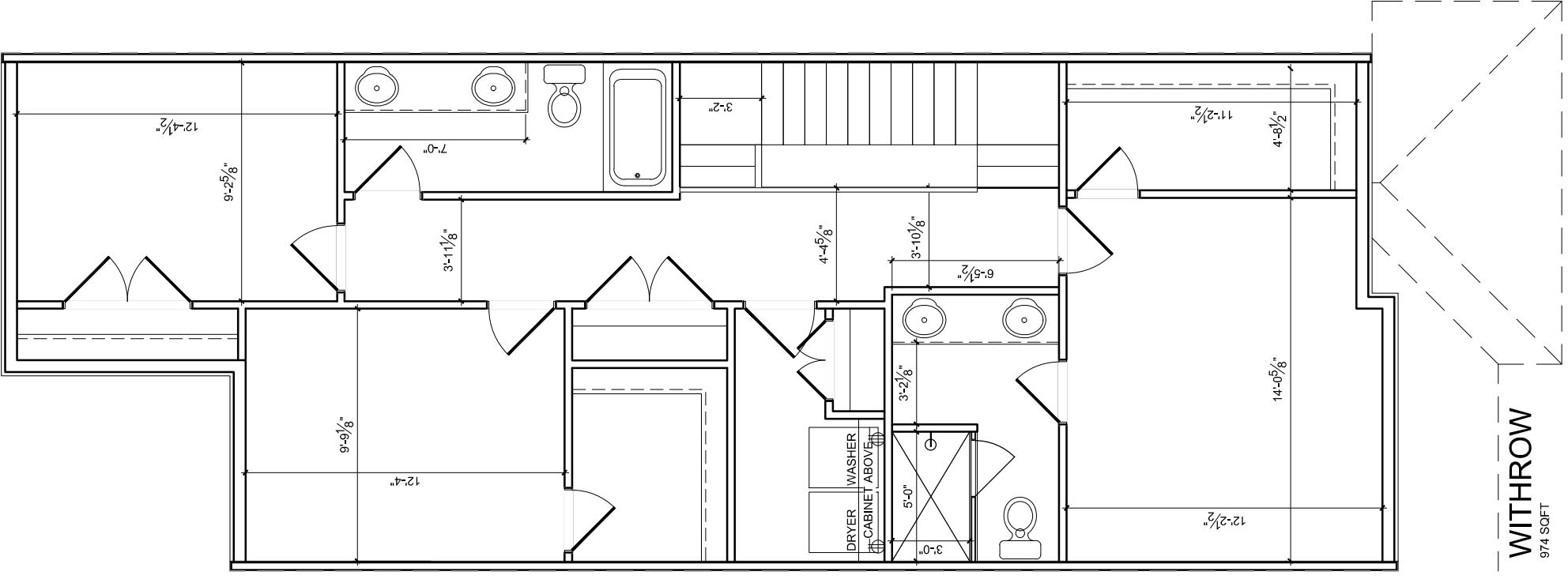


WITHROW
796 SQFT

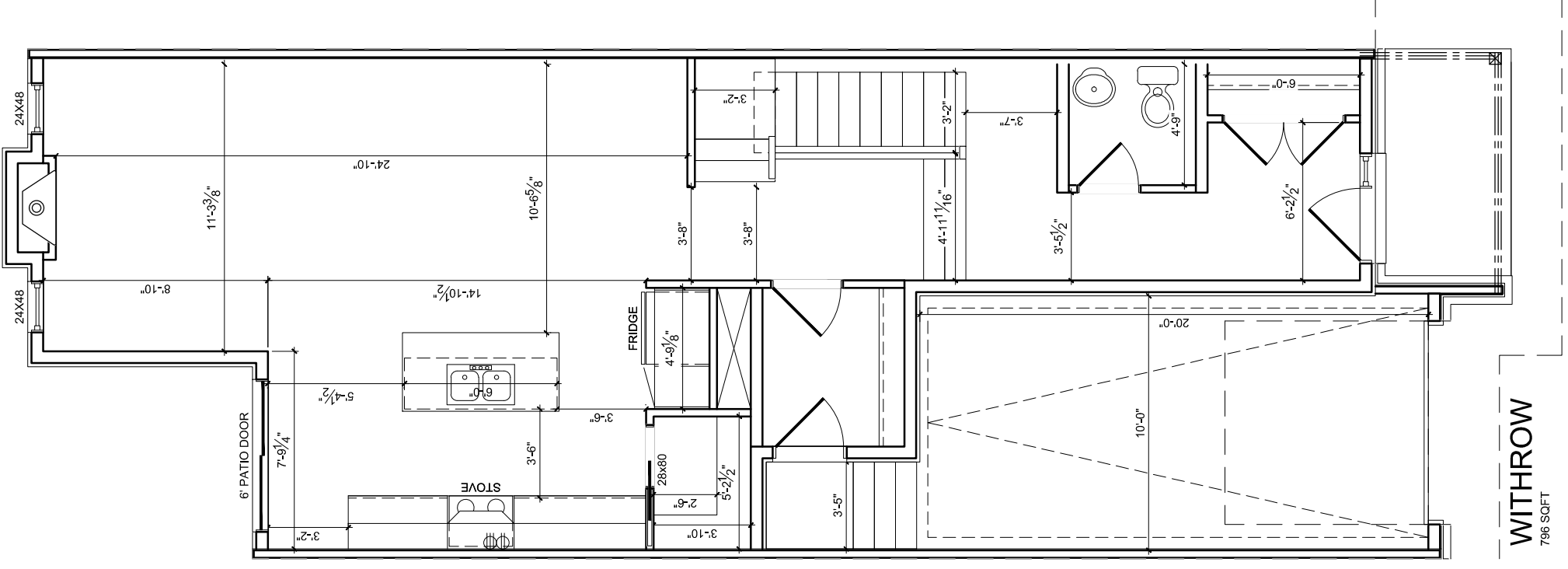


WITHROW
275 SQFT

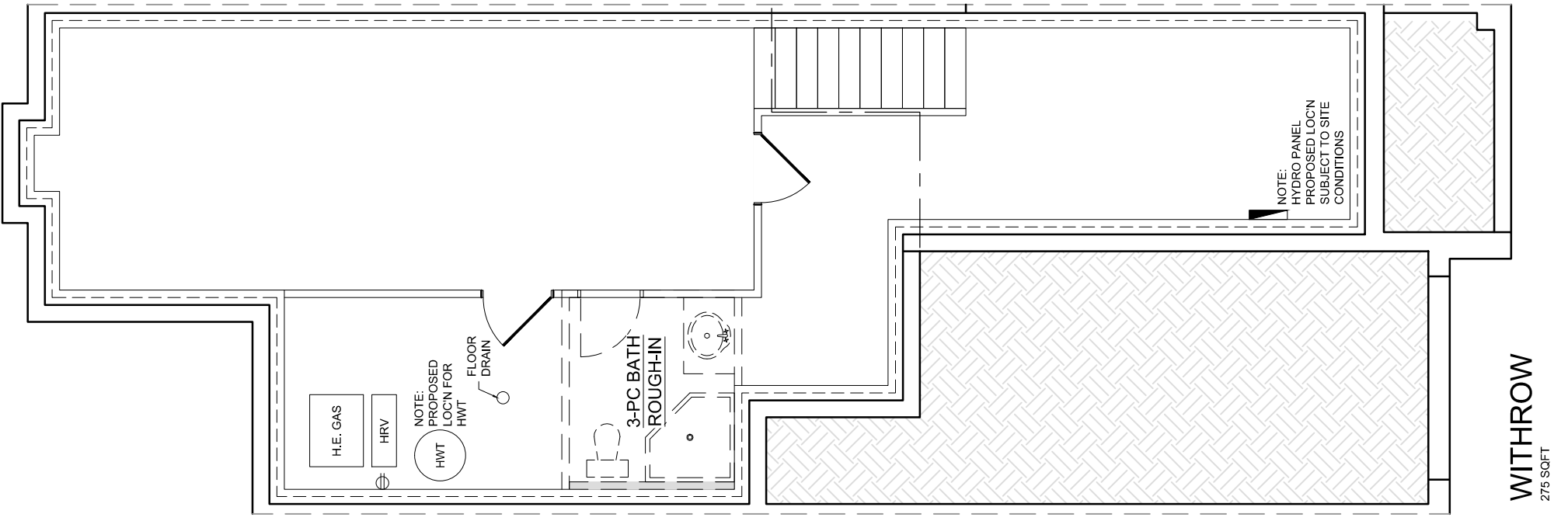
NOTE:
HYDRO PANEL
PROPOSED LOC'N
SUBJECT TO SITE
CONDITIONS



WITHROW
974 SQFT



WITHROW
796 SQFT



WITHROW
275 SQFT