

URBAN, SUSTAINABLE & LANDSCAPE DESIGN REPORT

*CANADIAN CAPITAL DEVELOPMENTS
255 FRANKTOWN ROAD, CARLETON PLACE*



Submitted By:

RFA Planning Consultant Inc.

202-211 Dundas Street East, Belleville, Ontario, K8N 1E2

OCTOBER, 2025



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1. INTRODUCTION

1.1 Background Information

This Urban Design Brief has been prepared by RFA Planning Consultant Inc. in support of the proposed redevelopment of 255 Franktown Road in the Town of Carleton Place to define the urban design vision, strategy and rationale. This Urban Design Brief builds upon the Planning Justification Report and demonstrates how the proposed redevelopment meets design guidelines and principles for the Town of Carleton Place. The Town of Carleton Place Development Permit By-law 15-2015 requires an Urban Design Brief and coloured elevation drawings as per Section 3.1.5 of the By-law.

The subject property is known municipally as 255 Franktown Road and legally described as Part of Lot 15, Concession 11, Being Part 1 on Plan 26R787, Except Part 1 on Plan 26R2801, Former Township of Beckwith, Town of Carleton Place, County of Lanark. The subject lands are located on the southeastern corner of the Franktown Road and Nelson Street East intersection.

The subject lands are currently vacant, but were previously developed as residential with a single-detached dwelling and accessory building that were demolished by the current property owner earlier in 2025. The subject lands are generally flat with a slightly lower elevation than the Franktown Road sidewalk. It is anticipated that all existing vegetation will be removed to accommodate the proposed redevelopment of the site. There is an existing wood fence along the eastern property line.

An existing sidewalk and overhead hydro line traverse along the Franktown Road frontage of the subject property. A hydro pole with supporting guy wires is located at the north-east corner of the site on Nelson Street East.

Along the Franktown Road frontage of the subject lands, there is a combination of depressed sidewalk, standard-height sidewalk and mountable curbs. Catch basins exist along the frontages of the property on Franktown Road and Nelson Street East. It is understood that there is municipal water and sanitary sewer available from Nelson Street East. There is an existing fire hydrant on the north eastern corner of the Nelson Street East and Franktown Road intersection.

The subject property has an area of 2,616.6 square metres (0.6 acres) with 42.7 metres (140.1 feet) of frontage on the south side of Nelson Street East and 61.7 metres (202.4 feet) on of frontage on the east side of Franktown Road.

The subject lands are designated as “Residential District” on Schedule “A” of the Official Plan. Franktown Road is identified as “Mississippi Thoroughfare” on Schedule “A” of the Official Plan. Franktown Road is also identified as an “Arterial Road” on Schedule “B” of the Official Plan. The subject lands are within the “Residential District” of Town of Carleton Place Development Permit By-law 15-2015.

Table 1, below, provides a background summary of the subject property.

TABLE 1: BACKGROUND SUMMARY

PIN 05114-0068	
Legal Description	Part Lot 15, Concession 11, Part 1 Plan 26R787, Except Part 1 26R2801, Former Township of Beckwith, Town of Carleton Place, County of Lanark
Civic Address	255 Franktown Road
Lot Area	2616.6 square metres
Lot Frontage	42.67 metres (Nelson Street East) 61.65 metres (Franktown Road)
Access	Nelson Street East
County of Lanark Official Plan Designations	“Settlement Area” (Schedule A – Land Use Designations)
Town of Carleton Place Official Plan Designations	“Residential District”; “Mississippi Thoroughfare” (Schedule A); “Arterial Road” (Schedule B)
Development Permit By-law 15-2015	“Residential District” (Schedule A)

The subject lands are located on the southeast corner of the intersection of Nelson Street East and Franktown Road. The site is located approximately 265 metres southwest of the intersection of Franktown Road and Coleman Street, and is approximately 726 metres northwest of the Franktown Road and Highway 7 intersection. The subject property is located approximately 765 metres from the Downtown District and approximately 1.3 kilometres to the Mississippi River.

The subject lands are located in a predominately low-density residential area, consisting of semi-detached and single-detached dwellings. Abutting the site are semi-detached dwellings to the east and north, which front on Nelson Street East. Directly to the south of the property are single-detached dwellings on large lots, which includes a home-based business for small-engine repair. There are single-detached dwellings on the west side of Franktown Road (west of the site), which have dual frontage on Julian Street.

In the larger neighbourhood context, there is a mix of building types which include single-detached dwellings, semi-detached dwellings, townhouse dwellings (117 – 123 Antrim Street) and apartment dwellings (200 Nelson Street East). There are also neighbourhood commercial uses in close proximity to the site (165 and 205 Franktown Road) and other commercial uses along Coleman Street.

1.2 Application Submission

A Class II Development Permit has been submitted to the Town of Carleton Place, to permit the proposed redevelopment as the development generally meets the requirements, standards and provisions of the Development Permit Area for the “Residential District”. The Class II Development Permit Application proposes to varying the parking standards for visitor parking spaces (to permit a total of 28 parking spaces), permit a 1.5-metre-wide landscape buffer and enter into a cash-in-lieu of parking agreement.

A Site Plan has been prepared by Bell + Associates Architects and is shown below in **Figure 1**. The Site Plan illustrates the proposed twenty (20)-unit apartment building, including the building footprint, entrances, patios, parking area, refuse area, landscaped areas and sidewalk configuration.

Table 2 below summarizes the land use of the Site Plan as follows:

TABLE 2: LAND USE SUMMARY

Land Use	Area (m²)	Area (%)
Building Footprint	885.2	33.8
Asphalt Parking	800.1	30.6
Walkway and Patio	128.0	4.9
Soft Landscaping	803.3	30.7
Total Site Area	2,616.6 m ²	100.0%
Residential Density – 77 units per gross hectare		

The proposed 20-unit apartment building is to consist of twenty (20) residential apartment units, comprised of twelve (12) one- bedroom units and eight (8) two-bedroom units. The proposed apartment building will be two (2) storeys in height, or 6.8 metres. The Site Plan illustrates the proposed outdoor living areas for each unit in the form of patios for the ground level units and balconies for the second storey units. Each unit will have direct access to either a private-individual patio or balcony with direct access from the dwelling unit. The ground floor patios will be separated buffered from the public realm with deciduous tree, coniferous tree and deciduous shrub plantings.

The proposed apartment building will be accessed from Nelson Street East as illustrated on the Site Plan. The proposed vehicular entrance will be approximately 7.5 metres from the eastern lot line. The entrance and parking aisle will be 6.0 metres wide to accommodate two-way vehicular traffic. The proposed parking area will accommodate 28 motor vehicles, with parking spaces measuring 2.8 metres wide by 6.0 metres long. One (1) Type A accessible parking space and access aisle are provided. The parking area will be hard surfaced with asphalt and curbs. The Site Plan also illustrates four (4) Electric Vehicle Charging spaces.

The Site Plan illustrates four (4) common entrances to the apartment building, one facing Franktown Road and three facing the parking area, which are connected to the parking area and Franktown Road public sidewalk with concrete walkways. Each ground-floor unit will feature an exterior door to access their respective private individual patio, but they are not intended for primary access to the building or ground-floor units.

A Landscape Plan has also been provided to illustrate the landscaping details for the proposed redevelopment and is shown below in **Figure 2**. The Plan proposes deciduous and coniferous trees, deciduous and coniferous shrubs and perennial plantings along the perimeter of the property. More specifically, the plan proposes to provide ten (10) trees to contribute to the streetscape and pedestrian comfort along Franktown Road and Nelson Street East. Tree plantings are proposed to consist of Sugar Maples, Balsam Fir and Sunburst Locust. The Plan illustrates a 1.8 metre high PVC privacy fence along the southern and eastern property lines, which will abut existing residential uses. The Plan proposes to flank the vehicular access of Nelson Street East with assorted annual flower plantings to provide an entrance feature. The Plan proposes a total landscaped area of 803.3 square metres (35.6 %) on-site, which will also include grassed areas, walkways and at-grade patios. Along the eastern property line, a 1.5-metre-wide landscape strip is proposed with a new 1.8-metre-tall PVC privacy fence, which is to abut the east and south property lines.

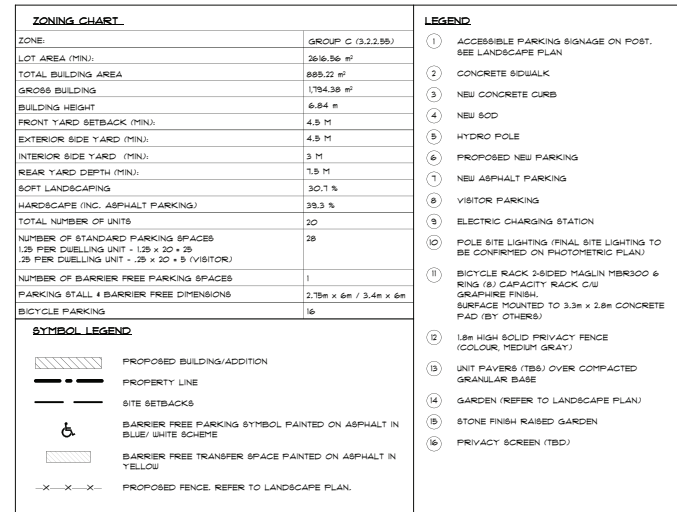
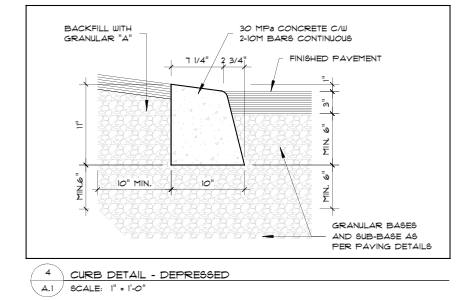
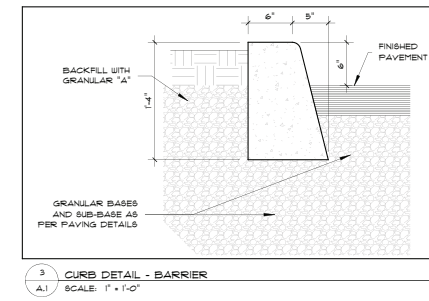


Figure 1: Site Plan

PRELIMINARY- NOT FOR CONSTRUCTION

NOTES:

- REFER TO GENERAL NOTES FOR ALL TYPICAL CONSTRUCTION NOTES & DETAILS. WHEN DRAWINGS OR NOTES REFERENCE O.B.C. IN ALL CASES PLEASE REFER TO THE LATEST VERSION OF THE ONTARIO BUILDING CODE 2012.
- THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH EACH OTHER, SPECIFICATIONS & OTHER CONTRACT DOCUMENTS.

LEGEND:

(I)	EXTERIOR DOOR & WINDOW TAG (SEE SCHEDULE)
(I)	DOOR TAG (SEE SCHEDULE on A.O.2)
(W)	EXTERIOR WALL TYPE (SEE A.O.2)
(PI)	INTERIOR PARTITION WALL TYPE (SEE A.O.2)
(F)	FLOOR TYPE (SEE A.O.2)
(R)	ROOF TYPE (SEE A.O.2)
PI	POST TYPE (SEE A.O.2)
LI	LINTEL TYPE (SEE A.O.2)

LEGEND:

- FI PAD FOOTING TYPE (SEE A.O.2)
- WFI WALL FOOTING TYPE (SEE A.O.2)
- SCD SMOKE/CARBON DETECTOR TO O.B.C. 9.10.19
- 1 CONSTRUCTION NOTE (SEE FLOOR PLANS)
- I EXHAUST FAN (VENT TO EXTERIOR)
- NON-FREEZE HOSE BIB

PROJECT NORTH



mia
MAKING YOUR ARCHITECTURE

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+ ASSOCIATES
ARCHITECTURE

+ 186 Pembroke St. E.
Pembroke, ON N3A 3J7
613-629-6988

+ info@bell.ca
bellarchitects.ca

VERSION N°
SEAL:

[illegible]

REVISIONS		
NO.	ITEM	DATE
1	ISSUED FOR SITE PLAN APPLIC.	09/23/2018
2	RE-ISSUED - SITE PLAN APPLIC.	10/06/2018

	PROJECT
	APARTMENT BUILDING
	255 FRANKTOWN RD.
	CARLETON PLACE
75	CLIENT
75	CANADIAN CAPITAL
	DEVELOPMENTS - AARON DOBBY
	DRAWING
	SITE PLAN

SCALE AS INDICATED
DRAWN BY AIT
DATE JUNE 2025
CHKD BY JCB
APPRD BY JCB
PROJECT NO. 225-07
SHEET NO.
A.1



A - SUGAR MAPLE



B - BALSAM FIR



C - SUNBURST LOCUST



D - MOCK ORANGE



E - ANTHONY WATERER SPIREA



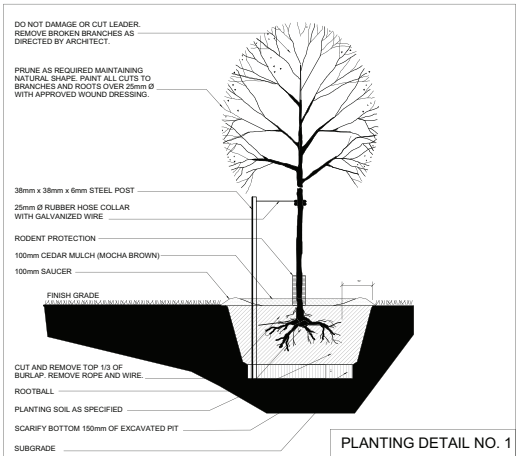
F - COMMON BOXWOOD



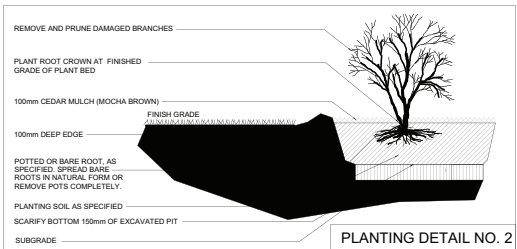
G - DAYLILY



H - COMMON JUNIPER

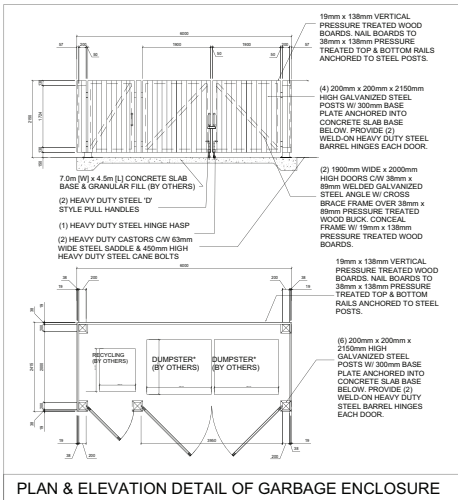


PLANTING DETAIL NO. 1



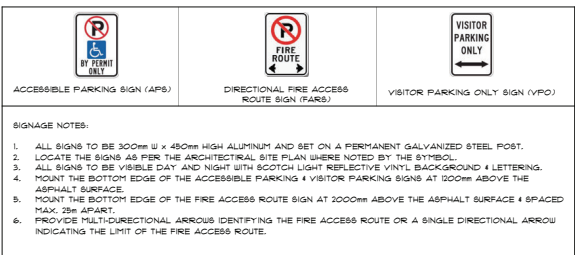
PLANTING DETAIL NO. 2

2 PLANTING DETAILS
SCALE: N.T.S.

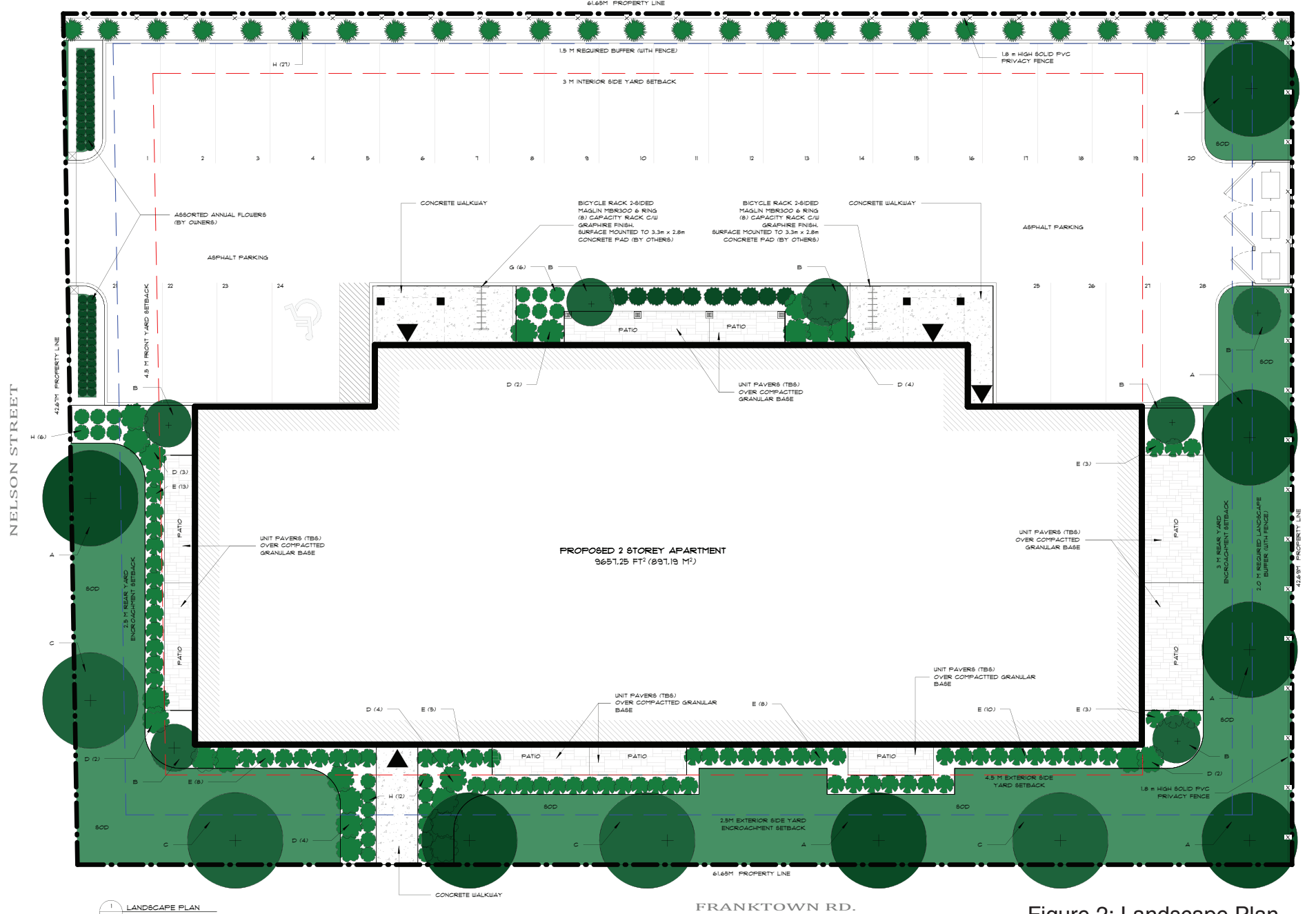


PLAN & ELEVATION DETAIL OF GARBAGE ENCLOSURE

3 GARBAGE ENCLOSURE DETAILS
SCALE: N.T.S.



LANDSCAPING PLANTING SCHEDULE						
TAG	TYPE	NAME	SPECIES	QTY	SIZE	REMARKS
A	DECIDUOUS TREE	SUGAR MAPLE	ACER SACCHARUM	1	60cm CALIPER	8MB SINGLE STEM
B	CONIFEROUS TREE	BALSAM FIR	ABIES BALSAMICA	1	180cm	8MB
C	DECIDUOUS TREE	SUNBURST LOCUST	GLEBOTSOA TROACANTHOS	4	60cm CALIPER	8MB SINGLE STEM
D	DECIDUOUS TREE	MOCK ORANGE	PHILADELPHUS X VIRGINIALIS (DWARF)	12	50cm HEIGHT	POTTED, 180cm O/C
E	DECIDUOUS SHRUB	ANTHONY WATERER SPIREA	SPIREA BUMALDA ANTHONY WATERER	11	50cm HEIGHT	POTTED, 60cm O/C
F	CONIFEROUS SHRUB/HEDGE	COMMON BOXWOOD	BUXUS SEMPERVIRENS	10	180cm HEIGHT	POTTED, 60cm O/C
G	PERENNIAL	DAYLILY	HEMEROCALLIS	26	10cm POT	POTTED, 50cm O/C
H	CONIFEROUS SHRUB/HEDGE	COMMON JUNIPER	JUNIPERUS COMMUNIS	21	20cm POT	POTTED, 50cm O/C



1 LANDSCAPE PLAN
SCALE: 1" = 10'-0"

Figure 2: Landscape Plan

NOTES:
- REFER TO GENERAL NOTES FOR ALL TYPICAL CONSTRUCTION NOTES & DETAILS. WHEN DRAWINGS OR NOTES REFERENCE O.B.C. IN ALL CASES PLEASE REFER TO THE LATEST VERSION OF THE ONTARIO BUILDING CODE, 2019.
- THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH EACH OTHER, SPECIFICATIONS & OTHER CONTRACT DOCUMENTS.

LEGEND:	
①	EXTERIOR DOOR & WINDOW TAG (SEE SCHEDULE)
②	DOOR TAG (SEE SCHEDULE OR A.O.A.)
③	EXTERIOR WALL TYPE (SEE A.O.A.)
④	INTERIOR PARTITION WALL TYPE (SEE A.O.A.)
⑤	FLOOR TYPE (SEE A.O.A.)
⑥	ROOF TYPE (SEE A.O.A.)
⑦	POST TYPE (SEE A.O.A.)
⑧	LINTEL TYPE (SEE A.O.A.)

LEGEND:	
F	PAD FOOTING TYPE (SEE A.O.A.)
W	WALL FOOTING TYPE (SEE A.O.A.)
⑨	SMOKE/CARBON DETECTOR TO O.B.C. 9.10.13
⑩	CONSTRUCTION NOTE (SEE FLOOR PLANS)
⑪	EXHAUST FAN (VENT TO EXTERIOR)
⑫	NON-FREEZE HOSE BIB

PROJECT NORTH:



VERSION NO.	
1	
SEAL	

NOTES:
- ALL CONTRACTORS MUST COPY & SIGN ALL COPIES & STAMPS HAVING JURISDICTION.
- IT IS THE RESPONSIBILITY OF THE APPROPRIATE CONTRACTOR TO CHECK & VERIFY ALL DIMENSIONS ON SITE & REPORT ALL ERRORS AND/OR OMISSIONS TO THE DESIGNER PRIOR TO COMMENCEMENT.
- DRAWINGS MUST NOT BE USED FOR CONSTRUCTION UNTIL NOTED AS ISSUED FOR CONSTRUCTION.
- COPYRIGHT IN THE ELECTRONIC DOCUMENT BELONGS TO BELL & ASSOCIATES ARCHITECTURE INC. THIS ELECTRONIC DOCUMENT MUST NOT BE FORWARDED TO OTHERS, REPRODUCED OR REPRINTED IN ANY FORMAT, EITHER PRINT OR ELECTRONIC WITHOUT THE EXPRESS WRITTEN PERMISSION OF THE CONTRACTOR.
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- THE USER OF THIS ELECTRONIC DOCUMENT IS AT THE USER'S OWN RISK. THE USER SHALL NOT BE RESPONSIBLE FOR THE DESIGNER'S DESIGN OR CONSTRUCTION. THE USER SHALL NOT BE RESPONSIBLE FOR THE DESIGNER'S DESIGN OR CONSTRUCTION. THE USER SHALL NOT BE RESPONSIBLE FOR THE DESIGNER'S DESIGN OR CONSTRUCTION.

REVISIONS		
NO.	ITEM	DATE
1	ISSUED FOR SITE PLAN APPLIC.	09/23/2019
2	RE-ISSUED - SITE PLAN APPLIC.	10/06/2019

PROJECT	APARTMENT BUILDING 255 FRANKTOWN RD. CARLETON PLACE
CLIENT	CANADIAN CAPITAL DEVELOPMENTS - AARON DOBBY
DRAWING	LANDSCAPE PLAN

SCALE	AS INDICATED
DRAWN BY	AIT
CHECKED BY	JCB
APPROVED BY	JCB
PROJECT NO.	225-01
SHEET NO.	L.1

PRELIMINARY - NOT FOR CONSTRUCTION

2. EXISTING SITE CONDITIONS

2.1 Site Location

The subject lands are located on the southeast corner of the intersection of Nelson Street East and Franktown Road. The site is located approximately 265 metres southwest of the intersection of Franktown Road and Coleman Street, and is approximately 726 metres northwest of the Franktown Road and Highway 7 intersection. The subject property is located approximately 765 metres from the Downtown District and approximately 1.3 kilometres to the Mississippi River.

The subject property's location is illustrated below in **Figure 3**, where the property is shown in green within the Town of Carleton Place.

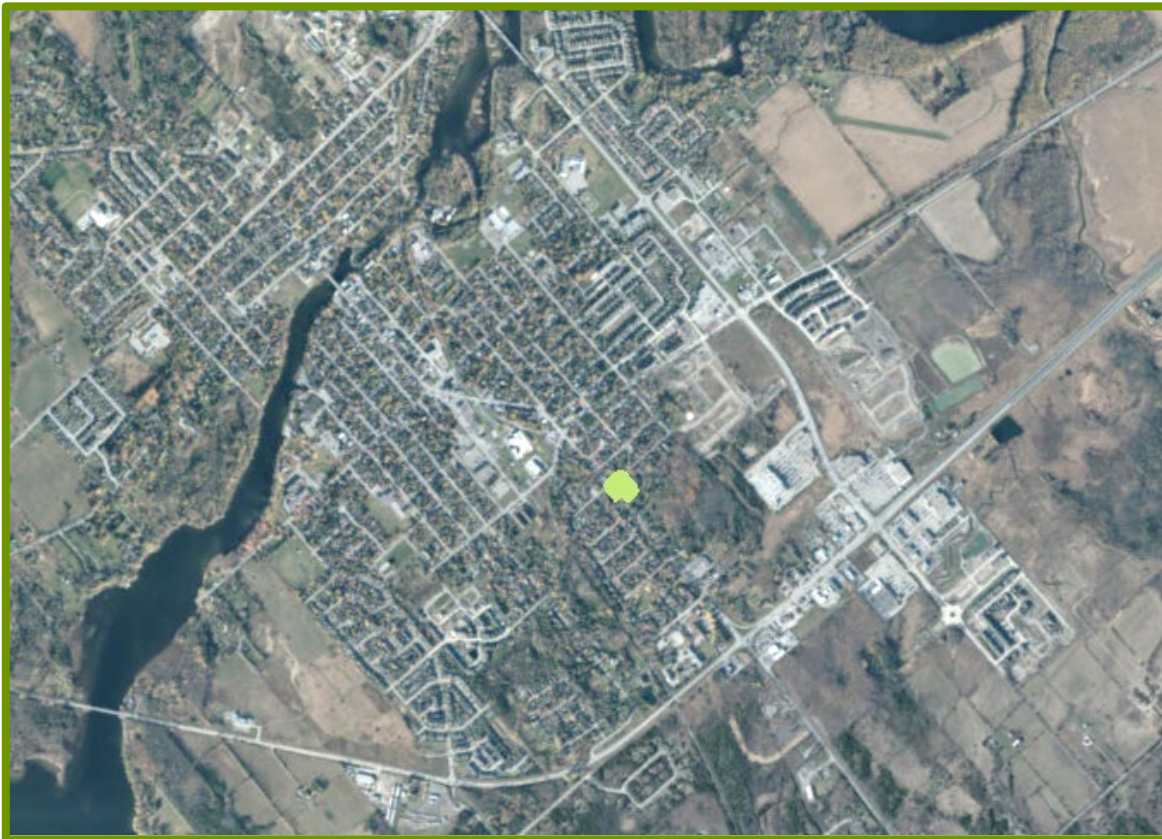


FIGURE 3: SITE LOCATION.

2.2 Site Context

The subject lands are currently vacant. Previously, the site was developed with a single-detached dwelling, which was demolished by the current property owner earlier in 2025. **Figure 4**, below, provides an aerial image from 2019 and illustrates the former buildings. Access to the property was previously from Franktown Road, which is evident from the multiple depressed curbs along that frontage.



FIGURE 4: SITE CONTEXT.

Figure 5, below, provides a Google Street View image from June, 2012, of the former single-detached dwelling, garage and parking areas. The former single-detached dwelling was clad in a grey-beige vinyl siding with white trim around doors, windows and the fascia. The former building was 1.5 storeys in height and had overhead utility connections from Franktown Road.



FIGURE 5: JUNE, 2012, GOOGLE STREET VIEW IMAGE.

Figure 6 and Figure 7 below, provide context of the existing site conditions, which is currently vacant. **Figure 6** provides a view of the site with Franktown Road on the right side of the photo. **Figure 7** provides a view of the site, across Franktown Road and demonstrates the current state of the site.



FIGURE 6: EXISTING SITE CONDITION (AUGUST 08, 2025).



FIGURE 7: EXISTING SITE CONDITION (AUGUST 08, 2025).

2.2 Surrounding Land Uses

The subject lands are located in a predominately low-density residential area, consisting of semi-detached and single-detached dwellings. Abutting the site are semi-detached dwellings to the east and north, which front on Nelson Street East. Directly to the south of the property are single-detached dwellings on large lots, which includes a home-based business for small-engine repair. There are single-detached dwellings on the west side of Franktown Road (west of the site), which have dual frontage on Julian Street.

The surrounding land uses are indicated below:

To the north: Semi-Detached and Single-Detached Dwellings on Nelson Street East (Residential District);

To the south: Single-Detached Dwellings on Franktown Road and Julian Street (Residential District);

To the east: Semi-Detached and Single-Detached Dwellings on Nelson Street East (Residential District);

To the west: Single-Detached Dwellings (Residential District).

Figure 8, below, illustrates existing adjacent land uses. The subject lands are outlined in green; semi-detached dwellings are shown in red; single-detached dwellings are shown in blue and the Franktown Road Secondary Plan is shown in purple.

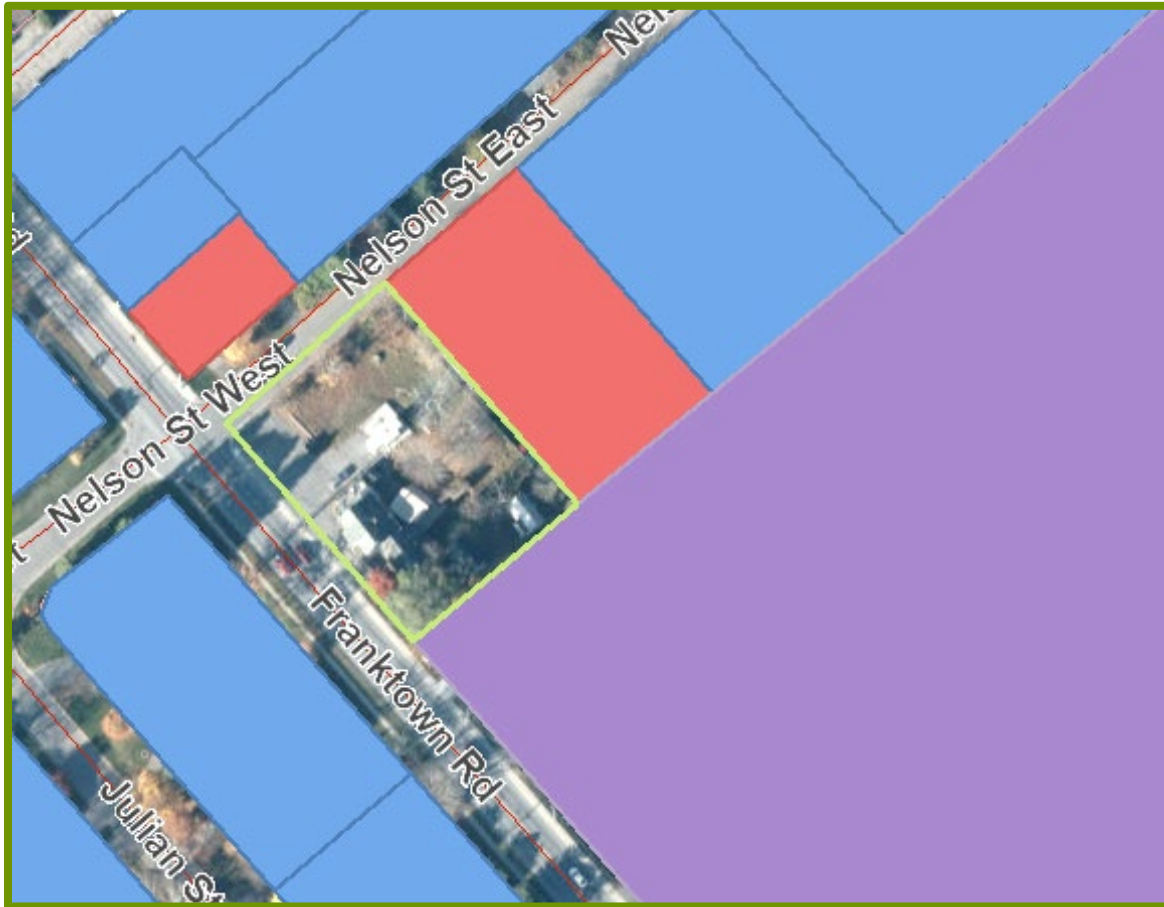


FIGURE 8: ADJACENT LAND USES.

Figures 9, 10, 11 and 12 below, provide additional context of the surrounding lands uses and the built form immediately adjacent to the site.



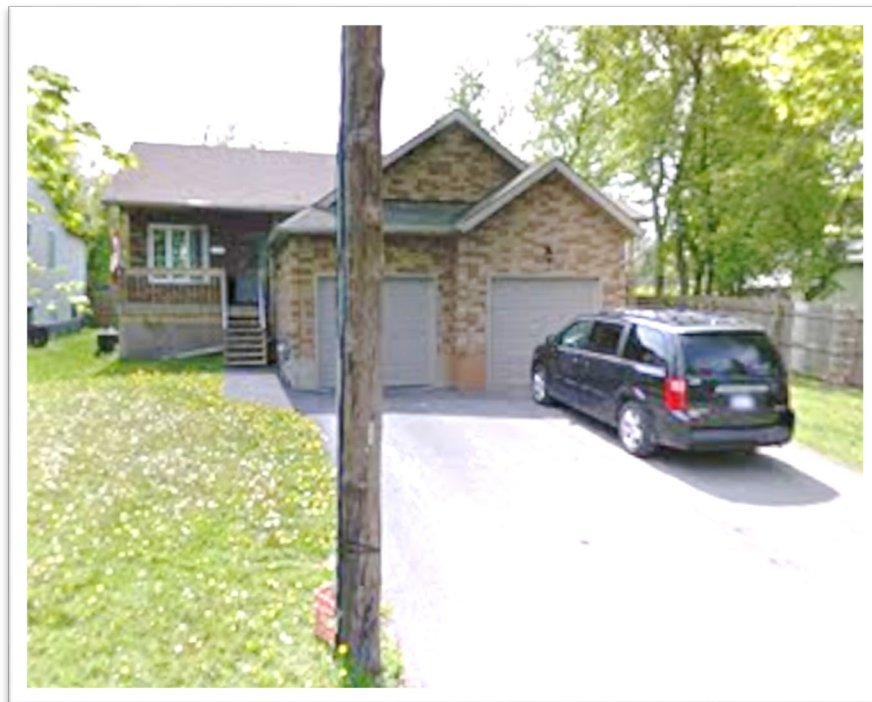
**FIGURE 9: RESIDENTIAL DWELLING SOUTH OF SITE
(269 FRANKTOWN ROAD).**



**FIGURE 10: RESIDENTIAL DWELLINGS WEST OF SITE BACKING ON
FRANKTOWN ROAD.**



**FIGURE 11: SEMI-DETACHED DWELLING NORTH OF SITE
(109 / 111 NELSON STREET EAST).**



**FIGURE 12: SEMI-DETACHED DWELLING EAST OF SITE
(114 / 116 NELSON STREET EAST)**

2.4 Surrounding Context

In the larger neighbourhood context, there is a mix of building types which include single-detached dwellings, semi-detached dwellings, townhouse dwellings (117 – 123 Antrim Street) and apartment dwellings (200 Nelson Street East). There are also neighbourhood commercial uses in close proximity to the site (165 and 205 Franktown Road) and other commercial uses along Coleman Street.

Figure 13, below, illustrates the existing built form within greater neighbourhood context. In the image below, the subject lands are outlined in green, single-detached dwellings are represented in blue, with semi-detached dwellings represented in red, apartment / townhouse dwellings in orange, commercial uses in yellow and the Franktown Road Secondary Plan in purple.



FIGURE 13: SURROUNDING CONTEXT.

3. POLICY CONTEXT

3.1 Town of Carleton Place Official Plan (2013)

The Town of Carleton Place Official Plan was adopted by Town of Carleton Place Council in 2013. The Town of Carleton Place Official Plan provides a policy framework to guide all land use planning decisions and development within the Town to 2033.

The subject lands are designated as “Residential District” on Schedule “A” of the Official Plan. Franktown Road is identified as “Mississippi Thoroughfare” on Schedule “A” of the Official Plan. Franktown Road is also identified as “Arterial Road” on Schedule “B” of the Official Plan. **Figure 14**, below, provides an excerpt of Schedule “A” of the Town’s Official Plan, with the subject lands highlighted in red.

The Residential District designation is the primary location for housing within the Town of Carleton Place that permits a broad range of housing types, along with compatible services and amenities. The objectives of the Residential District are found within Section 3.4.1 of the Plan, which are as follows:

- Encourage the development of a “15 Minute City” design principals and provide living, working, commerce, healthcare, education and entertainment uses within a 15-minute walk;
- Promote sustainable, efficient and safe residential neighbourhoods; and
- Provide a diverse range of housing types and densities to meet the needs of the community.



**FIGURE 14: EXCERPT OF SCHEDULE A – TOWN OF CARLETON PLACE
OFFICIAL PLAN – LAND USE DESIGNATIONS (SUBJECT LANDS IN RED)**

The Residential District generally permits all types of Residential Uses, along with a variety of open space uses, such as parks and recreational facilities, institutional uses and neighbourhood commercial uses. Apartment dwellings are a permitted building typology within the Residential District (Section 3.4.3.1). Lands within the Residential District that have frontage on a Mississippi Thoroughfare may be permitted to have high-density residential uses and new commercial uses subject to the policies of Section 2.0 of the Plan (Section 3.4.3.6). The proposed redevelopment will be for a new apartment building within the Residential District and along the Mississippi Thoroughfare, which is permitted.

Section 2.0 Community Design Framework, of the Town of Carleton Place Official Plan sets out a framework of public-realm and built-form design policies to support the overall vision of the Official Plan. The general Design Policies outlined under Section 2.3 of the Plan have been considered in the design of the proposed redevelopment and play a key role in ensuring the proposed redevelopment is respectful of the existing neighbourhood context, while providing a high-quality design. The subject lands have frontage on Franktown Road, which is identified as a Mississippi Thoroughfare and the achievement of the General Design Policies will contribute to the improvement of the aesthetic appeal of thoroughfares within the Town of Carleton Place.

Based on the policy objectives and guidelines in Section 2.0 and 3.4, the proposed redevelopment for 255 Franktown Road conforms to the Town of Carleton Place Official Plan. The specific design policies supported by the proposal will be outlined in Section 4.0 (Site Design) of this Brief, below.

3.2 Town of Carleton Place Development Permit By-law 15-2015

The Town of Carleton Place Development Permit By-law 15-2015 was adopted on July 29, 2014. The Development Permit By-law combines three permitting systems under the Planning Act, into a single permitting system (Zoning By-laws, Site Plan Control and Minor Variance approvals). The Development Permit By-law outlines requirements, standards and provisions for the control of land use and development in a manner that is similar to a Zoning By-law and also allows for the Town to require plans similar to Site Plan Control to illustrate location, massing and conceptual design. Through the Development Permit By-law 15-2015, the entirety of the Town of Carleton Place is designated as the Development Permit Area and applies to the subject lands at 255 Franktown Road.

Through Schedule A of the Development Permit By-law, the subject lands at 255 Franktown Road are within the “Residential District” as shown below on **Figure 15**.



FIGURE 15: EXCERPT OF SCHEDULE A – DEVELOPMENT PERMIT BY-LAW 15-2015 (PROPERTY OUTLINED IN RED)

The Residential District applies to existing residential areas within the boundaries of the Town of Carleton Place and applies to a number of different building typologies, ranging from low-density, single-detached dwellings to apartment buildings. The Residential District designation permits all different housing types subject to meeting the standards of the Residential District (Section 6.0), standards of the Existing Site Analysis (Section 13.0) and standards for Design Criteria (Section 14.0). The purpose and intent of the Residential District is to promote compatible residential development within existing neighbourhoods, while considering existing building form and the surrounding landscape.

Sections 13.0 and Section 14.0 of the Development Permit By-law (DPBL) provides for urban design criteria for development within the Town of Carleton Place. Section 13.0 of the DPBL provides a Built Form Inventory for the Town of Carleton Place. The subject lands are located within the “Residential District” and “Site Analysis Area 10” on the Built Form Inventory Residential District Key Map.

The Built Form Inventory Residential District Map 10 identifies the subject lands and adjacent lands (North / East of Franktown Road) as the Architectural Period of “1930 and Before”. Map 10 also identifies the lands both south and west of Franktown Road as the Architectural Period of “1980’s”. The 1930’s Architectural Period is identified as primarily consisting of single- and semi-detached dwellings with two stories. The exterior cladding generally consists of 1-2 separate material types, typically consisting of brick, wood and vinyl, generally in a red, brown or beige brick. Windows within the 1930’s architectural period also generally consisted of sash windows. Hard landscaping of this period generally consists of asphalt driveways, concrete walkways and concrete landings. The soft landscaping generally consists of deciduous trees and shrubs. **Figure 16**, below, provides an architectural example of the 1930’s period within the Built Form Inventory, Map 10. It is important to note that the majority of adjacent residential buildings to the site do not maintain the same architectural character displayed within the Built Form Inventory, Map 10, but rather consist of a mix of vinyl and stone façades or only vinyl façades.



**FIGURE 16: EXCERPT OF BUILT FORM INVENTORY, MAP 10 OF
DEVELOPMENT PERMIT BY-LAW, 1930'S ARCHITECTURAL PERIOD**

The proposed redevelopment will consist of a two-storey building, which is similar in height to adjacent residential buildings. The proposed flat roof will consist of a parapet wall to shield rooftop equipment. A flat roof will assist with diminishing the building height, versus a pitched roof that results in the building appearing taller. The

building façade will consist of two separate material types, cement board siding (in two different tones of blue) and stone. The proposed materials are consistent with surrounding residential dwellings, which have a varying mix of stone or brick. The proposed cement board siding will provide a consistent appearance of vinyl siding with its horizontal patterns.

The proposed landscaping will include an asphalt driveway / parking area with concrete walkways. The landscaping will also include a mix of trees (Sugar Maple, Balsam Fir Sunburst Locust) and shrubs (Common Boxwood, Anthony Waterer Spirea, Mock Orange).

In reviewing the built form inventory surrounding the property, the dwelling ages appear to differ. Directly to the east, there is a semi-detached dwelling that appears to be more recent than the era of “1930’s and before”. The abutting semi-detached dwelling has stone façades along the frontage with parging on the foundation wall and vinyl siding. Other buildings in the immediate vicinity have brick and vinyl siding façades. There are two examples of nearby dwellings with only vinyl siding (115 and 121 Franktown Road). Buildings along Franktown Road also appear to have a mix of façade materials, which includes vinyl siding, wood siding and brick. There is a variety of differing building façades in the area to which the proposed redevelopment will be complementary.

Section 14.0 of the DPBL provide Built Form Design Criteria. Section 14.3 of the DPBL provides design policies for the Residential District. **Table 3**, below provides the criteria of Section 14.3 for design criteria for within the Residential District in the left column and the planning analysis on the right column.

TABLE 3: SECTION 14.3 RESIDENTIAL DISTRICT CRITERIA

SECTION 14.3 TOWN OF CARLETON PLACE DEVELOPMENT PERMIT BY-LAW	PLANNING ANALYSIS
14.3.1 RESIDENTIAL WITHIN EXISTING NEIGHBOURHOODS	
<i>New residential development in existing neighbourhoods should be integrated with the housing units in the adjacent area.</i>	The proposed redevelopment will be integrated with the housing units in the area. The redevelopment will utilize similar materials as nearby developments consisting of stone and cement board siding which will be applied horizontally, consistent with adjacent buildings.

SECTION 14.3 TOWN OF CARLETON PLACE DEVELOPMENT PERMIT BY-LAW	PLANNING ANALYSIS
<i>All new development will evaluate existing built form and provide for a complementary product.</i>	In preparing this Urban Design Brief, we have considered the existing built form in the area. The proposed redevelopment will provide for a complementary product with the use of stone and cement board siding (horizontal overlap with wood appearance). The proposed building design will provide for a complementary product to existing residential built form.
<i>Structures shall demonstrate the general principles of good design including but not limited to those dealing with form, mass, scale, height, texture and colour.</i>	The mass of the proposed building will be compatible with the surrounding residential uses as it will have a height of two storeys and a lot coverage of 33.8 %. The proposed building façade demonstrates good high-quality design through use of a mix of materials similar to those that exist within the surrounding neighbourhood.
<i>Specific consideration shall be given to compatibility with adjacent structures where such structures are substantially in compliance with the following:</i>	The building design has considered compatibility with adjacent residential structures. The adjacent residential structures include semi-detached dwellings and single-detached dwellings in the immediate context, with townhouses and apartments in the larger context.
<i>Façade, side and rear elevations and roof lines shall be constructed to reflect existing built form.</i>	The existing area materiality is mixed with a variety of façade treatments. The proposed redevelopment will maintain the character of existing built form by providing a mix of materials on all elevations consistent with the existing built form of the area.

SECTION 14.3 TOWN OF CARLETON PLACE DEVELOPMENT PERMIT BY-LAW	PLANNING ANALYSIS
<p><i>Match setback, footprint, size and massing patterns of the neighbourhood, particularly to the immediately adjacent neighbours.</i></p>	<p>The proposed redevelopment will provide a similar development pattern of existing residential dwellings within the neighbourhood.</p> <p>The proposed front yard and exterior side yard setbacks will be similar to the single-detached and semi-detached dwellings on the north side of Nelson Street East, and will balance those of existing development along Nelson Street East and Franktown Road, which are in close proximity to the road.</p> <p>The proposed redevelopment is occurring on a large urban lot considerably larger than adjacent residential lots. The proposed redevelopment will have a consistent size in terms of footprint and size compared to nearby residential dwelling units based on the lot area.</p> <p>Massing of the proposed building is consistent with adjacent storey-and-a-half or two storey buildings. The proposed redevelopment will be two stories in height. Adjacent semi-detached dwellings on Nelson Street East are a storey-and-a-half in height. The massing of the building is appropriate in the context of the surrounding neighbourhood, which includes a range of smaller and larger floor plates.</p>

SECTION 14.3 TOWN OF CARLETON PLACE DEVELOPMENT PERMIT BY-LAW	PLANNING ANALYSIS
<i>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.</i>	The façade will be varied through a mix of colours (two tones of blue siding and white trim) and materials, such as cement-board siding and stone. Balconies will be used to maintain varied façades. Little ornamentation will be used which will avoid visual cluttering.
<i>Buildings will be oriented to the street and shall provide architectural interest to contribute to the esthetics and visual appeal of the community.</i>	The proposed building will be oriented towards Nelson Street East and Franktown Road. This allows for the parking area to be located in the interior side yard and maintaining prominence of the Mississippi Thoroughfare. The building façade will use stone and cement-board siding to resemble existing built form. The cement-board siding will be use in two tones of blue (with white trim) to contribute to the aesthetic appeal of the building.
<i>Street trees shall be provided every 10.6 metres (35 feet) on average to create a canopy on residential streets.</i>	Street trees are proposed on the Landscaping Plan with an average spacing of approximately 10 metres. This spacing will contribute to the tree canopy along Franktown Road.

The proposed design complies with the Town's Urban Design Guidelines within Development Permit By-law (15-2015). The proposed façade treatment will have a mix of materials, consisting of stone and cement-board siding. The proposed façade materials are consistent with the brick, stone, vinyl and wood materials on surrounding built forms. The cement-board siding will consist of two colours of blue (with white trim) to avoid repetition and create a pleasing aesthetic. Cement-board siding will mimic the vinyl siding and wood siding found in the area through its horizontal application and overlap appearance. The proposed materials will provide a low-maintenance façade that will maintain its appearance over time.

4. SITE DESIGN

4.1 Development Proposal

Figure 1 – Site Plan prepared by Bell + Associates Architecture, dated September 23, 2025, illustrates the proposed redevelopment of 255 Franktown Road.

The Site Plan illustrates the proposed 2-storey, 20-unit apartment building footprint, along with building entrances, patios, parking area, refuse area, soft landscaping and walkways. **Table 4** below summarizes the proposed land use of the Site Plan as follows:

TABLE 4: LAND USE SUMMARY

Land Use	Area (m²)	Area (%)
Building Footprint	885.2	33.8
Asphalt Parking	800.1	30.6
Walkway and Patio	128.0	4.9
Soft Landscaping	803.3	30.7
Total Site Area	2,616.6 m ²	100.0 %
Residential Density – 77 units per gross hectare		

The proposed 20-unit apartment building is to consist of twelve (12) one-bedroom units and eight (8) two-bedroom units. The proposed apartment building will be two (2) storeys in height, or 6.8 metres. The Site Plan illustrates the proposed outdoor living areas for each unit in the form of patios for the ground level units and balconies for the second storey units. Each unit will have direct access to either a private-individual patio or balcony. The ground floor patios will be buffered from the public realm with deciduous tree, coniferous tree and deciduous shrub plantings.

The proposed apartment building will be accessed from Nelson Street East as illustrated on the Site Plan. The proposed vehicular entrance will be approximately 7.5 metres from the eastern lot line. The entrance and parking aisle will be 6.0 metres wide to accommodate two-way vehicular traffic. The proposed parking area will accommodate 28 motor vehicles, with parking spaces measuring 2.8 metres wide by 6.0 metres long. One (1) Type A accessible parking space and access aisle are provided. The parking area will be hard surfaced with asphalt and curbs. The Site Plan also illustrates four (4) Electric Vehicle Charging spaces.

The Site Plan illustrates four (4) common entrances to the apartment building, one facing Franktown Road and three facing the parking area, which are connected to the parking area and Franktown Road public sidewalk with concrete walkways. Each ground-floor unit will feature an exterior door to access their respective private individual patio, but they are not intended for primary access to the building or ground-floor units. Lighting is proposed on the site through wall-mounted lights, which will provide sufficient illumination for the parking lot and building entrances.

4.2 Building Massing

The proposed residential apartment built form has been designed to complement surrounding residential uses, while adding additional density along the Mississippi Thoroughfare and maintaining a compatible height with the neighbourhood. At two stories high, or 6.8 metres, to the top of parapet, the building is contextually appropriate for the surrounding neighborhood, and does not obtrude with existing residential dwellings.

The proposed building design consists of a flat roof to help diminish its massing, versus a pitched roof, which generally makes a building appear taller. The proposed roof structure will provide a contextually appropriate building height consistent with the surrounding residential built form, and appropriate for the site's prominent location on Franktown Road.

Figure 17, below, illustrates the proposed building massing from Franktown Road and **Figure 18**, below, illustrates the proposed building massing from Nelson Street East.



FIGURE 17: WEST ELEVATION (FROM FRANKTOWN ROAD)



FIGURE 18: NORTH ELEVATION (FROM NELSON STREET EAST)

In accordance with the Development Permit By-law, the building is oriented to the streets, with parking provided internally, to avoid parking areas adjacent to the street line and provide appropriate buffering to Nelson Street East. The building is setback 6.0 metres from Franktown Road and 6.0 metres from Nelson Street East. These setbacks are considered appropriate, as they will assist with diminishing the building's proposed massing and height from surrounding residential uses while providing animation of the Franktown and Nelson streetscapes with patios and soft landscaping.

4.3 Views

Section 2.2 of the Town's Official Plan provides General Design Policies. Section 2.2.2 of the Plan states that, "*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 location lends itself to avoiding any negative impacts to significant views within the Town of Carleton Place. The proposed redevelopment will not negatively impact any significant views or vistas of landmarks or features within the Town of Carleton Place, including any views to the Mississippi River.

Views of the site from Franktown Road and Nelson Street East is also an important design consideration for its design and landscaping. Access and parking areas have been located in the interior side yard behind the proposed building to enhance and have regard to the Mississippi Thoroughfare streetscape. The proposed refuse area will be hidden from Franktown Road and Nelson Street East at the rear of the parking

lot, which will be further screened by a wooden fence enclosure and landscaping on west side facing Franktown Road consisting of Sugar Maple and Balsam Fir trees.

4.4 Building Transition

The Town's Official Plan encourages design of new development to be complementary to adjacent development with respect to overall massing, orientation and height (Section 2.2.3). The Plan also encourages new development within an established neighborhood to be designed to function as an integral and complementary part of that area's existing development pattern by having regard for: massing, building height, building area, lot size, position relative to the road and building area to size ratios (Section 2.2.8). With these considerations, the building design proposed for the site is intended to complement existing residential built forms and transition to Franktown Road (Mississippi Thoroughfare).

More specifically, the proposed building design provides a smooth transition to the Arterial Road from the existing neighbourhood by continuing the established two-storey height of the area. Building transition is also provided through the location of the proposed parking area, which in turn, maximizes separation between the proposed apartment building and adjacent residential uses. The proposed built form and massing will further provide a transition from the established residential neighbourhood to Franktown Road through facilitating noise mitigation of outdoor living areas typically required for low-density residential uses near Arterial Roads.

The subject lands abut the Franktown Road Secondary Plan Area to the south. The Preferred Land Use Plan of the Secondary Plan intends for "Medium Density Mixed Use II (2-6 storeys)" on the lands south of the site that front on Franktown Road. With this, the proposed building design will appropriately transition to future development planned along Franktown Road.

4.5 Public Realm and Streetscape

The subject lands front onto Franktown Road, which is identified in the Town's Official Plan as a "Mississippi Thoroughfare" and "Arterial Road". The site also has frontage on Nelson Street East, which is considered a "Local Road". The Town's Official Plan indicates development along the Mississippi Thoroughfare shall be required to provide high-quality urban design and public realm improvements (Section 3.1.4.5). The proposed redevelopment has incorporated high-quality building and landscape designs that will improve the public realm along Franktown Road and Nelson Street East, and infill the streetscape through providing a more continuous street wall.

The proposed building has been oriented towards the street line of both Nelson Street East and Franktown Road. The building and site designs have included a pedestrian entrance on Franktown Road to contribute to the streetscape and allow for pedestrian connectivity directly to a public sidewalk. The building design has provided multiple windows facing each public street, along with patios for the ground-level units and balconies for the upper-level units. The proposed amenities and windows towards Franktown Road and Nelson Street East will contribute to the public realm and provide “eyes on the street”.

The proposed Landscape Plan provides tree, shrub and flower plantings along each street line. The proposed plantings will contribute to the public realm and streetscape along both Franktown Road and Nelson Street East. The Town’s Development Permit By-law requires street trees at equal intervals to contribute to the streetscape, which has been provided. The landscape design also provides shrub plantings to separate the private individual patios from the public realm. **Figure 19**, below, provides an excerpt of the Landscaping Plan along Franktown Road illustrating how the proposed plantings will provide a high quality and attractive streetscape, and contribute to the public realm.

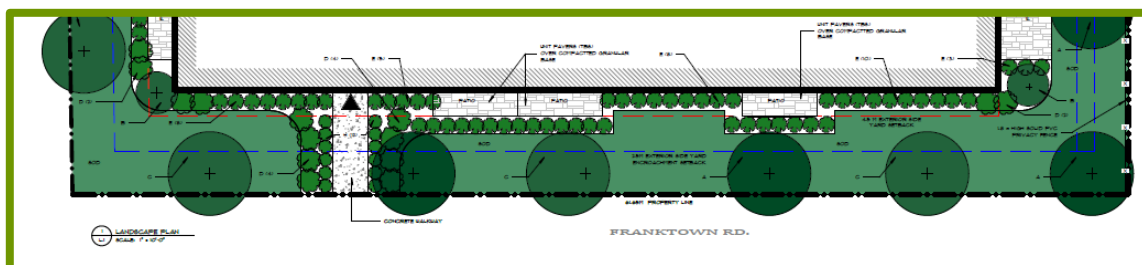


FIGURE 19: LANDSCAPING ADJACENT TO FRANKTOWN ROAD

The Development Permit By-law requires buildings to be oriented to the street and to provide architectural interest to contribute to the aesthetics and visual appeal of the community. The proposed building, site design and orientation will provide this architectural interest to contribute to the aesthetics and visual appeal of the community.

4.6 Building Design and Architectural Treatments

The Town’s Official Plan encourages and promotes building façades to be visually interesting through extensive use of street-level entrances and windows (Section 2.2.10). While the proposed building design only provides a single common entrance to Franktown Road, the building design includes multiple entrances to the private individual at-grade patios and upper-level balconies, which will contribute to the visual interest of the building. The building design also provides windows facing each street, which will contribute to the visual interest of the building.

The proposed building façades include the use of stone and cement-board siding. Stone horizontal banding will be used along the majority of the first storey. Cement-board siding will be used between the stone and the roof, which will be laid out in a horizontal pattern. Two different colours of cement-board siding will be used to create visual interest. Façades will be fenestrated and articulated with windows, patio doors and balconies. The proposed fenestration and articulation will avoid long, monotonous building façades, especially along Franktown Road and Nelson Street East.

The proposed building façade materials will complement the existing built form of the surrounding area with the use of stone along the ground floor horizontal cement-board siding above. There is a mix of building materials in the area, consisting of stone and brick for front walls, and vinyl siding for sidewalls. Some building façades have vinyl siding only.

On these bases, the proposed building design and architectural treatments will complement the existing residential area and are desirable for building's prominent location on Franktown Road.

4.7 Landscape and Sustainability

A Landscape Plan has been prepared by Bell + Associates Architecture, illustrating planting details for the proposed redevelopment (see **Figure 2**, above). The Plan proposes to plant trees along a portion of the north, south and west property lines. Overall, the Plan proposes to provide ten (10) trees to contribute to the landscape and character along Franktown Road and Nelson Street East. These trees are to consist of Sugar Maples, Balsam Fir and Sunburst Locust species. The Town's Official Plan encourages the repetition of landscaping elements, such as trees and shrubs (Section 2.2.3). The Landscape Plan has incorporated repetition of landscaping elements, including the proposed trees along each street line.

The Plan includes a 1.8-metre-high privacy fence along the southern and eastern property lines, which abut existing residential uses. The proposed privacy fencing will contribute to the site's appearance, while providing a functional buffer to the adjacent residential properties. The Plan proposes to flank assorted annual flower plantings on both sides of the proposed Nelson Street East access. The proposed plantings will contribute to the streetscape and aesthetics of the site.

The Plan proposes to provide a total landscaped area of 931.3 square metres (or 35.6 %) across the property including tree, shrub and flower plantings; grass; walkways and at-grade patios. Along the eastern property line, a 1.5-metre-wide landscape buffer strip is proposed with a new 1.8-metre-tall vinyl privacy fence and plantings. The proposed fencing will be within the property boundary on the subject property.

With respect to sustainability, the proposed redevelopment intends to provide sustainability measures, where feasible. Sustainability measures may include such items as the Ontario Building Code efficiency standards, low-flow plumbing fixtures, LED lighting fixtures and energy efficient appliances.

4.8 Access and Parking

Appropriate site access has been considered in the proposed building and site design process. The subject lands are located on a Mississippi Thoroughfare and Arterial Road, and the Official Plan requires development to front on to the corridor with high-quality public realm improvements (Section 3.1.4.5). The Official Plan intends to limit vehicular access points on the Mississippi Thoroughfare (Section 3.1.4.8). The proposed site design will conform to the Official Plan policies relating to the Mississippi Thoroughfare, and Arterial Road, as the proposed building will be oriented towards each street, and there will be no vehicular access from Franktown Road. Vehicular access to the site is proposed from Nelson Street East only, a local road, which is appropriate to accommodate the proposed entrance.

The Town's Development Permit By-law requires that residential buildings containing more than seven (7) dwelling units shall be located on an arterial or collector roadway (Section 6.3.3). The subject lands have frontage on Franktown Road, an arterial road. The proposed vehicular entrance from Nelson Street East will provide direct access to the proposed parking area. The proposed building will screen the view of the parking area from Franktown Road. The parking area will include landscaping elements around its perimeter to provide a buffer to the adjacent residential uses, which includes a minimum 1.5-metre-wide landscape buffer strip with a 1.8-metre-tall privacy fence. The proposed buffer strips will contribute to the site design and compatibility of the proposed parking area by blocking headlights and providing a physical buffer.

The Town's Development Permit By-law requires that all surfaces other than green spaces be asphalt or other hard surfaced materials (Section 6.3.5). The proposed parking area will consist of an asphalt surface with concrete curbing to maintain and direct storm water flows. The site will have concrete walkways connecting the proposed building entrances, the parking area and public sidewalk.

On these bases, the proposed site access and parking area are appropriate for the redevelopment and context of the existing neighbourhood.

5. CONCLUSION

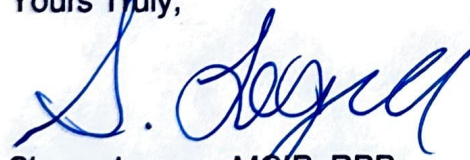
The Town of Carleton Place Official Plan provides general design criteria that has been implemented and further defined through the Town's Development Permit By-law No. 15-2015. This Urban Design Brief analyzes the policies of the Town's Official Plan relating to urban design and the Town's Development Permit By-law regulations. The Brief focuses on the Town's Development Permit regulations relating to urban design, along with the proposed built form, architectural elements, landscape treatment, site access and parking area design.

The proposed redevelopment of 255 Franktown Road represents high-quality urban design that is context sensitive to the existing residential neighbourhood, and balances policies relating to development within the Residential District, and along a Mississippi Thoroughfare (Franktown Road) / Arterial Road. The proposed redevelopment offers a desirable building design with materials that will complement both existing and planned neighbourhoods adjacent to the subject property. The site and landscape designs will contribute to a high-quality streetscape and public realm through the building, plantings, walkways, patios, balconies, windows and doors proposed near the street.

The proposed redevelopment will contribute to the established community character, an enhanced public realm and represents good urban design within the Town of Carleton Place.

6. REPORT SIGNATURE

Yours Truly,



Shawn Legere, MCIP, RPP
President / Principal Planner
RFA Planning Consultant Inc.

