

320 COLEMAN STREET

URBAN DESIGN BRIEF

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1.0 INTRODUCTION

1.1 Background Information

This Urban Design Brief (“The Brief”) has been prepared by IBI Group to define the urban design vision, strategy and rationale for the future development at 320 Coleman Street (Legal Description: PLAN 27M41 BLK 108), in Carleton Place, Ontario. The proposal by Owner Westboro Properties Inc. aims to upgrade the existing commercial plaza with an additional six units, as well as a proposed drive-through lane to further enhance the retail offerings for the community. The proposal would constitute an approved gross floor area of approximately ~738m² total.

The 5.02-acre commercial property encompasses the Subject Site (“The Site”), which represents an opportunity to capitalize on the vast surface parking lot to expand on the existing commercial uses and create a retail hub for residents of Carleton Place. In the following Brief, the details of the design concept and how they align with the Town’s policies for proposed development and contextual specificities, whilst also striving to contribute to the property and broader community, will be highlighted.

1.2 How to Read this Document

The Brief is structured as follows:

- 1.0 **Introduction-** Introduces the site and outlines the purpose and structure of the Urban Design Brief.
- 2.0 **Existing Site Conditions-** Provides a comprehensive analysis of the existing site and surrounding context, providing the foundation for future/planned development in the area.
- 3.0 **Policy Context-** Provides a description of all applicable policies and guidelines that will impact future development on the site, as well as a high-level overview of how the proposed development aims to respond and conform to design expectations as established in the Official Plan and Development Permit By-Law.
- 4.0 **Site Design-** Provides a description, with diagrams and illustrations, of the development scheme, outlining the overall configuration of the site, how it fits within the surrounding context and how it meets the applicable urban design guidelines and policies. This section will outline the built form, open space and vehicular systems on site and how they have been addressed to align with the local policies.
- 5.0 **Conclusion-** Summarizes the Urban Design Brief by recapping the development and visions for the future of the site.

Descriptive text of the proposal and how the design conforms with existing policies and guidelines



4.2 Building Massing

The proposed built form of the new commercial plaza is designed to complement the surrounding commercial uses within the site, whilst still defining itself with a new and distinct identity from adjacent uses. At one-storey high, and 24 feet tall at the highest point of the facade’s parapet, the building is contextually appropriate and does not impose on the existing 4-storey residential apartment building adjacent across McGregor Street.

The six units stretch along the length of McGregor Street to the site access point for a continuous facade, with entrances facing to the external parking lot for seamless access. The massing suits the commercial use with unit sizes applicable to the fast food and retail uses proposed, aligning with the Highway District allowances for land use. Additionally, as per the Town of Carleton Official Plan Design Policy 6, the massing is complementary in massing, orientation and setback to the existing commercial uses on-site.

Per the Development Permit By-Law, the building is oriented along the street with parking provided internally—*not* within the front yard setback. The building is setback 5.52m from the property line at Coleman Street and 14.1m at McGregor Street, with the additional width of the drive through lane. The front and side yard setbacks conform with the Highway District design specifications of the Development Permit By-Law.

Site Design 21

Explanatory diagrams, drawings, and plans of the proposed scheme



Site Design 22

Section Title

How to Read This Document

2.0

EXISTING SITE CONDITIONS



View of the Site from the North-West looking South.

Integral to the foundation of the proposal for the 320 Coleman Street site is a strong understanding of the existing conditions and context sensitivities, which will impact the future development of the site. The following sections have been prepared as part of a comprehensive existing context analysis, intended to ensure that future development responds carefully to site and surrounding conditions.



 View Location (please see corresponding site photo)

Existing Surrounding Context within a 400m (5-minute) walking distance

2.1 The Site

The subject site is located at northeastern corner of the intersection of Coleman Street and McGregor Street on the eastern boundary of the Town of Carleton Place. The property encompassing the site consists of 5.02 acres of land, municipally addressed 320 Coleman Street and designated as Highway District by the Official Plan.

In general, the property is characterized largely by its car-oriented nature, being primarily paved with an asphalt surface used for parking. As such, the

topographic nature of the site is largely flat. A one-storey commercial building extends along the northern edge of the property, with six smaller commercial units consisting of nail spa, Water Depot, animal hospital, pharmacy, dental office and orthodontic office. A Giant Tiger anchors the building as the seventh tenant in the plaza. East of the site there lies an Esso gas station, RBC Bank ATM and Circle K convenience store. The remainder of the property is utilized for parking.



View 1: Site's existing condition



View 2: Site's existing condition



View 3: Site's existing condition



View 4: One-storey commercial building, along north edge



View 5: One-storey commercial building, along north edge



View 6: Esso gas station, east of the site



View 7: Convenience store and RBC Bank ATM, east of the site



View 8: Convenience store and RBC Bank ATM, east of the site

The predominant architectural style and massing within the property is large one-storey commercial buildings with grey/tan masonry and stucco finishes. The gas station convenience store is finished with a red brick exterior. The plaza consists of 3 buildings joined for a continuous commercial façade.

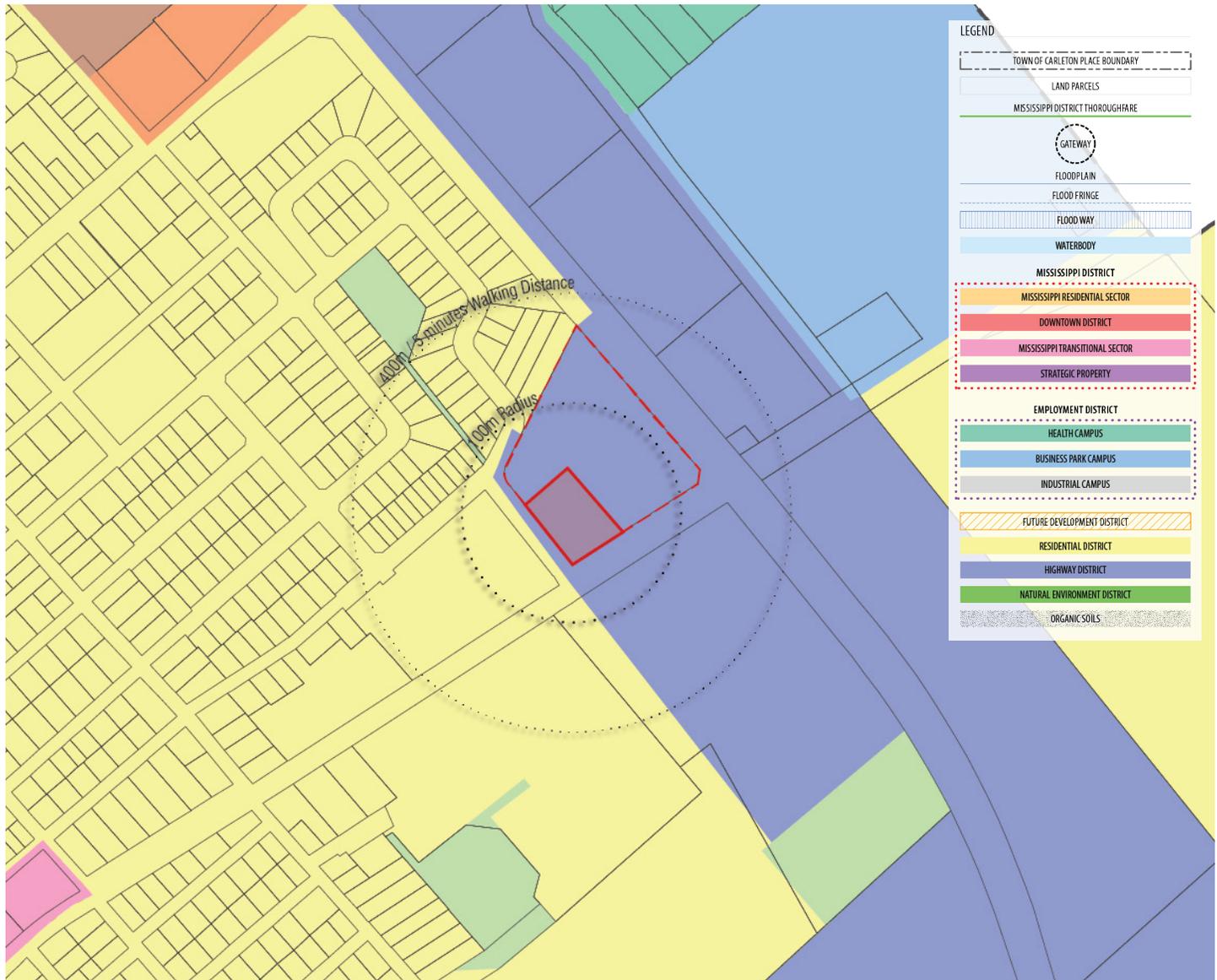
There are no prevailing walls or fences to demarcate space on the site; instead patches of green space with street trees and shrubbery are provided to buffer from the adjacent neighbourhood to the north and west and the roadways on the east and south. With exception of these buffering trees on the exterior of the site and low-lying shrubs against small trees buffering the parking lot from the gas station, no additional vegetation is provided throughout the site.



Exterior materials on surrounding properties



Surrounding Land Uses within 400m (5-minute)



Surrounding Land Uses Plan (Source: Town of Carleton Place)

2.2 Adjacent Land Uses

North: Directly to the north of the property, the side and rear yard of a single-family residential home abuts. A Chevrolet car dealership across County Road No 29 lies to the northeast of the property.

East: To the east of the property, a two-storey equipment rental commercial building sits at the opposite corner, at the intersection of County Road No 29 and Coleman/Cavanagh Road.

South: The lands to the south of the property, on the southern side of Coleman Street, currently lie vacant. On the southern site boundary, the Trans Canada Trail runs along the edge of the site.

West: To the west of the property, on the western side of McGregor Street, a four-storey premium apartment building lies adjacent to the site. Balconies along the western side of the building overlook the development site.



Key Plan of Photos of the Surrounding Land Uses



View 9: Residential Neighbourhood, to the northwest of the site



View 10: Residential Neighbourhood, to the north-west of the site



View 11: Commercial building, to the north of the site (View 15)



View 12: Comfort Inn and Suites



View 13: Residential Neighbourhood, north of the site (source: Google)

2.3 Surrounding Context

In the broader site context, the surroundings are a mix of residential and Highway District commercial uses, characterized by the car-oriented nature of the area with the presence of the County Road No 29 (McNeely Avenue) along the eastern edge of the site and the Trans Canada Highway (Highway 7) just 1 kilometre south of the site along the County Road. These key connections provide seamless access to the site via car. The presence of the paved Trans Canada Trail along the southern edge of the site also optimizes access to the site via active transportation—though pedestrian facilities are inconsistent in the context.

There are vast residential neighbourhoods to the north and west of the site. The closest public amenity to the site is a park space within the northern neighbourhood, which lies within a 400m or a 5-minute walking distance north of the site.

The key destinations in the area are provided within the site, including community uses and services such as dental and orthodontic offices, an animal hospital, an RBC bank ATM, gas station and Giant Tiger.



View 14: Willoughby Park (Source: Google)



View 15: Commercial building, Coleman & County Rd



View 16: Residential Neighbourhood, south of Coleman St



View 17: Vacant land, south of Coleman St



View 18: Residential Neighbourhood, south of Coleman St



View 19: Vacant land, south of Coleman St



View 20: Commercial building, Coleman & County Rd
(Source: Google)



View 21: Residential Neighbourhood, West of the Site



View 22: Residential Neighbourhood, West of the Site



View 23: Residential Neighbourhood, west of the Site



View 24: Residential Neighbourhood, west of the Site



Existing Street Hierarchy

Access to the site is provided via County Rd 29 to enter adjacent to the gas station, and along Coleman Street or McGregor Street to reach the commercial facilities. Loading and servicing access is provided to the existing commercial facilities along the northern edge of the property through a rear laneway.

3.0

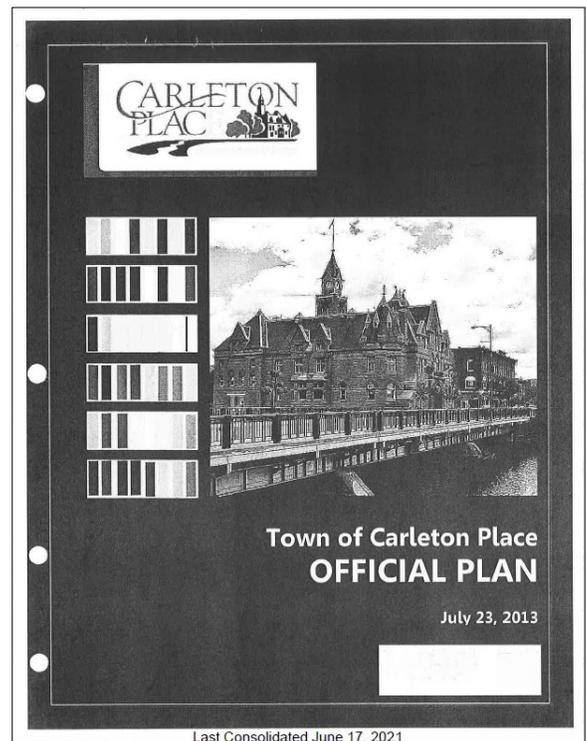
POLICY CONTEXT

3.1 Town of Carleton Place Official Plan (2013)

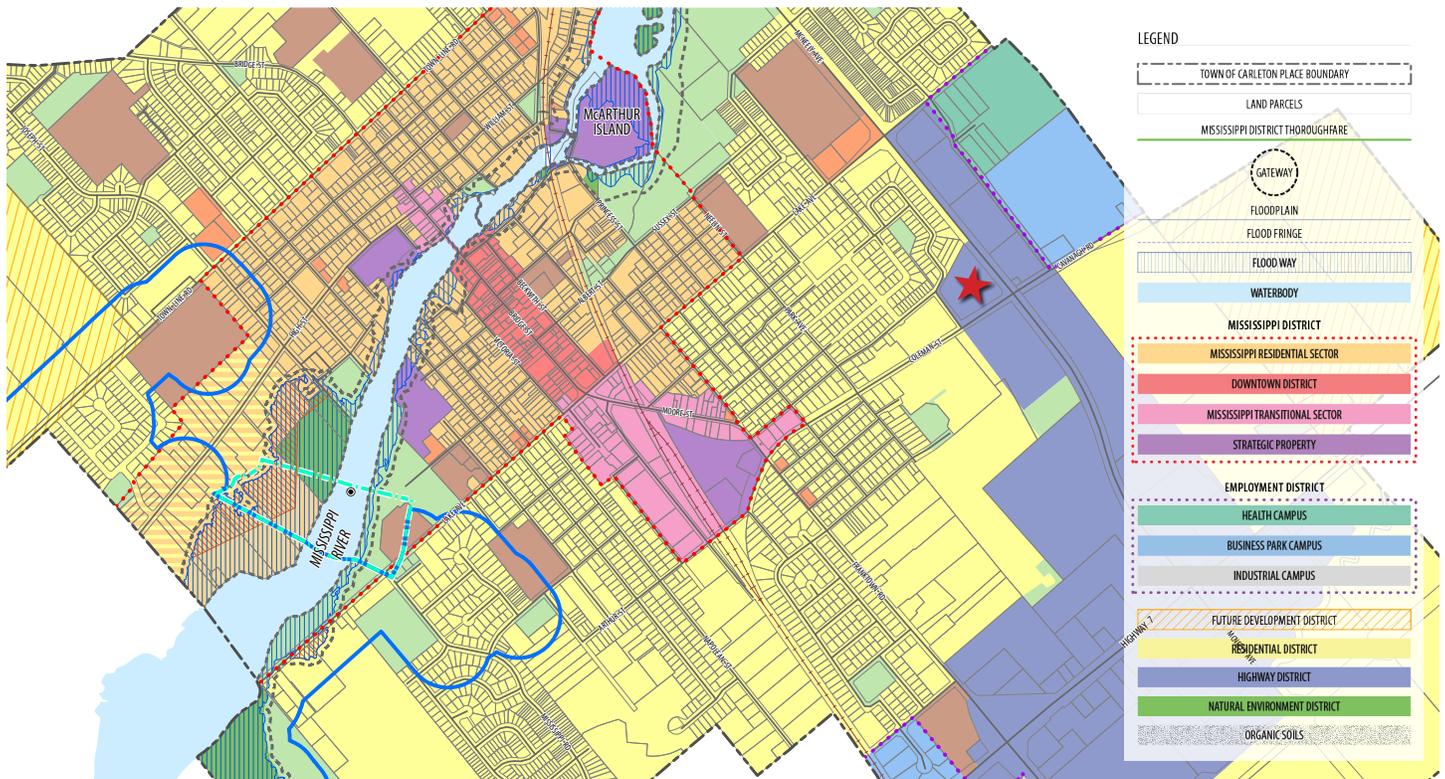
The Town of Carleton Place Official Plan (2013) is a long-range planning document that provides a policy framework that guides land use decisions within the Town. The Official Plan provides direction as to what growth and development will look like in support of the Town's vision for sustainable and liveable communities. The vision for the future of the Town of Carleton Place is: "The Town of Carleton Place is committed to maintaining and celebrating its heritage through balanced and sustainable growth which will support a sense of place respectful of our unique historical, cultural and natural heritage where citizens can enjoy an unparalleled quality of life."

The subject site has been designated a Highway District as indicated in Schedule A of the Town of Carleton Place. The Highway District designation is intended to provide regional scale commercial retail facilities as well as local employment opportunities to residents. Under section 3.3.1 of the Official Plan, the objectives of Highway Districts are to:

- Support a diverse range of commercial uses that meet the existing and future needs of the community and reduces the need for residents to shop elsewhere;
- To promote a high aesthetic quality in all commercial areas that reflects the local character;
- To address the needs of local commercial uses to attract visitors and tourists; and
- To minimize the impacts of commercial uses on adjacent sensitive land uses.



Town of Carleton Place - Official Plan (2013)

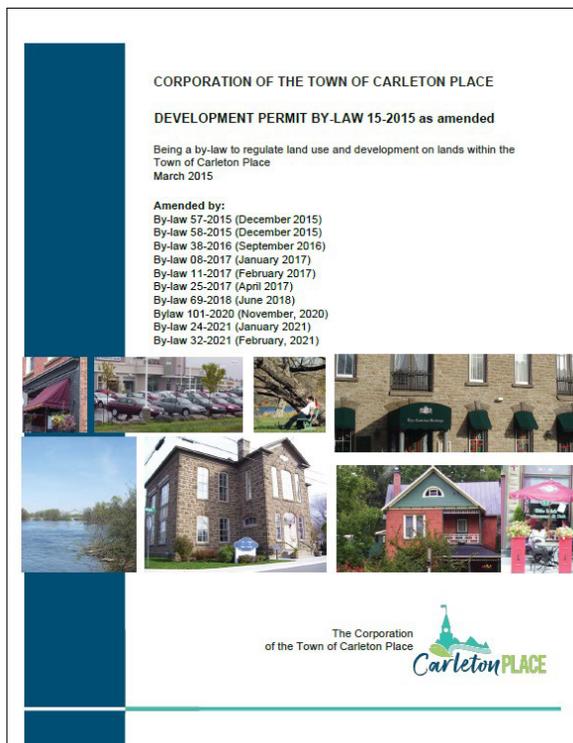


Town of Carleton Place - Schedule A: Development Permit; Illustrating Land Use Districts

The Highway District designation permits a full range of commercial retail uses on the subject site that are oriented towards vehicular, single-purpose shopping activities that are accessible using arterials or provincial highways. A Class 3 Development Permit process is also applicable to Regional Commercial development within lands designated as a Highway District.

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 Community Design Framework have been incorporated into the design of the subject site and play a key role in the ensuring the proposed development is considerate of the neighbourhood context, while achieving design excellence. The subject site is also located adjacent to the Mississippi District Thoroughfare and the achievement of the General Design Policies will ensure the aesthetic appeal of thoroughfares are improved (Objective 5 of the Framework).

Based on the policy objectives and guidelines in Section 2.0 and 3.3, the proposed development for 320 Coleman Street conforms with the Official Plan. The specific design policies supported by the proposal will be outlined in Section 4.0, Site Design.



Town of Carleton Place - Zoning By-Law

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

The Town of Carleton Place Development Permit By-law 15-2015 plays the role of a zoning by-law, site plan by-law and minor variance by implementing Official Plan policies through the specification of permitted uses, development standards and other requirements.

Section 13.0, Built Form Inventory, of the Development Permit By-law sets out design specifications for land use designations including Highway Districts. Under the Highway District Built Form Inventory, 1 storey commercial buildings with a 3.0 metre to 10.0 metre setback are permitted on the subject site. Section 14.0, Built Form Design Criteria, of the Development Permit By-law provides further detail regarding the design specifications presented in Section 13.0 including exterior cladding, entrances, windows, roofs and landscaping. Section 14.5, Highway District, provides design criteria to integrate the subject development into the surrounding built form context and structural framework established by the Town. Sections 13.0 and 14.0 of the Development Permit By-law have been evaluated to inform the proposed development's architectural and site design elements and achieve the design intent for the proposal. The application of design specifications of the Development Permit By-law will support the development as a regional commercial destination that will create employment opportunities.

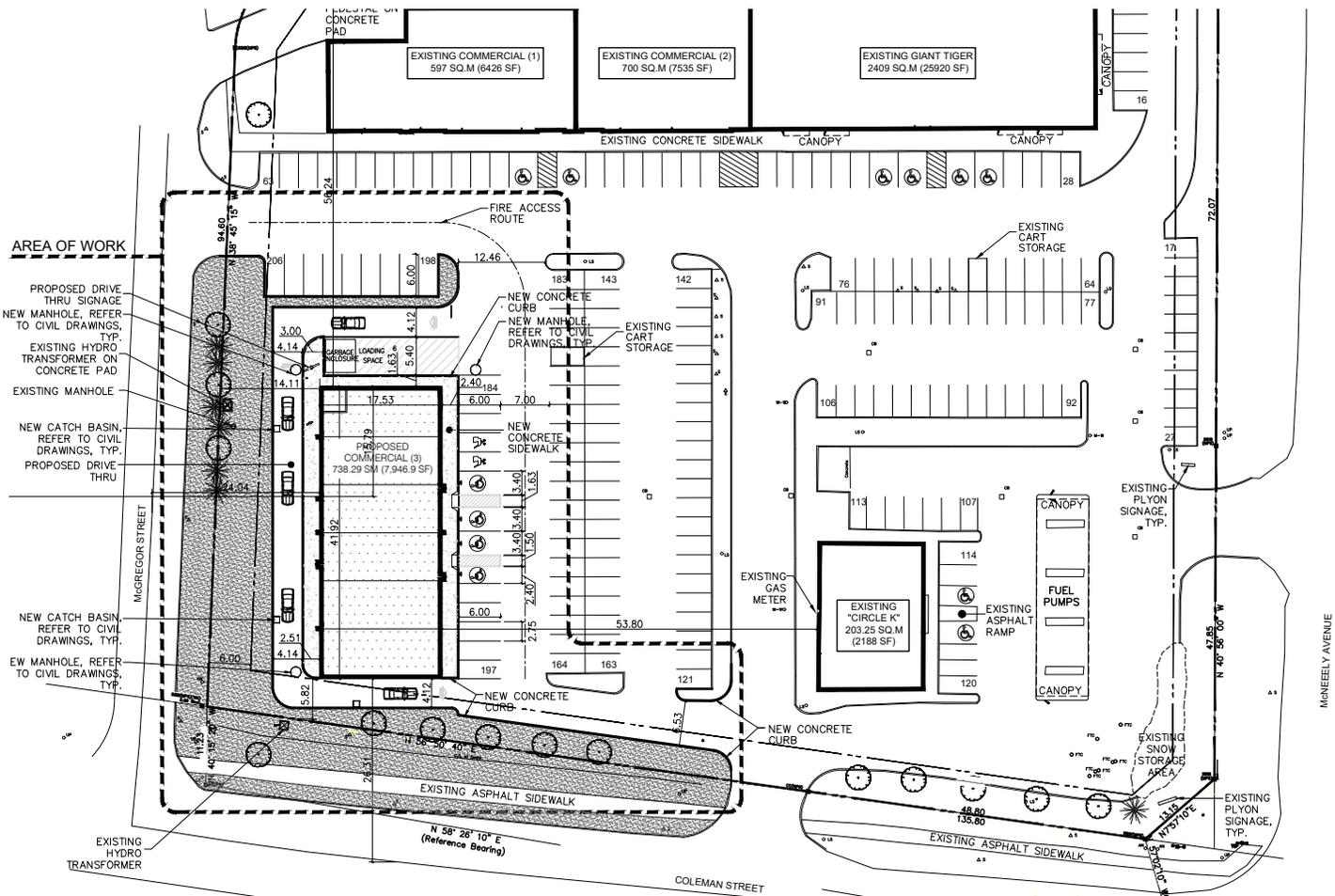
Based on the policy guidelines in Sections 13.0 and 14.0, the proposed development for 320 Coleman Street conforms with the Development Permit By-law. The specific design specifications supported by the proposal will be outlined in Section 4.0, Site Design.

4.0 SITE DESIGN

4.1 The Proposal

The design proposes to expand the commercial square footage on the property by six additional units, including a drive through lane to constitute an additional ~738 m² of commercial use. The proposed uses include four fast food restaurants and two retail storefronts, requiring a total of 88 parking spaces to support their uses as per section 3.29.3 of the Development Permit By-Law. The unit sizes range from 1,200 to 1,360 sq.ft. per unit. The proposed development aims to expand upon the existing commercial uses to provide additional complementary retail and restaurant uses that contribute to the community and to better utilize the vast expanses of parking in the southwest corner of the property.

The conformity of the proposal with the Town of Carleton's Official Plan and Development Permit By-Law will be discussed in the following sections, highlighting the specific design elements implemented in the plan and their compliance with the overarching policy context.



Site Plan (Source: Paul Marques Architect Inc.)

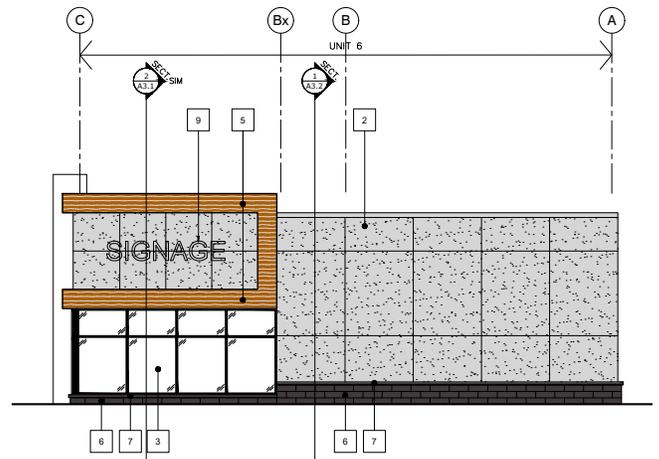


South - West Exterior Facade Design Illustration (Source: Paul Marques Architect Inc.)

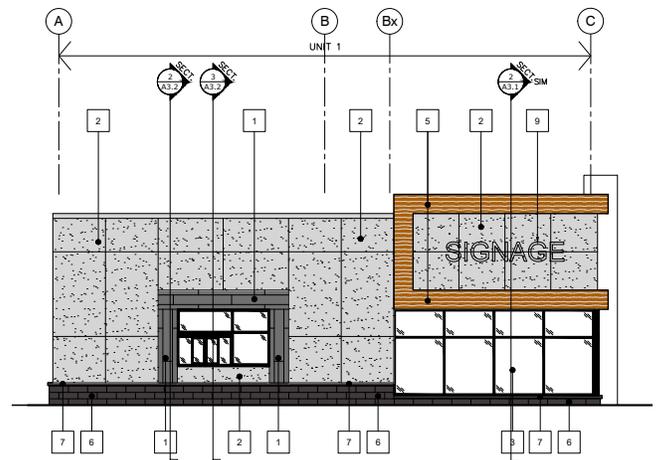
4.2 Building Massing

The proposed built form of the new commercial plaza is designed to complement the surrounding commercial uses, whilst still defining itself with a new and distinct identity from adjacent uses. At one-storey high, and 7.31 metre tall at the highest point of the façade’s parapet, the building is contextually appropriate and does not impose on the existing 4-storey residential apartment building adjacent across McGregor Street. The six units stretch along the length of McGregor Street to the site access point for a continuous façade, with entrances facing to the internal parking lot for seamless access. The massing suits the commercial use with unit sizes applicable to the fast food and retail uses proposed, aligning with the Highway District allowances for land use. Additionally, as per the Town of Carleton Official Plan Design Policy 6, the massing is complementary in massing, orientation and setback to the existing commercial uses on-site.

Per the Development Permit By-Law, the building is oriented along the street with parking provided internally—not within the front yard setback. The building is setback 5.82m from the property line at Coleman Street and 14.11m at McGregor Street, with the additional width of the drive through lane. The front and side yard setbacks conform with the Highway District design specifications of the Development Permit By-Law.



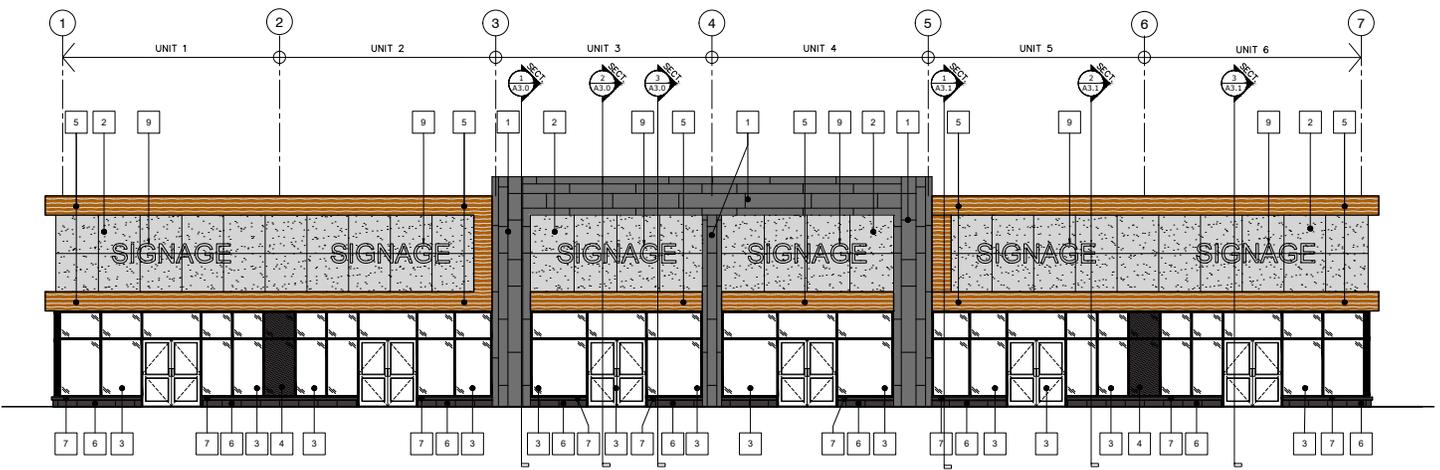
Exterior Elevation - North (Source: Paul Marques Architect Inc.)



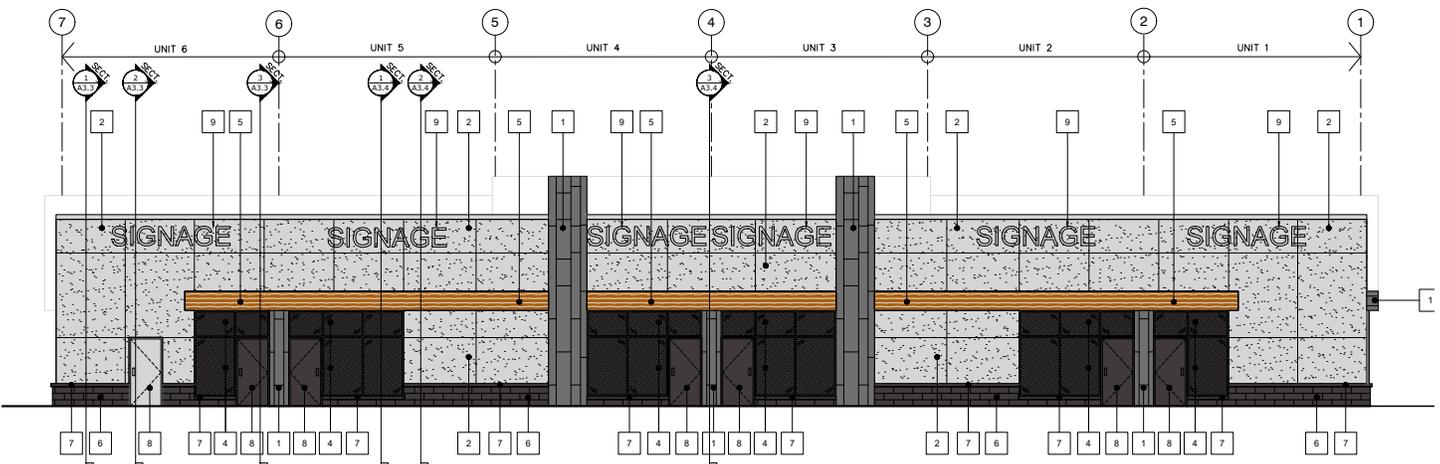
Exterior Elevation - South (Source: Paul Marques Architect Inc.)



South Exterior Facade Design Illustration (Source: Paul Marques Architect Inc.)



Exterior Elevation - East (Source: Paul Marques Architect Inc.)



Exterior Elevation - West (Source: Paul Marques Architect Inc.)



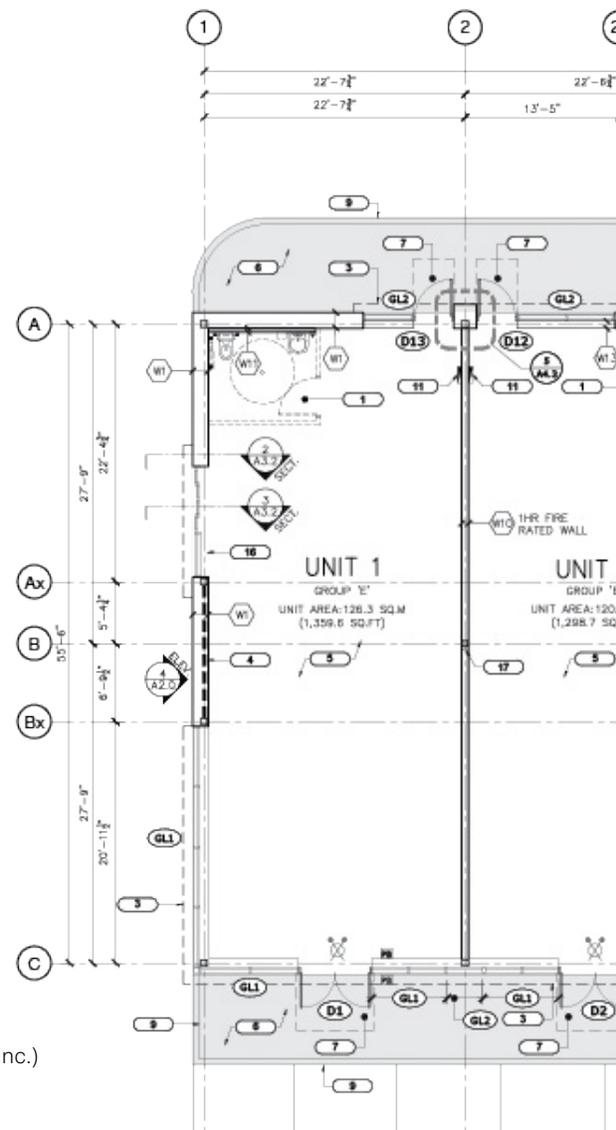
East Exterior Facade Design Illustration along MacGregor Street (Source: Paul Marques Architect Inc.)

4.3 Views

As per Design Policy of Section 2.3 of the Official Plan, significant views and vistas of landmark and features shall generally not be obstructed, dominated or marred by a proposed development. In the case of the development site, there are no significant views or destinations in proximity of the site that require preservation.

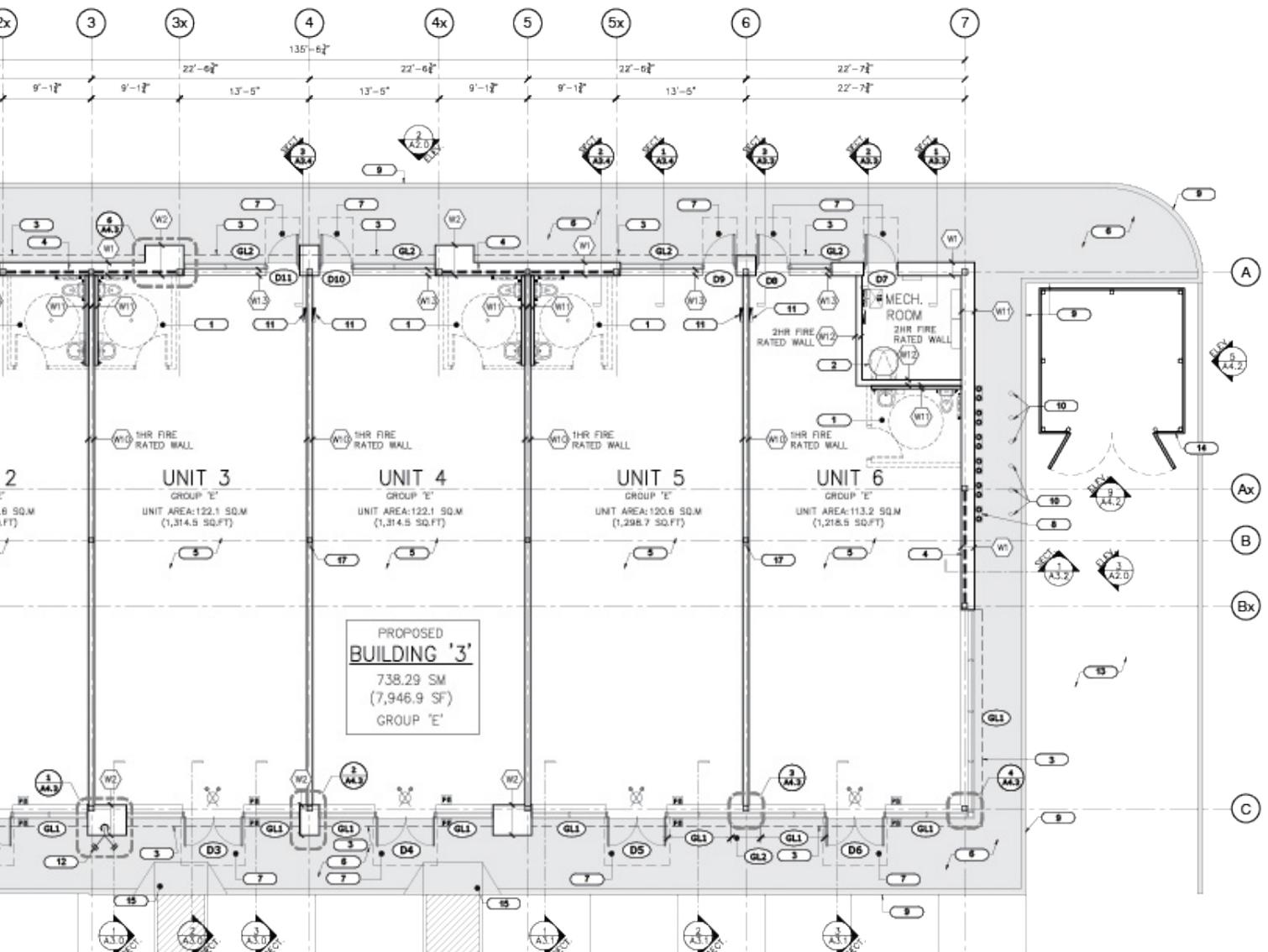
However, in the design of the site, consideration was provided for locating and buffering service areas from public views—particularly from the adjacent apartment building on McGregor Street. With the perspective provided from overlooking balconies to the back-of-house elements of the building and the fast food drive through, a landscape buffer along McGregor Street has been provided to mitigate servicing views from the adjacent residential building. The garbage area is properly enclosed and the loading bay for the building is also hidden at the northwestern corner of the building to minimize views from Coleman Street and to be buffered by landscaping along McGregor Street. These design interventions aim to align with Section 14.0 of the Development Permit By-Law, in which service areas shall be located away from public view, including garbage in an enclosed wood screen, and buffers shall consist of plant material screens designed to create a more natural looking landscape.

Construction Floor Plan
(Source: Paul Marques Architect Inc.)





North Exterior Facade Design Illustration (Source: Paul Marques Architect Inc.)



4.4 Building Transition

In alignment with the intent of the Official Plan, the proposal considers the context in its design through appropriate height and landscape buffering to adjacent uses. Per Section 2.3 of the Official Plan, new development shall support and complement the existing built form fabric of the area and have regard for massing, orientation, setback, architectural proportion, amongst other design features. The design proposed for the site aims to complement the existing commercial built form, while also transitioning seamlessly to the adjacent residential uses to the west of McGregor Street by not imposing additional height or building mass than what currently exists.

Transition is provided through both landscape buffering and a generous side yard setback, which is provided through the use of the drive through lane on the McGregor Street edge of the site allowing the building to be further set back from the existing apartment complex.

4.5 Public Realm & Streetscape

Within the Highway District designation of the Official Plan and Development Permit By-Law, the site is catered to providing services for the vehicular and traveling public. As such, the streetscape is primarily car-oriented, with ample parking abutting the proposed commercial building and pedestrian facilities provided to allow people to walk from their cars to and along the building. In designing the site, consideration was given to creating a human-scale environment through the glazing of the entirety of the building fronting onto the adjacent parking area. This creates an active street wall for pedestrians and aligns with the objectives of both Section 2.3, Policy 10 of the Official Plan and Section 14 of the Development Permit By-Law to demonstrate consideration for pedestrians throughout the site.

The streetscape environment surrounding the site is well buffered by existing mature street trees which provide a natural green edge between the proposed development and drive through and the surrounding streets. On the Coleman Street southern edge of the site boundary, the Trans Canada trail separates the site from the roadway, providing pedestrian and cyclist access to the site through the paved, multi-use trail route.



Existing Commercial Built Form

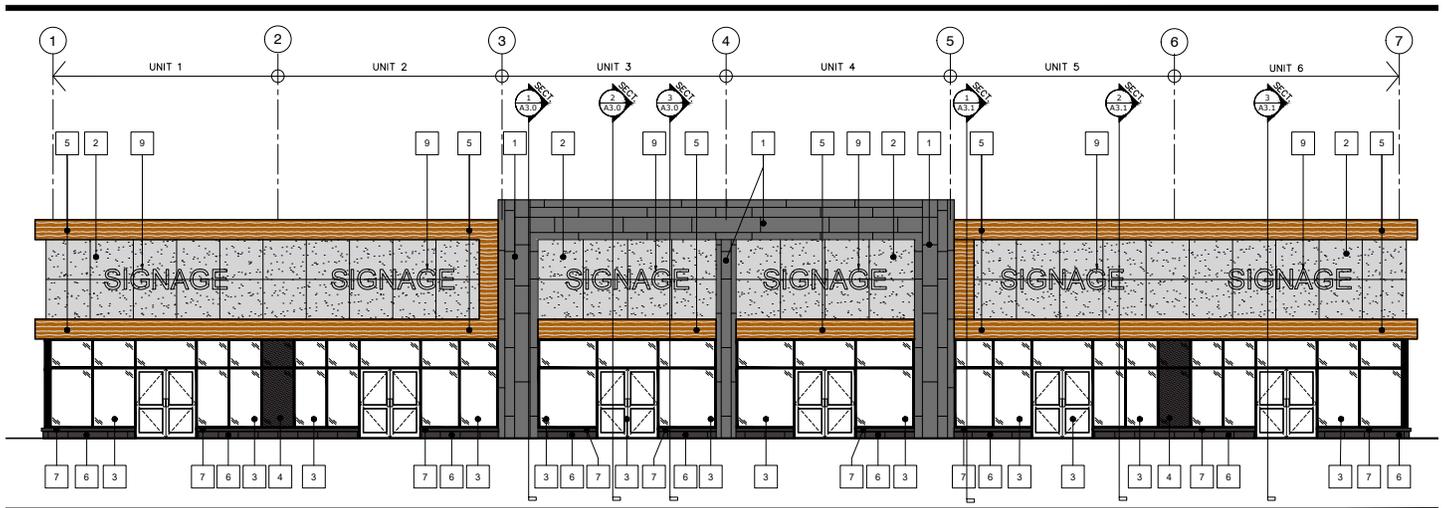


Existing Neighbouring Residential Built Form



Existing Landscape Buffer along McGregor Street

EXTERIOR FINISHES LEGEND	
SYM.	
1	STUCCO FINISH IN "LYMESTONE DPR" IN "ANTIQUE GREY - #618" BY DRYVIT.
2	STUCCO FINISH IN "SANDPEBBLE DPR" IN "DRIFTWOOD - #133" BY DRYVIT.
3	CLEAR GLAZING DOORS AND WINDOWS WITH BLACK ANODIZED MULLIONS
4	SPANDREL GLAZING, COLOUR "CHARCOAL"
5	ALUMINUM COMPOSITE PANEL IN "QBB TEAK TIMBER STOCK" BY ALPOLIC
6	MASONRY, COLOUR "CHARCOAL" 8"H x 16"L
7	MASONRY SILL, COLOUR "CHARCOAL" 3-1/2"H
8	PRE-FINISHED HOLLOW METAL DOORS AND FRAMES. DOOR COLOUR TO MATCH ADJACENT WALL COLOUR
9	SIGNAGE BY TENANT, UNDER SEPARATE PERMIT BG TENDNT



Exterior Elevation- East & Finishes (Source: Paul Marques Architect Inc.) See the Elevation Drawings for more information.

4.6 Building Design & Architectural Treatment

The aim of the proposed development is to incorporate architectural design elements and a material palette that ensures consistency and compatibility with both the adjacent commercial uses on site, as well as the residential apartment across McGregor Street. The design proposes a flat roof building design with a parapet to add architectural interest within the centre of the façade.

The façade features a continuous glazed frontage, with double door entry to each unit and a canopy overhanging to protect the pedestrian realm at the entry points. The façade allocates space to be provided by the tenant. Glazing continues along the southern edge of the building to provide visual interest along Coleman Street. The façade design aligns with the design specifications outlined in Section 13 of the Development Permit By-Law and Section 2.3, Policy 10 of the Official Plan.

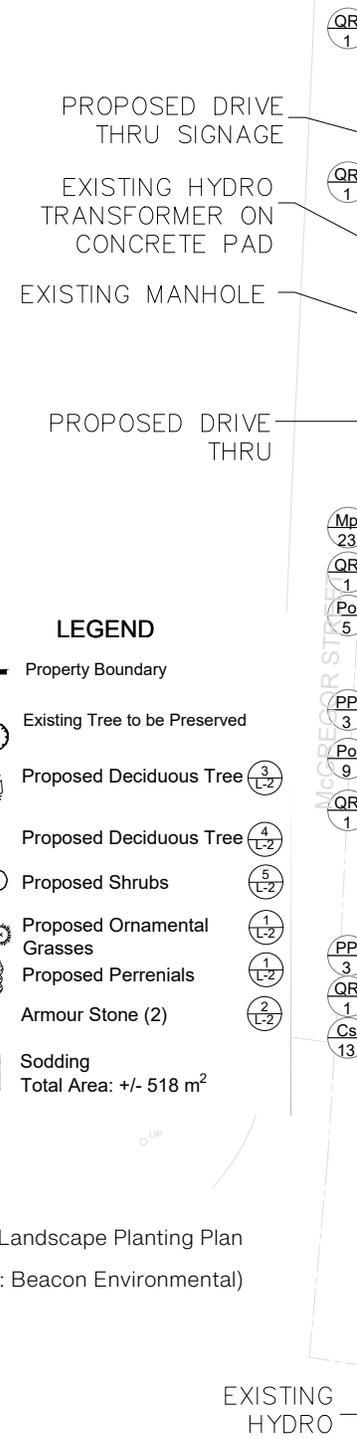
The material palette selected for the site aligns with the design specifications required by the Development Permit By-Law, combining masonry with aluminum and stucco accents and clear glazing for windows and doors. The colour palette utilized aims to complement both the darker brown colour palette of the apartment building on McGregor Street with the light tan and red brick colour palette of the commercial buildings currently on site. In doing so, the palette proposed uses a charcoal masonry on the lower half of the building, accentuated with a grey stucco finish in the parapet and teak aluminum panelling in the canopy and banding at the top of the building. The signage sits within a light grey stucco façade. The finishes proposed offer a distinct and modern appearance to the new built form, upholding design excellence while ensuring the design is compatible with existing uses. The design conforms with the Town's Official Plan objective to encourage high quality design of the built form, while still reflecting the character of the existing developments within the Highway District.

4.7 Landscape & Sustainability

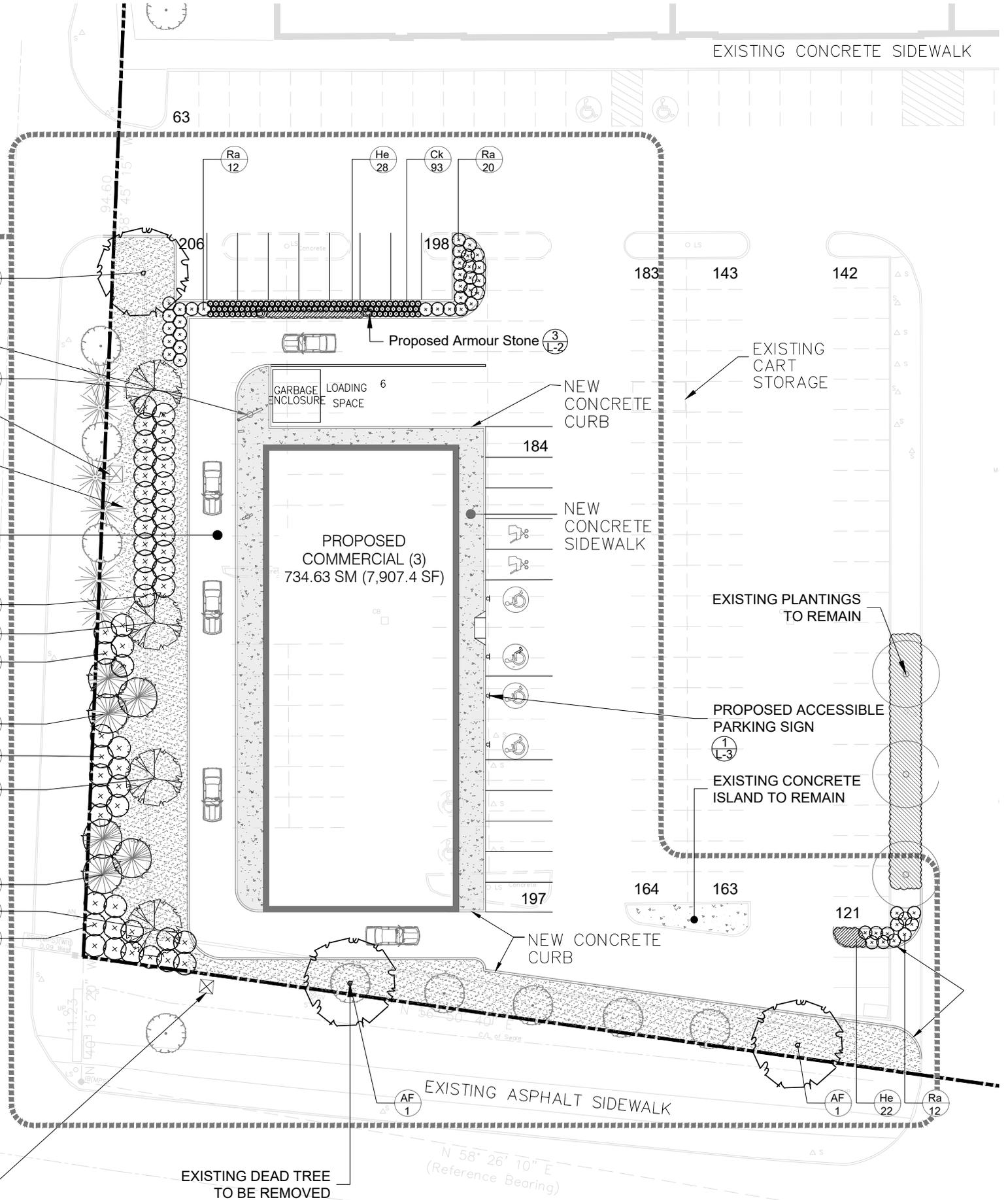
The landscape approach to the site leverages the existing green space along Coleman Street and McGregor Street to provide a buffer from the proposed commercial use. The landscape builds upon the existing streets trees and fills in the area with additional native shrubs, ornamental grasses, perennials and deciduous trees, as well as sodding to align with the Section 14 of the Development Permit By-Law in which a landscaped area shall be comprised of not less than 50% natural planting of grass, lawns, trees, shrubs and flowers in such a manner to establish and enhance the beautification of the landscaped area. The landscape plan aims to achieve this specification through the enhancement of the existing green space, which currently provides little value to the beautification of the overall site. The proposed approach provides a comprehensive plan that integrates native plant materials to soften the site, improve the overall sense of place on site and offers buffering to and from adjacent uses (e.g. to the residential apartments and from the adjacent traffic along Coleman Street).

As per the Official Plan Section 2.2, Objective 6 the recognition of the importance of street trees and the need to enhance public lands through additional plantation is a priority for the Town. This objective was considered and applied in the landscape design for the site. See the Landscape Planting Plan by Beacon Environmental for more information.

AREA OF WORK



Landscape Planting Plan
(Source: Beacon Environmental)



4.8 Access & Parking

Vehicular Access

The proposed development will be accessed via the three (3) existing driveways serving the Carleton Place Shopping Centre, including all-movements access driveways on McGregor Street and Coleman Street, as well as a right-in/right-out access on McNeely Avenue (County Road No 29). A counter-clockwise drive-through facility is proposed around the commercial building. One restaurant will be served by the drive-through. Twenty queuing positions are available within the drive-through.

As per the Town of Carleton Place Official Plan Section 3.3.2, the market areas on the subject site are accessible via arterials, namely McNeely Avenue, Coleman Street and McGregor Street. The all-movement access driveways on Coleman Street and McGregor Street, and right-in/right-out access on McNeely Avenue permit vehicular access at multiple points on arterial roads.

In accordance with Section 14.5 of the Development Permit By-Law, vehicular access points have been well defined by new concrete curbs. Vehicle queuing will also accommodate both leading up to and away from the order window in keeping with Section 3.11 of the Development Permit By-Law.

Pedestrian Access

Consideration for the pedestrian and cyclist experience has been given on the subject site with the orientation of the proposed development. The location of the retail units has been aligned with Coleman Street and McGregor Street, minimizing the distance between pedestrian pathways and the proposed development. In keeping with Section 14.5 of the Development Permit By-law, the proposed development has been oriented towards the street and parking has been placed to the side to optimize safety for pedestrian access. As such, consideration for pedestrians and cyclists have been integrated into the development of the site layout.

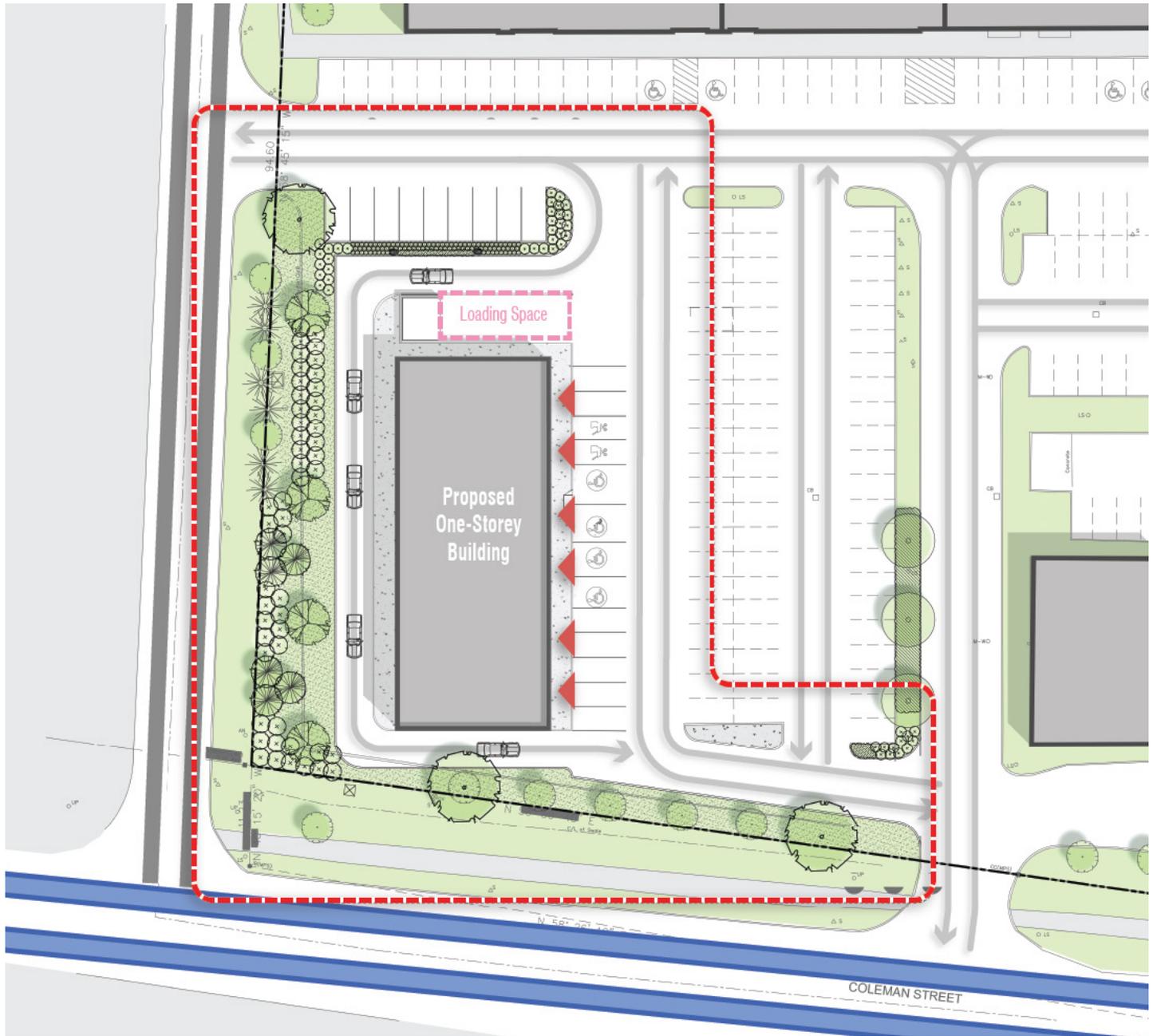
In alignment with Objective 6 of the Official Plan Section 2.3, the proposed development will provide links with pedestrian, cycling and road networks. The Trans Canada Trail is located along Coleman Street and the southern boundary of the subject site, further promoting ease of access onto the site for facility users. As indicated on Schedule B of the Official Plan, the Trans Canada Trail travels along Coleman Street and continues east along Cavanagh Road. Local trails also run along McNeely Avenue and towards a neighbourhood park located to the northwest of the site. These active transportation facilities connect the subject site to a larger pedestrian and cycling network, as well as local green amenities.

Parking & Servicing

The proposed development will be oriented towards McGregor Street to ensure that parking will not be located within the front yard of the development. The location of the proposed parking away from the intersection of McGregor Street and Coleman Street allows for safer pedestrian movement into and throughout the site. A loading space has been provided adjacent to the north side of the proposed development and will serve as the garbage pick-up for the commercial tenants.

In keeping with Section 14.5 of the Development Permit By-law, the provision of vehicular parking and servicing on the subject site minimizes the conflict between vehicular traffic and pedestrian activity. The proposed parking has also been oriented to create connections with the existing abutting commercial parking lots that are a part of Carleton Crossing Shopping Centre. The proposed parking configuration will create a consolidated parking lot that allows for seamless vehicular movement. As per Section 14.5, the garbage receptacle has also been located inside the parking area and does not block access during loading operations.

The proposed development provides 12 parking spots in the re-configured parking layout. Four barrier-free access parking spaces and two expectant mother spaces are provided to serve the proposed commercial development. Overall, despite providing 9 additional spaces beyond the 3 required by the required by the Development Permit By-law, the proposed parking supply would reduce the overall number of spaces in the Carleton Crossing Shopping Centre from 235 to 206 parking spaces. As per Section 3.29.3 of the Development Permit By-Law, 225 overall parking spots are required to support the proposal, however the Transportation Impact Study undertaken by IBI Group found that the 206 proposed parking spaces would result in 62% and 53% utilization rates at peak hours on weekdays and Saturdays, respectively. As a result, the report concludes that the 206 parking spaces proposed is an appropriate parking supply for Carleton Crossing despite not meeting by-law requirements. Please refer to the Transportation Impact Study for more information.



Proposed Site Circulation, Access & Servicing

-  Primary Retail Entrance
-  Existing (Collector) Road
-  Existing (Local) Road
-  Vehicle Access

5.0 CONCLUSION



West Exterior Facade Design Illustration (Source: Paul Marques Architect Inc.)

To conclude, this Urban Design Brief aims to highlight how the proposed development upholds the specifications and policies of the Development Permit By-Law and Official Plan of the Town of Carleton in its built form, architectural elements, landscape treatment, access, parking and servicing design. The development represents design that is context-sensitive and aims to leverage under-utilized parking to uphold the Highway District objectives and provide the community with additional commercial services. Through the proposed contributions it will make to the property and broader community, both in its high-quality design and complementary land uses, the proposal represents optimal use of the site for the Town of Carleton.

 ARCADIS

IBI GROUP



**SUBMITTED TO
PAUL MARQUES ARCHITECT INC.
NOVEMBER 2022**

