



## Urban Design Brief

**For:**

**Job: P2208**

### **Proposed Residential Development**

Lanark & Carleton Streets, Carleton Place, ON

Inverness Homes  
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The following report is formatted as responses to each applicable item found within the Terms of Reference for an Urban Design Brief as provided by the Town of Carleton Place.

***Section 1 'Submission':** Provide a thorough description of the proposed development. This description is to include the overarching goals of the proposal:*

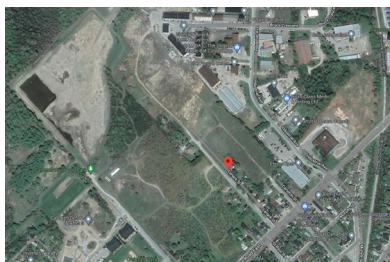
Response: The proposal is for the parcel boundary that is currently accessed by Lanark & Carleton Streets, both dead end streets, to the Northwest of Townline Road East in the Town of Carleton Place. The overall developable lands include both the partial development within an existing neighborhood of moderate to low density older existing single-family homes as well as a parcel of vacant undeveloped land further to the northwest of these two streets which currently dead end.

The housing types consist of the following: semi-Detached (26), 3-Unit Townhomes (42), 4-Unit Townhomes (20) and Stacked Towns (168). The objective is to create a wide variety of offerings that will accommodate a large range of families as well as single person households.

Creating a vibrant, safe and 'livable' environment for a diverse range of inhabitants within this higher density new neighborhood is the main objective.

***Section 1 'Physical Context':** Provide a description of the site's topography and existing vegetation.*

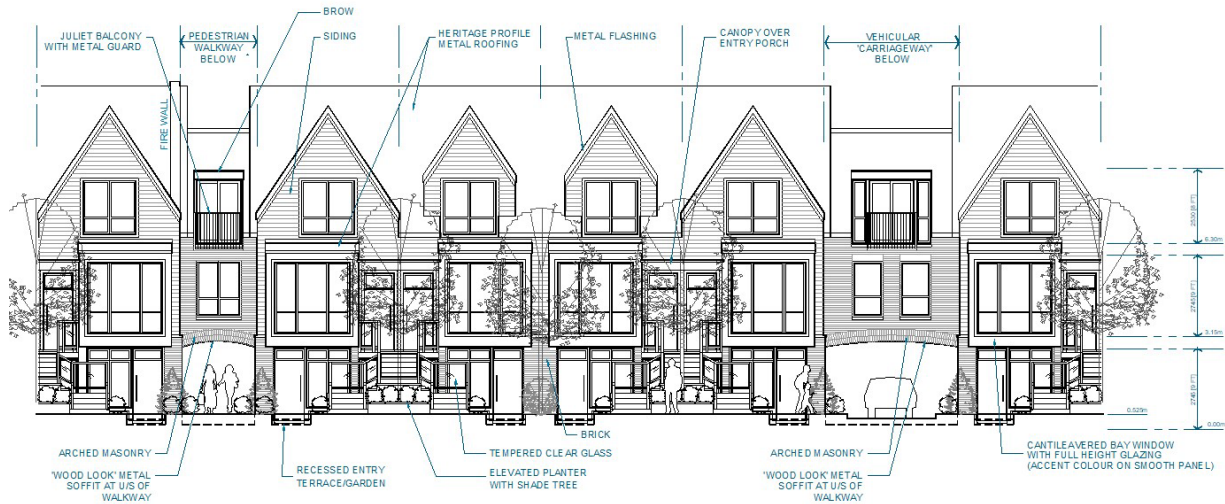
Response: The existing topography is largely flat with a gentle downward slope to the northwest. The amount of vegetation and mature trees on site is very limited. Please refer to the 'Google Maps' image below:



*Figure 1: 'Google Maps' View of Site*

**Section 1 'Physical Context' (cont'd):** Provide a description of the architectural style, design, massing, size and exterior materials of the existing buildings and structures on-site (if any). Attention is also to be given to any other relevant existing physical considerations (i.e. walls, fences, etc.).

Response: The architectural style can be described as 'warm modern', specifically a clean contemporary aesthetic but one which employs pitched roofs, front porches and traditionally proportioned windows. The roof pitches are steeper than what is typical (at 10:12) and evoke an older traditional language. The upper floor of the three-floor structure consists of a mansard roof with a variety of large and smaller dormers. By cloaking the third floor 'behind the roof', the overall perceived height of the building drops considerably.



**Figure 2: Building 'Street' Façade with Materials**



**Figure 3: Rendered Street Façade (showing Covered Pedestrian Walkway)**

The materials are typical of any residential neighborhood and therefore very familiar. They consist of: small scale masonry, siding, smooth face panels. Colours will be predominantly a varied palette of soft natural tones (i.e. we plan to avoid employing one dominant colour scheme which 'repeats' excessively).

The massing is that of an Urban Townhouse. This housing type is very common in denser neighborhoods through Montreal and Toronto where the combination exterior stairs and dense landscape create a visually rich and animated street. The aim is to foster social engagement between neighbors which in turn fosters safety and a sense of community.

The stacked townhomes which make up the predominant housing form have no garages or parking along the building face and only parallel spots along the street.

**Section 1 'Physical Context' (cont'd):** Provide a contextual analysis that discusses abutting properties, key designations, and linkages within a 100-meter radius (a larger radius may be requested for larger/more complex projects).

Response: The abutting lands to the east as well as north are industrial and are currently home to a number of smaller light commercial and industrial uses. The objective is to provide as effective a screen as possible through building placement/orientation as well as perimeter landscaping. The lands to the southwest are also industrial in nature although less so than those to the northeast. Located currently within this area is a stand of several mature trees and walking paths. Our objective is to create linkages from the new housing into this established wooded area.

**Section 2: 'Massing & Scale':** Building Massing from all four sides set within its current context (showing the entire height and width of the building).

Response: As discussed above, the height of the building has been kept to three storeys with a single one-bedroom unit on the ground floor and a two storey 2-Bedroom (elsewhere 3 & 4 Bedroom) units on the second and third floor. The mansard roof starts near the base of the third floor with its ridge approximately a half storey above the third-floor ceiling. The remainder of the 'front to back' roof is a very shallow slope at 2:12. These two features keep the overall height to a minimum.

An important feature of this development is the linking of each 8-Unit Block at the second and third floor with by means of a 2.6m wide pedestrian 'Carriage Way'. These appear throughout the proposed development with the exception of two locations where the link is widened to 4.6m to provide a one-way vehicular link to the rear parking lots. This results in a significant gain in livable space within the building mass thus allowing for 3 and 4 bedroom units for 25% of all the Townhomes. The Carriageway itself will provide shelter from the elements, quick & safe access from the rear parking lot as well as covered bicycle parking - brightly lit for security. In addition, this element eliminates the narrow alleys (dead space) between housing Blocks which is seldom utilized or landscaped.



**Figure 4:**  
**Example of Traditional Carriageway**



**Figure 5:**  
**Street Façade in Vicinity of Vehicular Carriageway**

**Section 2: 'Massing & Scale':** Alternative Building Massing – additional imagery and site layouts considered. Justification should be provided for the ultimate proposal sought.

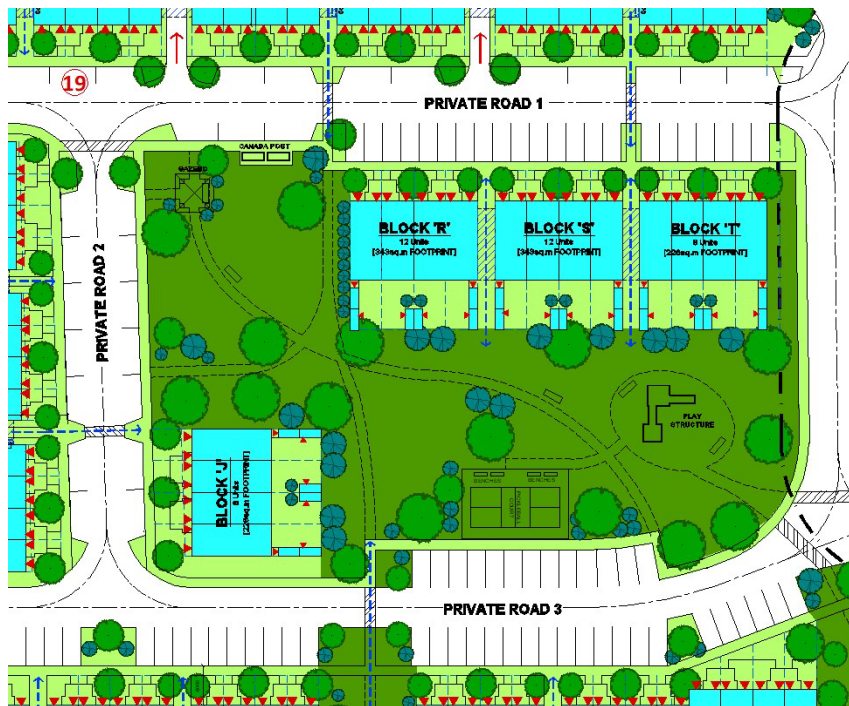
An earlier site plan was explored which placed all required parking in front of the Stack Townhouses (at 90 degrees to the street). It was abandoned due to concerns of excessive vehicular traffic, pedestrian safety, headlights into living spaces and general aesthetics. The revised plan has opted to place the majority of cars behind the rear yards of the Townhomes (screened by small single storey outdoor storage sheds) that are in turn accessed via covered pedestrian Carriageways as discussed above. We have tried to avoid 90-degree parking to the extent possible in front of the townhouses with the majority of the parking being the safer and less dense parallel form. It should also be noted that a great deal of vehicles are immediately routed into the rear parking area (at south side of Block 'H') before ever reaching the interior ring road and village common.



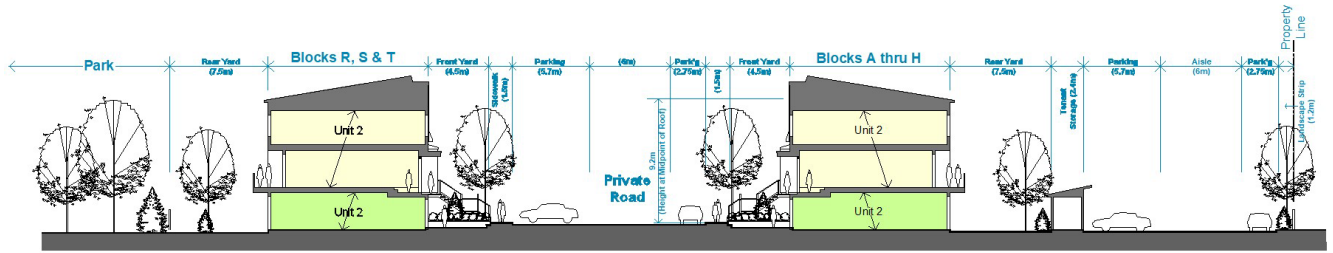
**Figure 6: Pedestrian Level Streetscape**

**Section 2: ‘Public Realm’:** Streetscape – Provide cross sections that illustrate the street design and right of way. These cross sections should display features such as street furniture, trees, streetlights, etc. as well as landscaping elements. State how the interface between the public and private realm contributes to the creation of attractive and functional streetscapes.

Nearly every housing block fronts onto a shared park or ‘village common’. Access ‘inward’ is provided at various locations around its perimeter. It is in turn linked ‘outward’ directly to adjacent crosswalks, covered pedestrian Carriageways as well as to existing walking paths within the wooded area to the southwest. Amenities within the park include a Gazebo, benches, a Child’s Play Structure and Pickleball Court. We are proposing that the Canada Post ‘Superbox’ also be located near the access to the park.



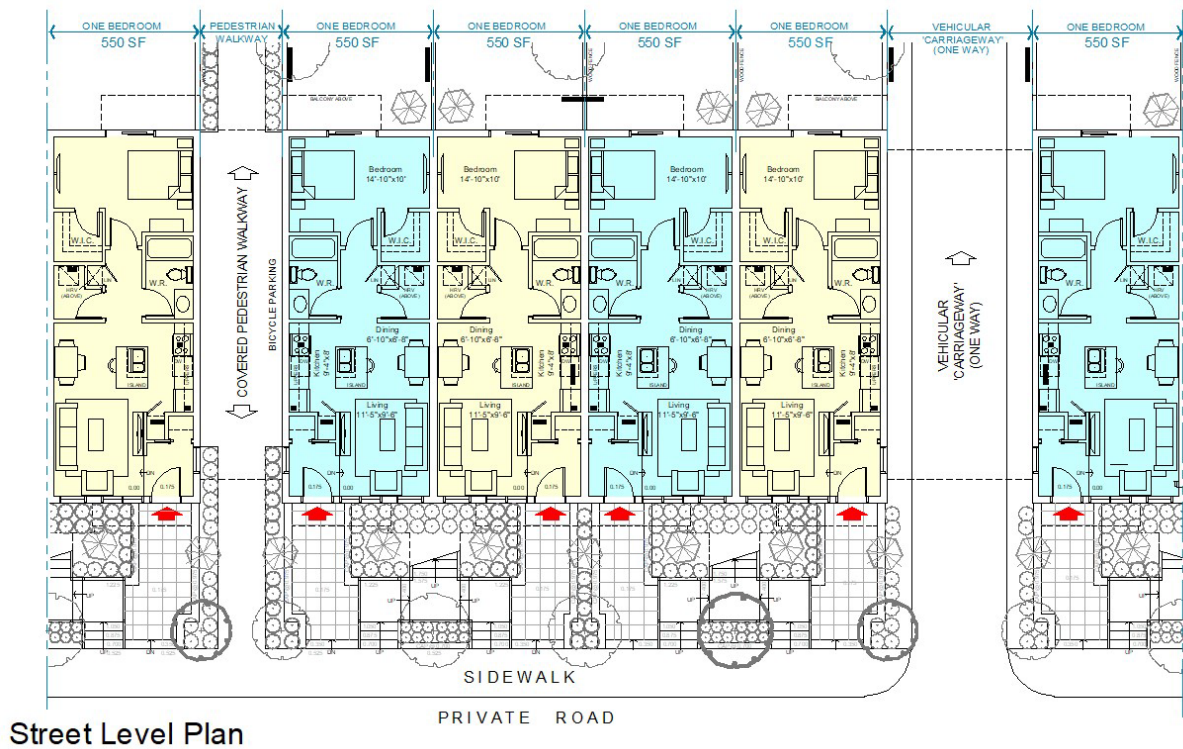
**Figure 7: Partial Site Plan showing Communal Greenspace and Pedestrian Linkages**



**Figure 8: Site Section Along 'Private Road No. 1'**

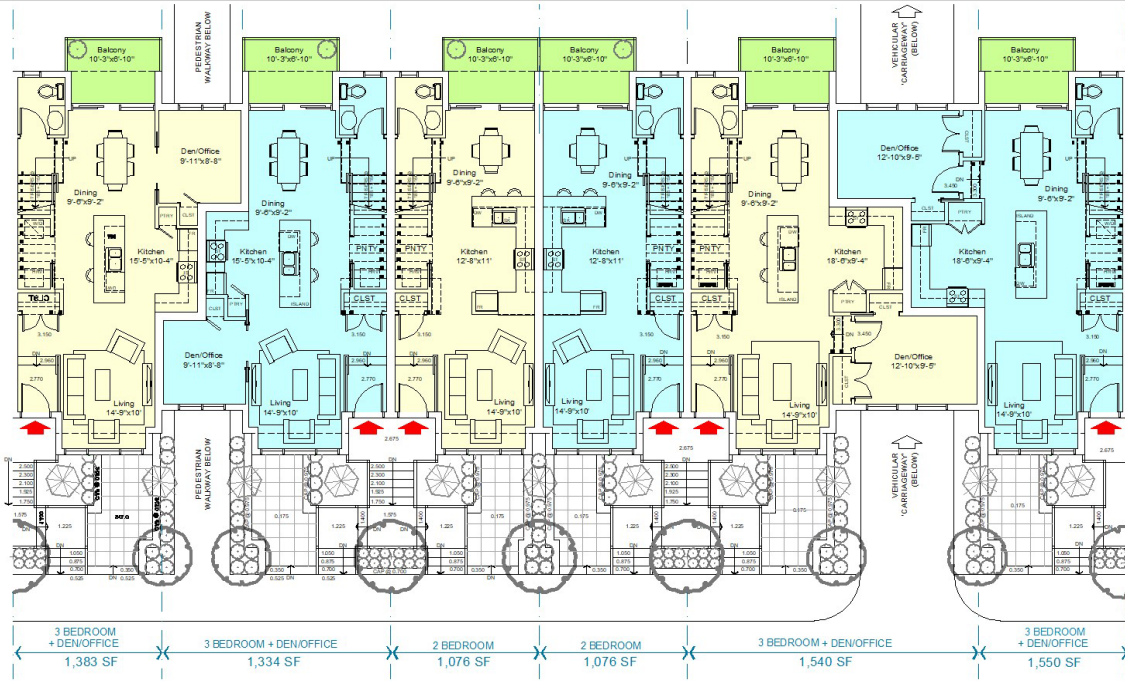
**Section 2: 'Building Design':** Provide labelled graphics (e.g. building elevations and floor plans) and a written explanation that documents the proposed exterior architectural details and designs.

Response: The floor plans below indicate adjacent landscaped exterior spaces and access points including exterior and interior stairs. The ground level units are all 1-Bedroom and can be modified to become Barrier Free as required by providing the main access off the sloping sidewalk of the pedestrian of the Covered Pedestrian walkway. The second and third level plans are combined as part of a series of two storey 'townhouse' type units. They are predominantly 2-Bedroom units however, as discussed earlier, those units which border either a covered pedestrian or vehicular 'Carriageway' are larger 3, & 4-Bedroom units. These same enlarged units all provide for a Den/Office area on the entry level that allows residents the opportunity for home-based work.



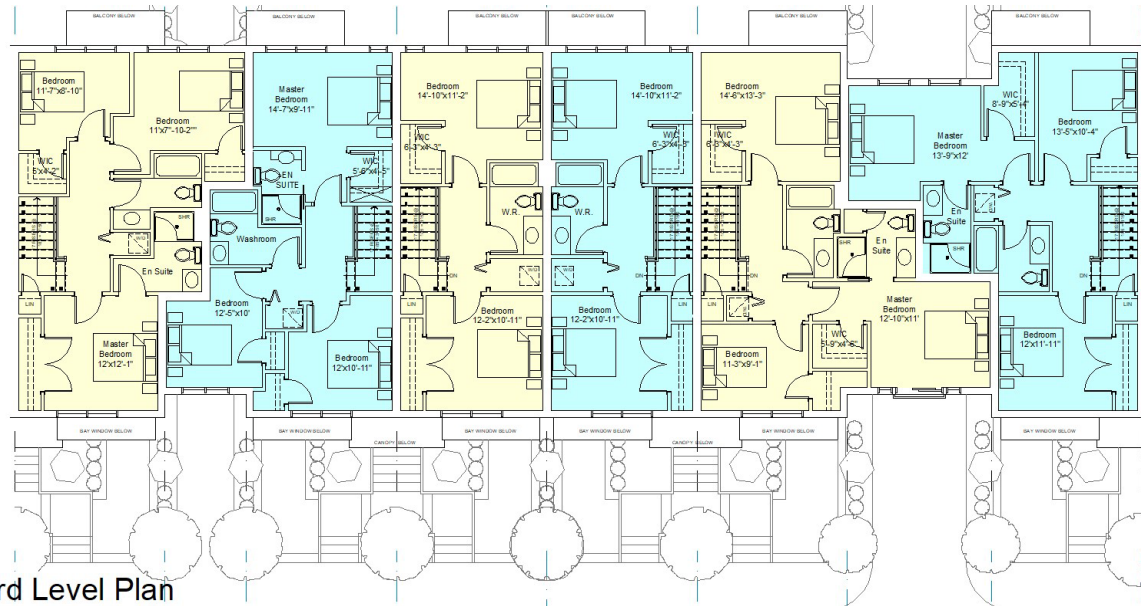
**Street Level Plan**

**Figure 9: Floor Plan of Ground Floor 1-Bedroom Units**



Second Level Plan

*Figure 10: Second Floor (Entry Level) Plan of Two Storey Units*



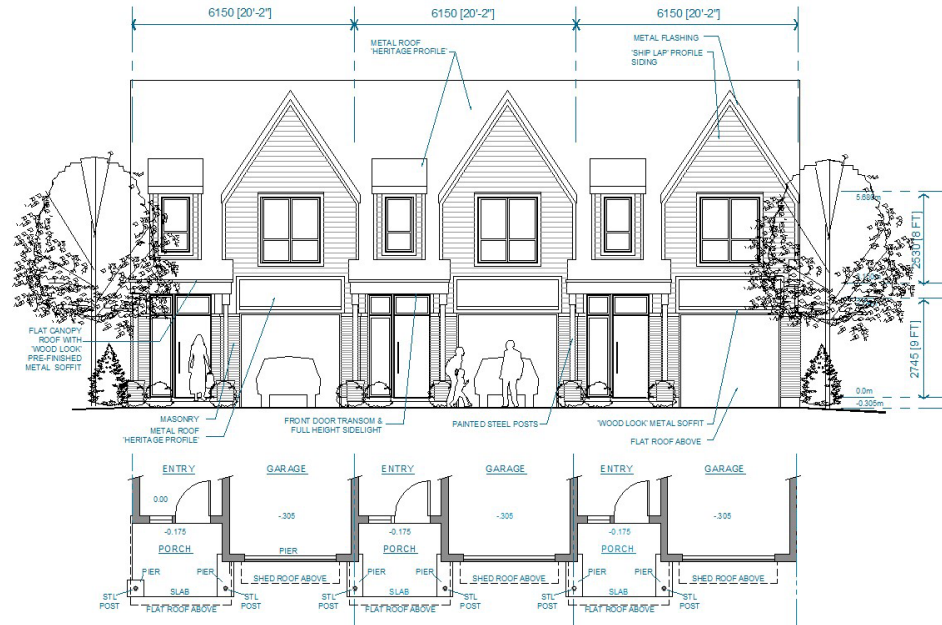
Third Level Plan

*Figure 11: Third Floor (Upper Level) Plan of Two Storey Units*

## Duplexes, 3-Plex and 4-Plex Units:

**Section 1 'Physical Context' (cont'd):** Provide a description of the architectural style, design, massing, size and exterior materials of the existing buildings and structures on-site (if any). Attention is also to be given to any other relevant existing physical considerations (i.e. walls, fences, etc.).

Response: Using the same vocabulary as the stacked townhouses, the Duplexes, 3-Plex & 4-Plex units are designed in a clean and contemporary style employing the similar pitched roofs, front porches and warm palette of colours. The roof pitches are steeper than what is typical (at 10:12) and evoke an older traditional language. The second floor of the two-storey structure also consists of a mansard roof with a variety of large and smaller 'shed' dormers. Like the stacked townhouses, by cloaking the second floor 'behind the roof', the overall perceived height of the building drops considerably.



**Figure 12: Building 'Street' Façade with Materials (3-Plex)**



**Figure 13: Rendered Street Façade (3-Plex)**



*Figure 14: Rendered Street Façades (Duplex & 4-Plex)*

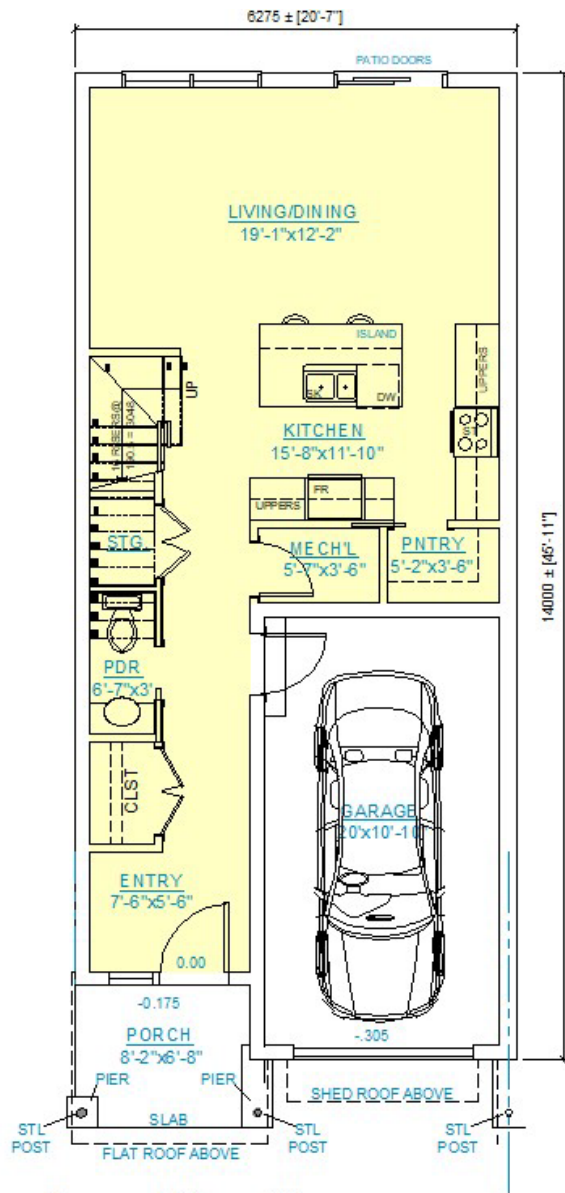


*Figure 15: Perspective View of 3-Plex*

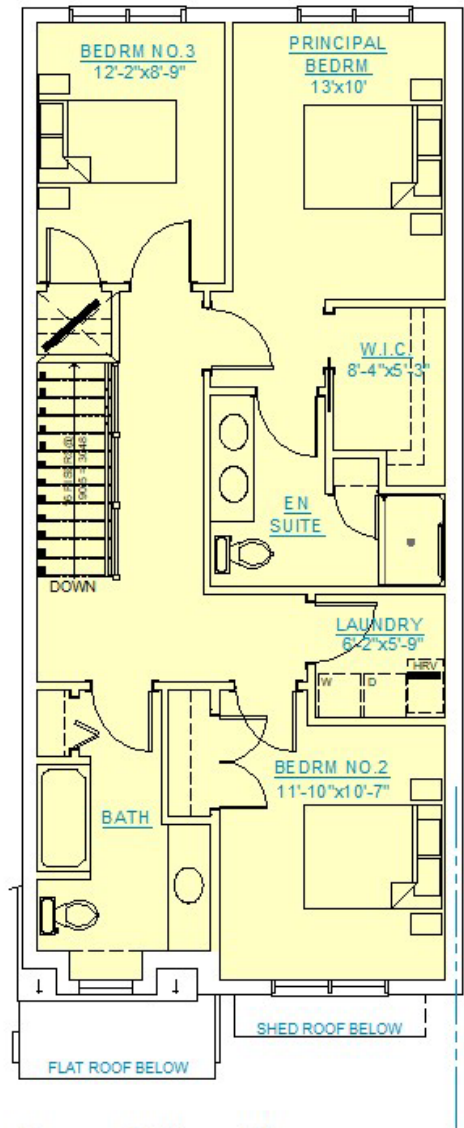


*Figure 16: Perspective View of 3-Plex (with Alternate Colour Scheme)*





Ground Floor Plan



Second Floor Plan

Figure 17: Floor Plans of Typical Unit

Respectfully submitted,

Peter Mansfield, Architect