



**Franktown Road Neighbourhood  
Secondary Plan**

**STATUTORY PUBLIC MEETING**

**Tuesday, August 26<sup>th</sup>, 2025**



# The Franktown Road Neighbourhood Secondary Plan Area



## WHAT IS A SECONDARY PLAN?

A Secondary Plan is a municipal land use planning and policy document that guides the growth and design of a specific area over a defined period of time.





# The Planning Process



## STAGE 1

Existing Conditions

### Engagement

- Open House #1
- Online Visioning Survey

### Deliverables

- Opportunities & Constraints Analysis



## STAGE 2

Develop Planning &  
Design Options

### Engagement

- Open House #2

### Deliverables

- Land Use Options Memo
- Servicing & Transportation Strategies



## STAGE 3

Preparation of  
Secondary Plan

### Engagement

- Open House #3

### Deliverables

- Evaluation Memorandum & Preliminary Preferred Plan
- Draft Secondary Plan
- Draft Official Plan Amendment
- Draft Urban Design Guidelines



## STAGE 4

Implementation

### Engagement

- Statutory Public Meeting
- Council Presentation

### Deliverables

- Final Secondary Plan

We are here

# The Vision

The Franktown Road Neighbourhood Secondary Plan represents the completion of a Secondary Plan for the intensification of a 25-hectare parcel of land with a preliminary servicing policy, alternative stormwater management, urban design guidelines, support for the creation of rental and affordable housing, and the ability for businesses to expand and locate here, thereby increasing employment opportunities. The realization of these objectives will help to create a more urban mixed-use neighbourhoods that is age-friendly, equitable, diverse, and supports a low-carbon, climate resilient, and vibrant community.



# The Guiding Principles



Ensure a **strong sense of place** is achieved through a **vibrant mix of uses, urban open spaces, streetscapes, interface between different uses and rights of ways with a cohesive look and feel.**



Ensure **intensification and infill** occurs in an appropriate manner achieving a **compact and efficient urban form** to optimize the use of **existing infrastructure and services.**



Increase the **availability and diversity of housing** with **appropriate residential density** and a **diverse mix of land uses** providing access to a wide variety of amenities and services through public and active transportation.



Encourage a **high-quality built form** and consistent level of urban design for the public and private realm through **walkable streets, pedestrian-scale buildings, landscape and urban design elements** and other **public amenities** where appropriate.



Create an **affordable, inclusive, equitable and diverse community** that strives in achieving greater socio-economic inclusion with a diverse mix of land uses in a compact built form to **accommodate people at all stages of life with appropriate mix of housing and services.**



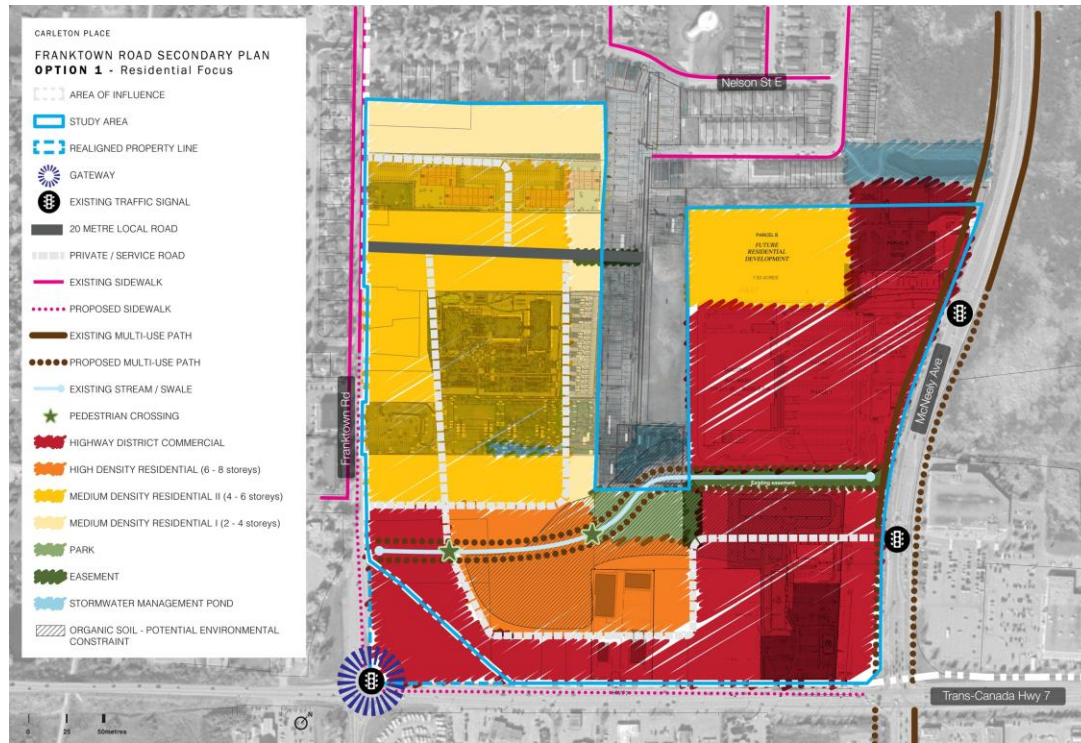
Incorporate **low carbon energy technologies** for buildings, supportive infrastructure for **electric vehicles** and **green infrastructure** to mitigate the urban heat island effect to achieve a **climate-resilient community.**



Provide efficient and sustainable servicing solutions for **water, wastewater and stormwater management** for both the commercial and residential lands.



# The Land Use Options



## Option 1 – Residential Focus

### FEATURES:

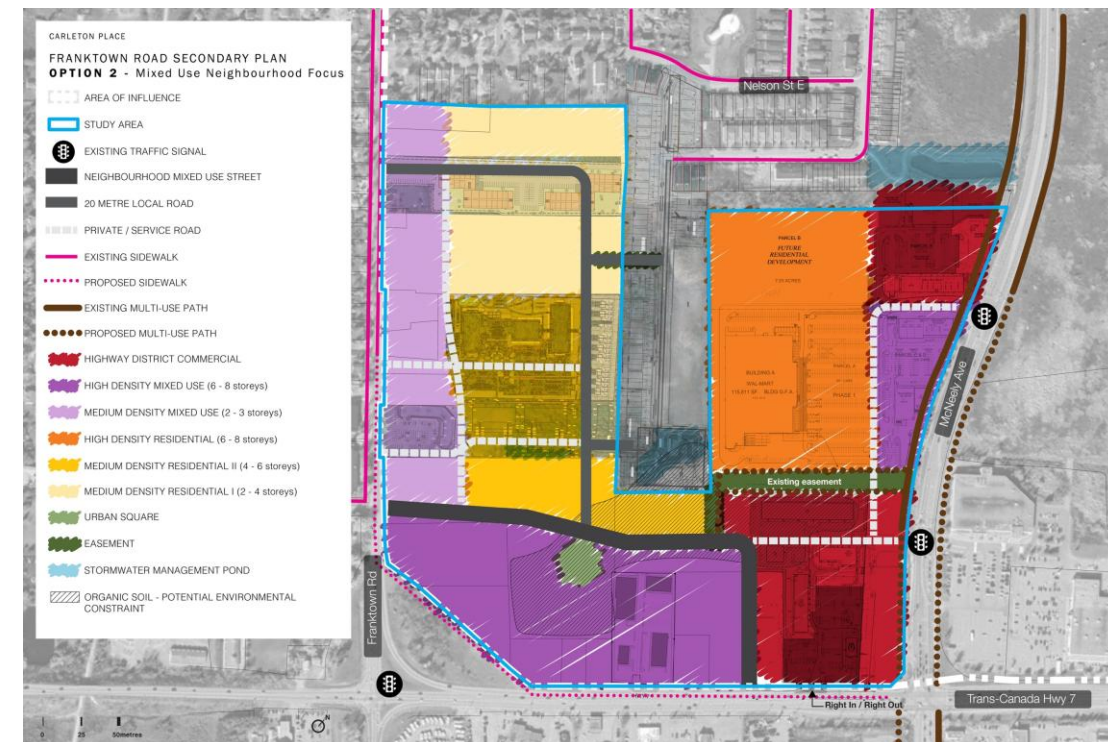
- Serviced primarily by private/service roads.
- 1-hectare park located centrally.
- Multi-use path along existing stream.
- An intensification of existing uses with increased high and densities.






## Option 2 – Mixed-Use Neighbourhood Focus

### FEATURES:

- Serviced primarily by a balance of public and private roads.
- 0.5-hectare urban square located internal to the Plan Area.
- Intensification through a mix of land uses along Franktown Road and Highway 7.
- Residential uses are internal to the Plan Area.

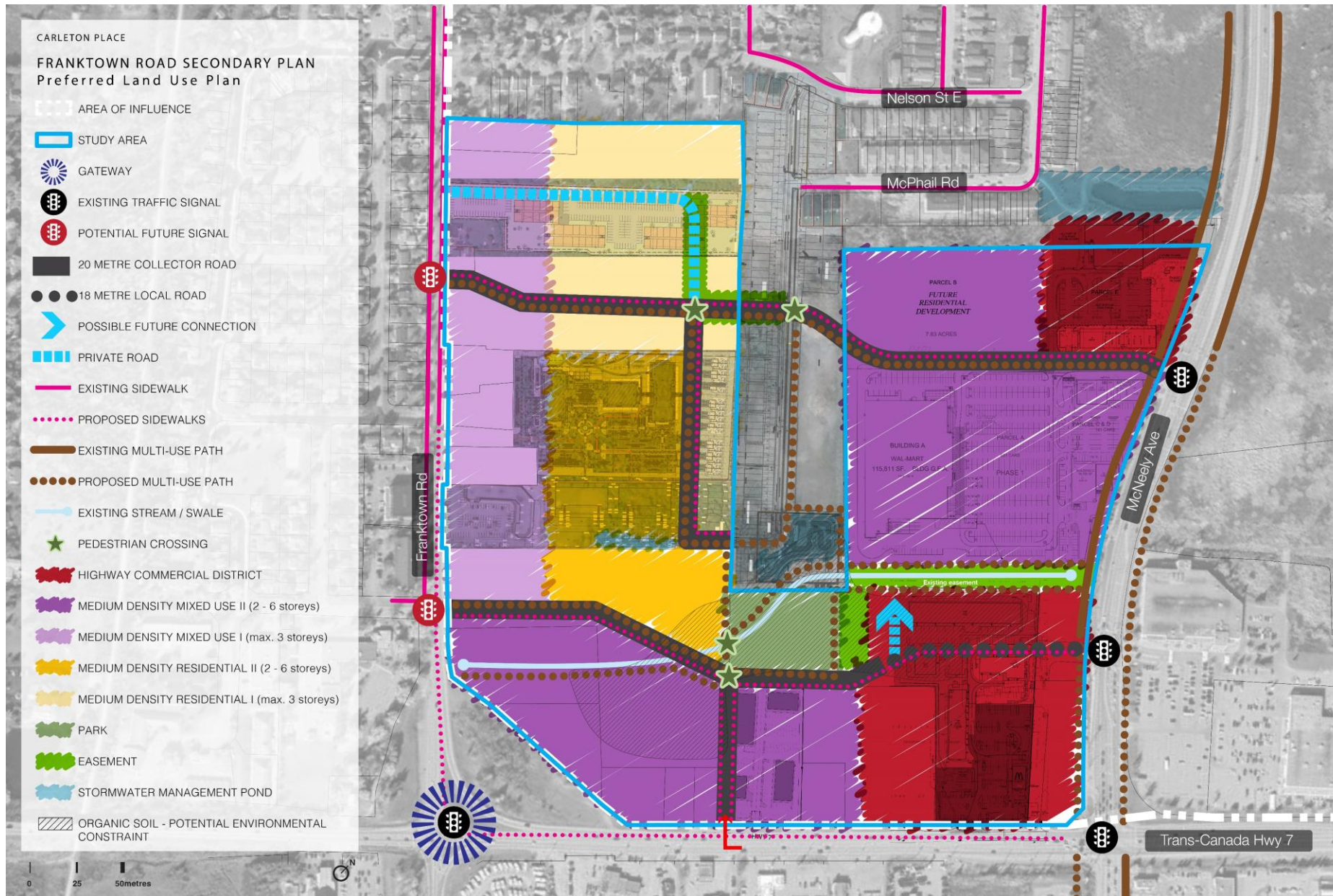


# What We Learned + Land Use Evaluation

								
Option 1	<ul style="list-style-type: none"> <li>✓ Location and accessibility.</li> <li>✓ Recreational programming.</li> </ul>			<ul style="list-style-type: none"> <li>✓ Separation of pedestrians from vehicles.</li> <li>✓ Overall efficiency in circulation.</li> <li>✓ Potential for successful gateway.</li> </ul>		This principle is addressed through design guidelines.	This principle is addressed through Preliminary Servicing Strategy.	
Option 2	<ul style="list-style-type: none"> <li>✓ Gathering space.</li> <li>✓ Number of streetscapes.</li> <li>✓ Location and accessibility.</li> <li>✓ Recreational programming.</li> </ul>	<ul style="list-style-type: none"> <li>✓ Efficient phasing of development.</li> <li>✓ Ability to optimize existing infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>✓ Ability to meet 1,000 new residential units.</li> <li>✓ Proximity and accessibility of residential to commercial uses.</li> </ul>	<ul style="list-style-type: none"> <li>✓ Overall efficiency in circulation.</li> <li>✓ Potential for successful gateway.</li> <li>✓ Integration of public spaces and amenities.</li> </ul>	<ul style="list-style-type: none"> <li>✓ Ability to provide a variety of housing types including rental and affordable housing.</li> </ul>	This principle is addressed through design guidelines.	This principle is addressed through Preliminary Servicing Strategy.	
Preferred	2	2	2	Equally Preferred	2	This principle is addressed through design guidelines.	This principle is addressed through Preliminary Servicing Strategy.	<p>The two Land Use Options have been developed based on identified opportunities and constraints, ongoing development proposals, current legislation and policies, and input received from residents, businesses, landowners and tenants.</p> <p>The Land Use Options were evaluated against one another to inform the Preferred Land Use Plan.</p>

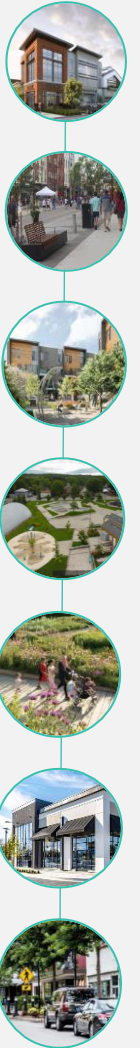


# The Preferred Land Use Plan



## FEATURES:

- Greater focus on mixed-use infill.
- Pedestrian oriented mixed-use frontage along Franktown Road.
- Internal residential designations buffered from external streets.
- 1-hectare park located centrally.
- Multi-use path along existing stream.
- Highway commercial land uses focused on existing plazas.
- Majority public roads throughout the Plan Area.





# The Land Use Designations

## Highway Commercial District Designation

The intent behind the Highway Commercial District designation is to provide commercial land uses in areas which are not suitable for residential or mixed-use development and to help promote the efficient distribution of goods and services to residents and visitors of the Plan Area.



## MIXED-USE DESIGNATIONS

### Medium Density Mixed-Use I Designation

The intent of this designation is to foster the residential neighbourhood character along Franktown Road, while enabling mixed-use buildings with ground floor commercial and office uses to help create a more walkable community for existing and future residents. Buildings in this designation are limited to 3 storeys in height.

Density in a range greater than 30 units per gross hectare and not exceeding 90 units per gross hectare.

### Medium Density Mixed-Use II Designation

The intent of this designation is to permit mixed-use buildings to accommodate more residential density, with commercial and office uses on the ground floor. By placing higher-density mixed-use buildings along busier roads, the Plan Area can achieve a compact design and buffer lower-density homes from traffic noise. Buildings in this designation are limited to 6 storeys in height.

Density in a range greater than 30 units per gross hectare and not exceeding 90 units per gross hectare.

## RESIDENTIAL DESIGNATIONS

### Medium Density Residential I Designation

The intent of the designation is to permit a variety of residential uses. The location of this designation abuts existing residential neighbourhoods to the north; therefore, future development shall complement and remain compatible with the surrounding residential neighbourhood. Buildings in this designation are limited to 3 storeys in height.

Density in a range of greater than 22-30 units (street fronting townhomes) and 30 – 90 units per gross hectare (other residential uses).

### Medium Density Residential II Designation

The intent of the designation is to allow for denser residential uses. The Medium Density Residential II designation abuts the Medium Density Mixed-Use II designation and is buffered from Franktown Road by the Medium Density Mixed-Use I designation, allowing for an appropriate transition of building densities and heights. Buildings in this designation are limited to 6 storeys in height.

Density in a range greater than 30 units per gross hectare and not exceeding 90 units per gross hectare.

## Park and Open Space Designation

The intent of the Park and Open Space designation is to provide a hub for gathering within the Plan Area and to enhance existing natural features. The location of this designation is intentionally internal to the Plan Area, located in the centre between the East and West portions of the Plan Area – and thus serves as a natural meeting place for residents.





# High-Level Public Realm Design Guidelines

## Streets and Blocks



- Construct to Town and accessibility standards.
- Accommodate elements such as seating areas, patios, planters, etc.
- Choose plantings that are native, non-invasive and low maintenance.

## Park Design



- Clearly marked through curbs and signage.
- Incorporate native vegetation, bike racks, and rest areas along paths.

## Gateway Features



- Design blocks to maximize pedestrian activity and a variety of transportation forms.
- Provide mid-block connections and walkways for larger blocks to ensure connectivity.
- Design private streets with similar high-quality design as public streets.

## Streetscapes



- Integrate multi-use paths with park design.
- Incorporate low impact development measures for managing stormwater.
- Incorporate play areas, washrooms, gardens, pavilions and gathering spaces.

## Multi-Use Paths



- Emphasize gateway areas as places for pedestrians with public art, seating, landscaping and interesting built form.
- Combine signage, lighting, wayfinding and landscaping as gateway features.
- Consider energy efficient forms of lighting and use local materials where possible.

# High-Level Private Realm Design Guidelines

## Residential Buildings



- Orient buildings to frame the street and provide additional height and architectural details for corners.
- New buildings along Franktown Road a greater front and corner setback shall be accommodated .
- Orient all new buildings to animate and strengthen the street edge.
- Integrate canopies or awnings into overall building design.

## Site Design



- Locate townhouse blocks close to the property line with their primary façade addressing the street.
- Vary elevation types along a street to enhance visual interest and variety of the streetscape.
- Provide mid-block connections and walkways for larger blocks to ensure connectivity.
- New residential buildings shall be compatible and complement their surrounding content.
- For buildings taller than 3 storeys, a 1.5 m stepback will be required for every storey thereafter.

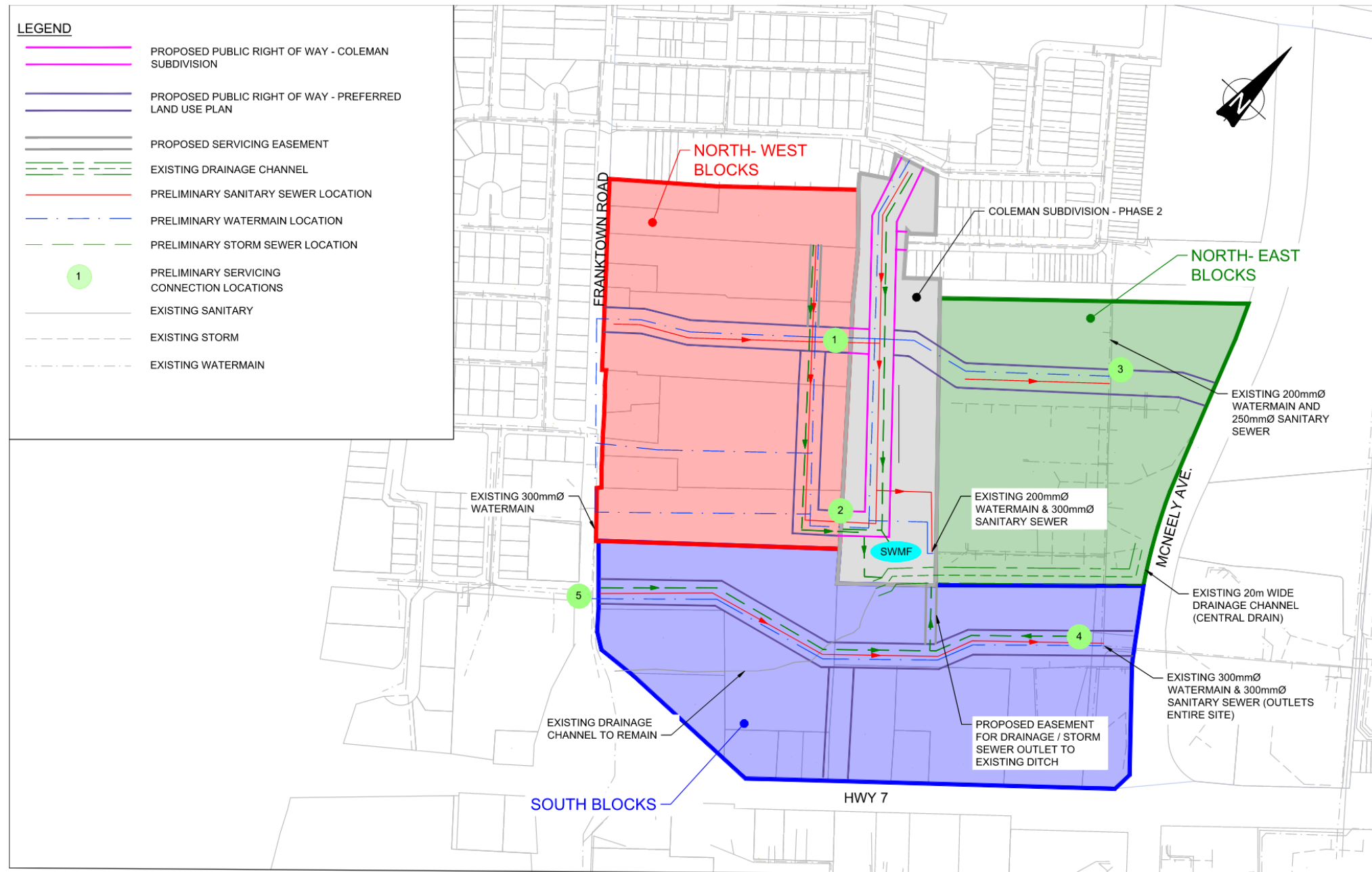
## Commercial & Mixed-Use Buildings



- Use landscaping and street furniture to provide an attractive edge along the street.
- Utilize native plantings as a landscape buffer.
- Border hardscaped areas with permeable surfaces to allow storm water to be infiltrated.
- Use light-coloured surfaces in hardscaped area to limit heat.



# The Preliminary Servicing Strategy





## Next Steps

## Share Your Ideas: Provide Your Input

**Council Meeting**  
*September 23<sup>rd</sup>*



**Questions?**  
**Wish to be notified on  
updates to this plan?**

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