



URBAN DESIGN BRIEF

ELITE DEVELOPMENTS INC.

NORTHEAST CORNER OF REGIONAL ROAD 20 (WEST STREET)
AND SOUTH GRIMSBY ROAD 6, SMITHVILLE
TOWNSHIP OF WEST LINCOLN

SEPTEMBER 2024
WESTON FILE #10498



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1.0 INTRODUCTION

This Urban Design Brief (UDB) has been prepared by Weston Consulting on behalf of Elite Developments Inc. This UDB aims to provide the design rationale of a proposed residential development consisting of mid-rise apartments and condominium townhouses. The site for the proposed development is located on the northeast corner of Regional Road 20 (West Street) and South Grimsby Road in Smithville, in the Township of West Lincoln. The location of the site is illustrated in Figure 1.

The UDB has been prepared in support of applications for a Draft Plan of Subdivision and Zoning By-law Amendment to facilitate the proposed development. The UDB provides a contextual analysis of the site and surrounding area. Also, the UDB discusses how the proposed development supports relevant urban design policies contained in the Town of West Lincoln Official Plan (OP), the Northwest Quadrant Secondary Plan, and the Smithville Urban Design Manual (UDM).

It should be noted that the figures contained in this UDB are for illustration purposes only and are not to be considered final. Several other supporting studies, including the Planning Justification Report (PJR), also prepared by Weston Consulting, should be read in conjunction with this UDB.

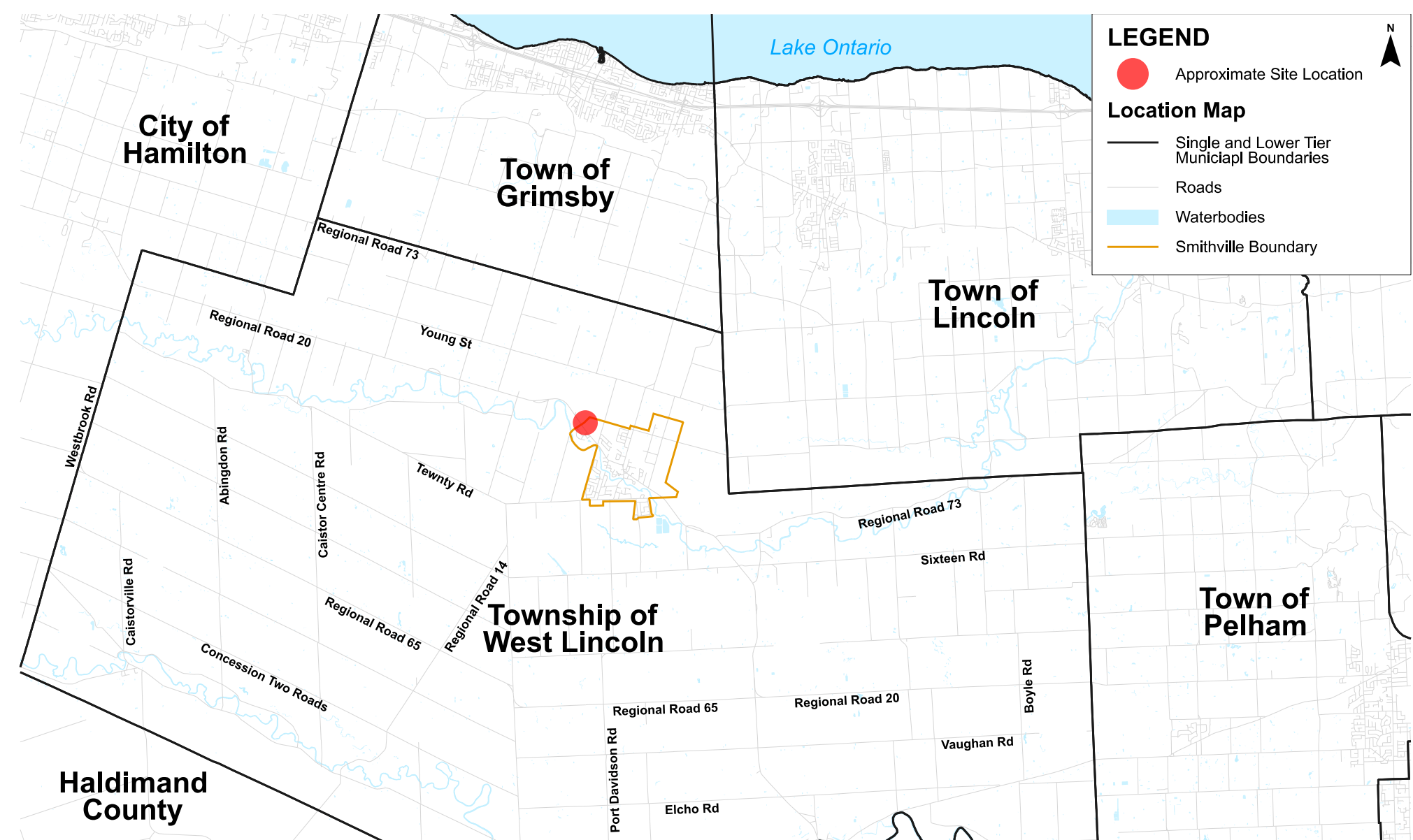


Figure 1: Location Map

2.0 SITE AND SURROUNDING CONTEXT ANALYSIS

- 2.1 Site Description
- 2.2 Context Analysis

2.1 SITE DESCRIPTION

The site is located at the northeastern corner of Smithville. Smithville is located in the north part of the Town of West Lincoln between Hamilton and Niagara Falls. The newly constructed roundabout at the intersection of Regional Road 20, (also known as West Street), and South Grimsby Road 6 provides the main access to the site. Regional road 20 is located south of the site, offering approximately 241 metres of frontage. The north of the site is bounded by the Canadian Pacific (CP) railway corridor.

Overall, the site has gentle slopes from north to south and east to west with a metres of grading difference. A watercourse flows through the site in a north-easterly to south-westerly direction. There are treed areas close to the watercourse. The site also includes Karst features as identified in the accompanying Environmental Impact Assessment (EIS) Report. As identified in the EIS Report, these significant natural features will be protected with adequate setbacks and buffers.

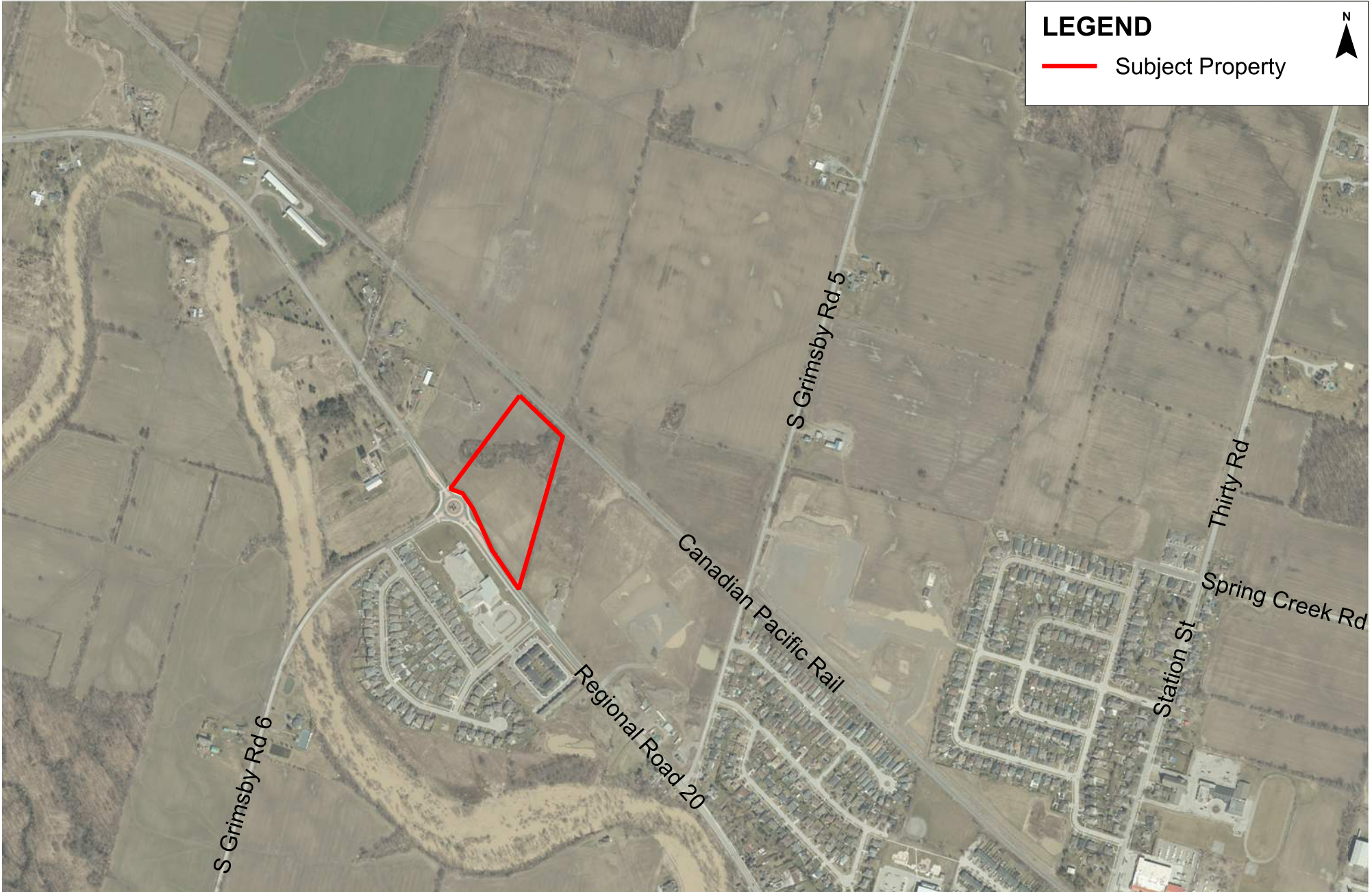


Figure 2: Aerial Photo

2.2 SITE & SURROUNDING AREA PHOTOS

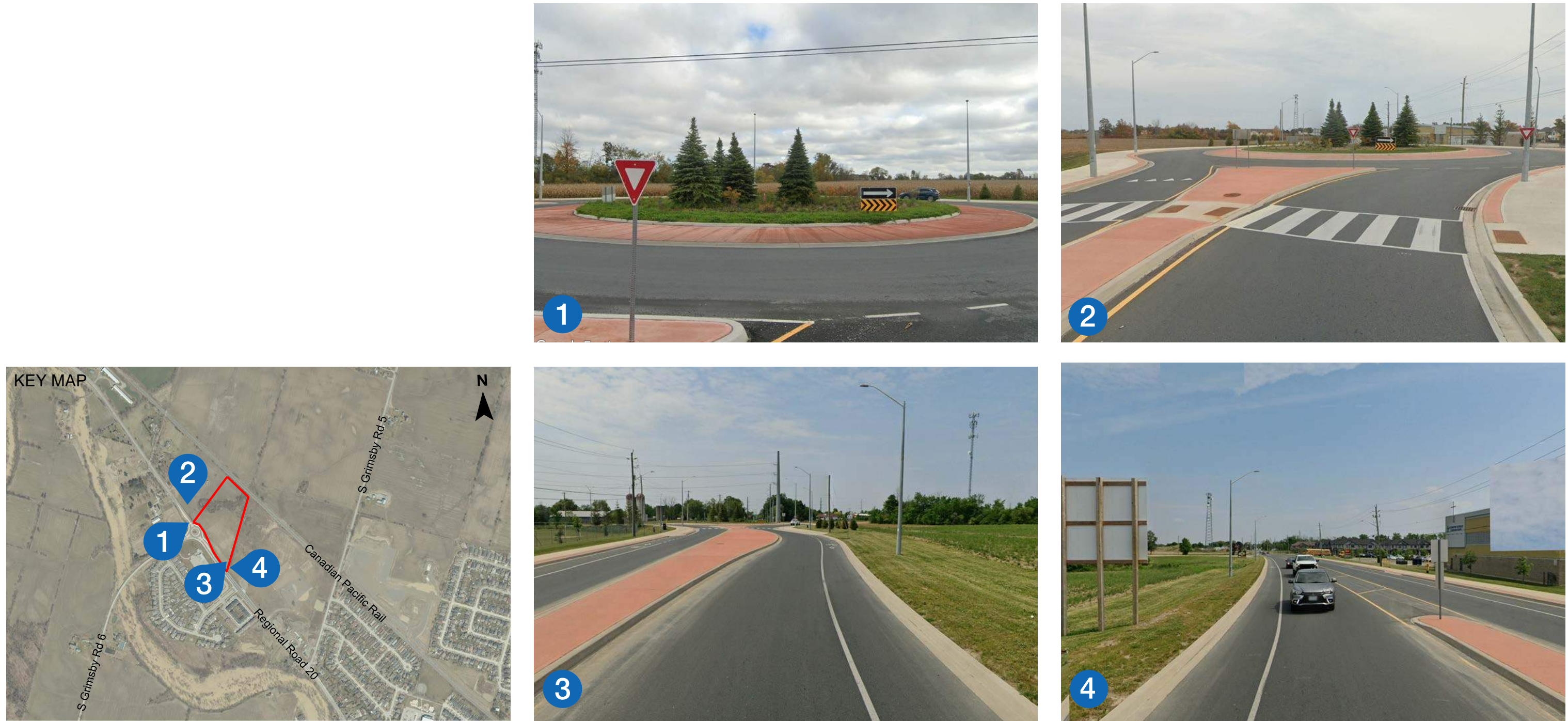


Figure 3: Existing Site Photos and Surrounding Street Views

2.3 CONTEXT ANALYSIS

Surrounding Land Use

The site is located at the northeastern boundary of Smithville. Smithville is identified as an Urban Settlement Area within the Township of West Lincoln Official Plan (OP). The Township of West Lincoln Urban Boundary runs through the site, leaving the western portion of it outside the Urban Boundary. Currently, the Township and the Regional Municipality of Niagara are working towards expanding the Urban Boundary to the west. The Canadian Pacific (CP) railway at the north of the site traverses northwesterly through the Township and Smithville. Lands north of the railway are currently used for agricultural purposes.

Regional Road 20 lies south of the site and is a major east-west connector in this region. The recently constructed roundabout at Regional Road 20 and South Grimsby Road 6 intersection regulates traffic flow and signifies an entryway to Smithville. This intersection is identified to be a Community Gateway Node as per the Township of West Lincoln, Smithville Urban Design Manual (UDM).

To the south of Regional Road 20 is an elementary school (St. Martin Catholic Elementary School) and a residential subdivision consisting of single-detached residential buildings and townhouses. Further south are natural green areas associated with the Twenty Mile Creek and agricultural lands.

Agricultural lands exist on the east and west sides of the site. A proposal is in place to develop the lands to the east by Marz Homes. The proposal includes single residential lots, condominium townhouses, blocks for future development, parks, and local public roads. Institutional use of a Greek School is located southeast of the site and south of the proposed Marz Homes Subdivision.

Additional residential subdivisions are further east, moving towards the centre of Smithville. Single residential buildings and townhouses occupy these communities.



TOWNHOUSES on SEVERINO CIRCLE



TOWNHOUSES on DENNIS DRIVE



Single Residential Dwellings on GATEWAY AVE



Single Residential Dwellings on DENNIS DRIVE

Figure 4: Neighbourhood Built Form Character

Marz Homes Subdivision

The Marz Homes Subdivision is located adjacent to the subject property to the east. The subdivision proposes single detached homes, condominium townhouses, standard townhouses, back-to-back townhouses, a commercial block, parkland, and a trail dedication. The proposed development, provides continuity between the parklands and the proposed trail connection which aligns with the Secondary Plan. Street B is also continued on the proposed development to improve vehicle circulation. Please see Figure 5 or the Draft Plan of Subdivision.

General Built Form Character

The general built-form character can be described as low-rise traditional with a small-town appeal. The residential dwellings on the south side of Regional Road 20 have characteristic roof designs with deeply pitched roofs on the second floor to lessen the height of the building and give the appearance of a bungalow-styled dwelling. The dwellings also include front porches and balconies that distinguish main entrances and contribute to the streetscape. The massing includes built-form projections and recesses. Dormer windows, gable-ends, and varying roof heights articulate the roofscape. Most dwellings include a stone base with siding and brick as exterior cladding materials. Garage doors are complementary to the character of the dwellings. Architectural details that include horizontal trims, window sills and window surrounds, and ornamental roof trusses add to the aesthetic appeal of the dwellings. The buildings are located at consistent setbacks from the street line, with subtle variations contributing to a continuous, human-scaled residential streetscape (Figure 4).

The existing townhouses on Severino Circle, south of Regional Road 20, are two stories and share a similar small-town appearance. The townhouses are massed with small rectangular building blocks. Projected porches identify the main entrances to units. Wall undulations are used for façade articulation and express individual townhouse units. Driveways and garages are paired to create larger,

continuous front landscaped yards. The use of stone, brick, and siding is apparent in the facades. Window surrounds, and corner embellishments add finer articulation. Again, the roofscape is treated with variations in height, front-ended gables, and decorative brackets. Corner units are treated with wrap-around porches and similar façade enhancements as the front (Figure 4).

Transportation

Regarding transportation, Regional Road 20 is the main thoroughfare through Smithville, connecting several parts of the Township and providing regional connections to the City of Hamilton to the west and the City of Niagara Falls to the east. South Grimsby Road 6 and South Grimsby Road 5 are local north-south connectors near the site. South Grimsby Road 6 is planned to extend north through the site and cross over the railway. The proposal also contemplates an east-west local street extending from the neighbouring Marz Homes Subdivision.

Transit

Currently, there are no transit services available in Smithville. Niagara Region Transit offers On-Demand transit and specialized transit to West Lincoln. On-Demand transit is a ride-sharing service that lets riders request trips in real-time through a mobile app or over the phone by selecting a pickup point and destination. Specialized transit services for residents of West Lincoln who have a disability that prevents them from using conventional transit services are also offered.

However, the OP encourages developments within Urban Settlement Areas and along Regional Roads to be transit-ready for the future.

Active Transportation

Regarding active transportation, the Smithville Trails and Corridor Master Plan identifies primary and secondary on-road corridors on Regional Road 20 and South Grimsby Road 6, respectively.

Primary and Secondary Off-road trails are planned on Twenty Mile Creek’s north and south sides. The Northwest Quadrant Secondary Plan, Community Structure Map, also illustrates a trail connection along the railway corridor. Currently, Regional Road 20 includes a dedicated bike lane through Smithville. The Smithville Natural Path is a walking trail in central Smithville and can be accessed off Wade Street. This trail is approximately 1.2 kilo metres southeast of the site.

Amenities and Services

Most of the community services are located towards the centre of Smithville, east of the subject site. A group of facilities are located together, including the West Lincoln Community Centre, Public Library, Early ON Child and Family Centre, and Smithville Skate Park. Schools and places of worship are located within the neighbourhoods. The nearest commercial services are currently available east of the site on Regional Road 20. A strip mall is located on Industrial Road. Twenty Mile Creek and its valley lands are significant natural green spaces.

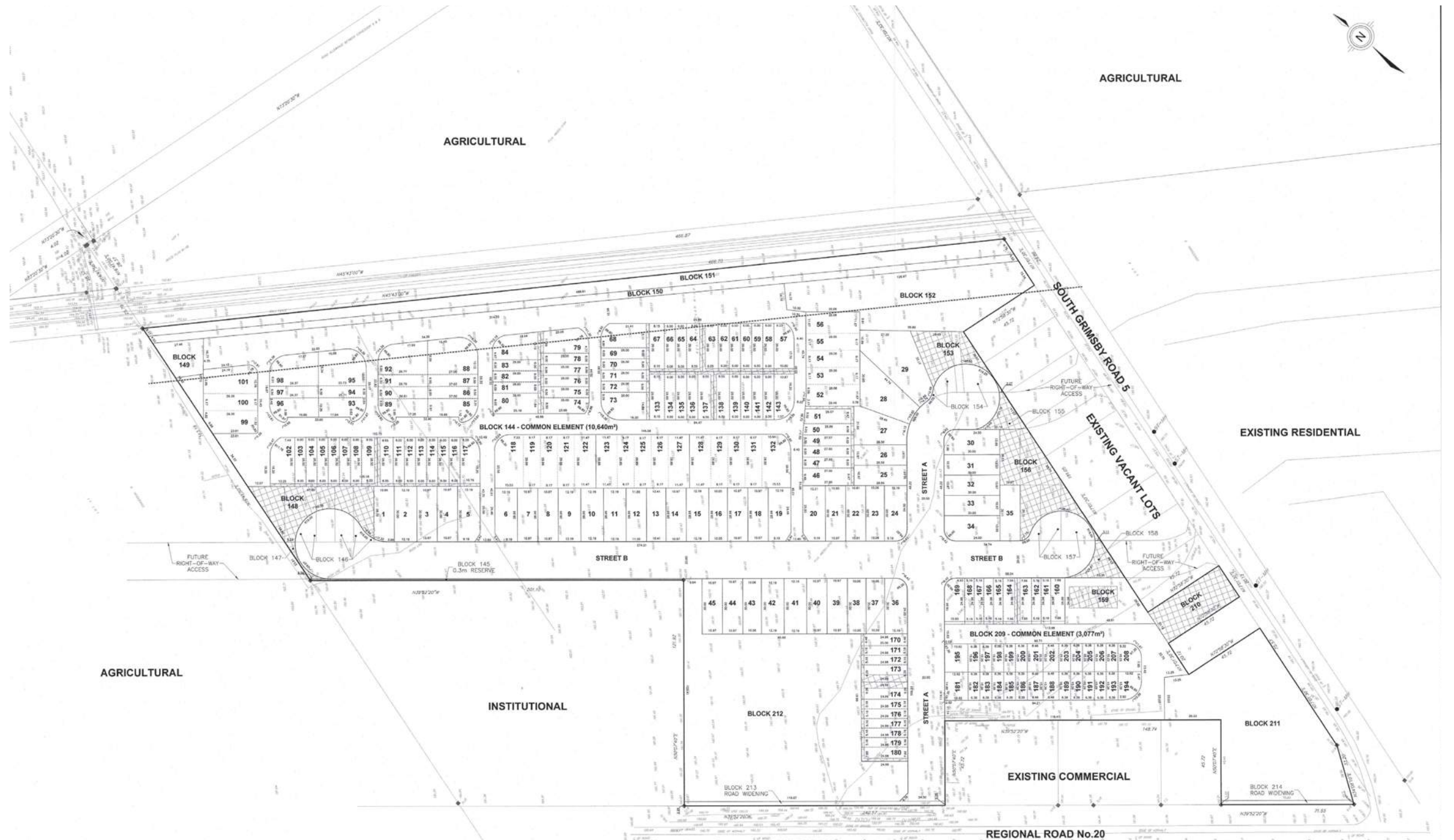
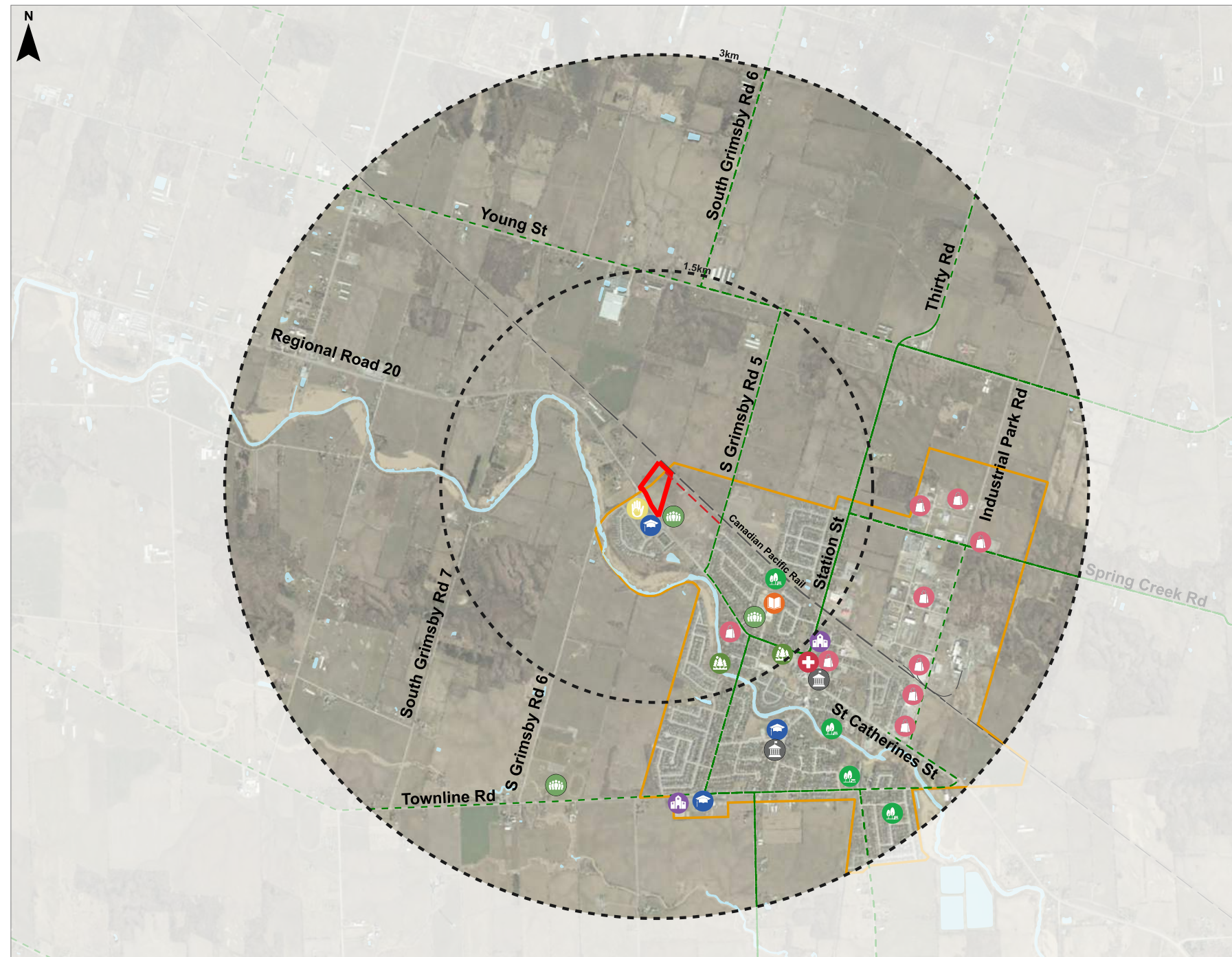


Figure 5: Marz Homes Draft Plan of Subdivision, Prepared by IBI Group (2020).



LEGEND

- Subject Site
- - - - 1.5km/3km Buffer
- Waterbodies
- Smithville Boundary
- - - - Railway

Active Transportation Network

- - - - Scenic Bike Routes
- - - - Planned Rail Trail Extension

Amenities

- 🎓 School
- 🌳 Park
- 🕌 Places of Worship
- 🛍️ Commercial/Retail
- 👶 Day Care Facility
- 🌳 Open Space
- 🏥 Medical/Pharmacy
- 🏛️ Government Services

Figure 6: Context Map with Surrounding Features

3.0 PROJECT DESCRIPTION

- 3.1 Site Design
- 3.2 Pedestrian Movement and Circulation Plan
- 3.3 Built Form
- 3.4 Landscaping

3.1 SITE DESIGN

The site design is guided by several key considerations:

Protection of Natural Heritage: The design prioritizes the preservation of existing natural heritage features. Environmental Protection Areas (EPAs) will be established with appropriate buffers and development setbacks to safeguard these sensitive areas.

Enhancement of the Gateway Node: The development aims to accentuate the Gateway Node with thoughtfully placed buildings and an appropriate built form. The two proposed apartment buildings will feature taller heights and a prominent street presence to mark the entrance to Smithville from the east. Their alignment will be parallel to Regional Road 20, enhancing the main street frontage.

Transitioning to Adjacent Areas: Condo townhouse blocks and private roads will provide a gradual transition to the neighboring low-rise and agricultural areas. This approach ensures compatibility with the existing and planned surrounding land uses.

Integration with Planned Street Network: The development will incorporate the planned street network, including the proposed public road (Street B), which will extend from a roundabout, heading north and then east-west through the site to connect with the neighboring Marz Homes Subdivision. This integration facilitates seamless connectivity and accessibility.

Compatibility with neighbouring area: The design aligns with the adjacent Marz Homes Subdivision, respecting the planned street layout and community design. A future block is designated for potential integration with Block 148 of the Marz Homes subdivision, ensuring cohesive development between the two areas.

Development Phasing:

- Phase 1: Development of the park and road infrastructure.
- Phase 2: Construction of the South Residential Block.
- Phase 3: Development of the North Residential Block.
- Phase 4: Future development of additional blocks.



Figure 7: Concept and Phasing Plan

3.2 PEDESTRIAN MOVEMENT AND CIRCULATION PLAN

The circulation system is designed to maximize the separation between vehicles and pedestrians. Walkways along private condominium roads will connect townhouses, apartment buildings, visitor parking areas, and landscaped spaces. These pedestrian pathways will link seamlessly to public street sidewalks, providing easy access to other parts of the neighborhood, including the nearby Marz Homes Subdivision. Pedestrian crossings will be incorporated wherever pathways intersect driveways. Additionally, pathways are planned to connect to the proposed park at the northern end along the rail corridor. The Northwest Quadrant Secondary Plan Community Structure (Figure 13) outlines a trail running parallel to the railway, offering an east-west connection.

Walkways will also connect the apartment buildings directly to Regional Road 20, ensuring convenient access from the street sidewalk.

Vehicular access will be routed from the proposed Street B to reduce traffic impacts on Regional Road 20. Private roads are designed to be six meters wide, facilitating the smooth movement of service and emergency vehicles.

Cyclists will continue to use the existing bike route on Regional Road 20, with new connections to this route provided through the proposed public road (Street B). Bike parking infrastructure will be installed to support and encourage cycling and other active modes of transportation.



Figure 8: Pedestrian Movement and Circulation Plan

3.3 BUILT FORM

The development features two types of buildings: apartments and townhouses, each designed to complement the overall aesthetic and functionality of the area.

Townhouses

Height & Massing : The townhouses are proposed as three-storey structures, designed to echo the scale and character of traditional townhouses. Each unit will be expressed vertically, with cohesive architectural elements, materials, and roof designs that unify the overall appearance.

Design Details : Wall projections and recesses will add visual interest and massing articulation. Balconies will be integrated into the façade design, enhancing the aesthetic and functional detail of the units.

Driveways & Garages: These will be paired to create larger, landscaped front yards, enhancing the street appeal and providing green space.

Entrances & Windows: Main entrances will feature distinct, projected porches for easy identification. Large front windows will promote natural surveillance, contributing to a safer and more engaged street environment. Facades visible from public and semi-public areas will be highly articulated to ensure visual interest and cohesion.

Apartment Buildings

Height & Massing: The apartment buildings will rise to six storeys to fit the Gateway Node location, with a stepped design reducing to five storeys at each end to minimize bulk. A single-storey link between the two buildings will further diversify the height and massing along Regional Road 20.

Street Presence: The buildings will be scaled and positioned to establish a strong presence on the street. Architectural elements and material choices will scale down the overall mass.

Ground Floor: The ground floor will feature a higher ceiling to accommodate entry lobbies and communal areas. Extensive glazing on this level will foster transparency and create visual connections between the interior and exterior.

Entrances & Facades: The main entrance will be highlighted with a distinct design element, such as an extended canopy. The facades will be articulated both horizontally and vertically to achieve a human-scaled development. Balconies will be incorporated into the façade design for added detail.



Figure 9: Precedents of Townhouses and Apartment Buildings

3.4 LANDSCAPE DESIGN

The streetscaping along Regional Road 20 will be enhanced by extending the existing sidewalk and adding new street trees, improving the overall public realm. A new public road (Street B) will be designed in compliance with municipal landscape design requirements, with careful coordination of street tree placement and utility locations. The proposed landscape plan, as illustrated in Figure 9, includes a potential public art feature to mark the entrance to the development and enhance the gateway location of the development.

Private roads will be lined with trees and include sidewalks for pedestrians. Plant material and tree selection will be tailored to the scale of the streets, offering a range of textures and colors. Landscaping will also be used to mitigate the visual impact of parked vehicles and ramps.

Foundation planting will soften the edges of the apartment buildings and enhance greenery along Regional Road 20. To ensure privacy for rear yards, where necessary, group plantings of deciduous and coniferous trees will be used. The drop-off area will feature decorative pavers, and perimeter landscaping along the southeastern boundary will provide a buffer from neighboring institutional uses.

A park and trail block is proposed for the northern part of the site, adjacent to a planned park in the neighboring development. Additionally, a potential park or amenity area is proposed at the bend of Street B, near the Environmental Protection Area (EPA).

The Pedestrian Movement Plan (Figure 7) outlines a circulation network connecting all buildings, amenities, and parks. Sidewalks will link to the street sidewalks on Regional Road 20. To promote active transportation, bike racks will be installed in the southern residential block, and shaded benches will be provided for pedestrian comfort.



Figure 10: Proposed Landscape Concept. Courtesy of MSLA



FOUNDATION PLANTING



PRIVATE AMENITY BESIDE APARTMENT



APARTMENT ENTRANCE AREA LANDSCAPING



PLAY AREA WITHIN PARK

Figure 11: Landscaping Precedents.

4.0 POLICY CONTEXT

- 4.1 Official Plan of the Township of West Lincoln, consolidated July 2021
- 4.2 Northwest Quadrant Secondary Plan, Smithville
- 4.3 City-Wide Urban Design Guidelines

4.1 OFFICIAL PLAN OF THE TOWNSHIP OF WEST LINCOLN, CONSOLIDATED JULY 2021

The purpose of the OP is to provide detailed development and land use policies for the Township of West Lincoln and to direct and guide development where it will best contribute to the Township’s long-term social, economic, and environmental stability.

Section 6 of the OP includes policies for the Urban Settlement Area of Smithville. The relevant policy discussions are provided as follows:

Policy 6.6.1 (a, b and c) Design Policies for Residential Neighbourhoods in Smithville

The proposed development supports the design policies for Residential Neighbourhoods in Smithville by providing

- attractive public and private spaces and public streetscapes;
- visual diversity and interest through façade design and roofline composition; and
- a well-defined public realm.

Policy 6.6.2 (a i, and ii) Design Policies and Criteria

The proposed Draft Plan of Subdivision creates blocks with frontages on the planned public roads and on West Street. The blocks created are sufficient to accommodate apartment buildings and condo townhouses based on urban design best practices.

Policy 6.6.3 (a, b, c, d, e, and g) Development Standards

The design plan effectively integrates the new development with the adjacent Marz Homes Subdivision to the east. Key design features include:

Adequate rear yard setbacks for the condo townhouses are planned, alongside minimum landscaped buffers to ensure a smooth transition between the two developments. The proposed park situated to the north and the integration of public roads further support this compatibility.

The height and scale of the condo townhouses are designed to align with the narrower single-family homes in the Marz Homes Subdivision, maintaining a harmonious visual relationship.

Strategic siting of the condo townhouses and building setbacks proposed in the Zoning By-law Amendment (ZBA), will provide sufficient privacy for residents. A comprehensive landscaping strategy is also in place to enhance buffers and privacy between the two developments.

The condo townhouse entrances will be prominently visible from the private roads, due to articulated porches. The apartment complex will feature a clear, single-storey main entrance that connects the two buildings and serves as a central drop-off area. Access points from Regional Road 20 and internal private sidewalks are designed to be direct and accessible. To minimize traffic disruption, all access points are routed through proposed Street B.

The placement of the apartment buildings along Regional Road 20 and the condo townhouses along the private roads fosters a cohesive street relationship and consistent street enclosure.

Overall, these design elements work together to ensure a seamless integration with the existing Marz Homes Subdivision while prioritizing privacy, accessibility, and visual harmony.

Policy 6.6.4 (Compatibility Criteria for Infill Development/ Redevelopment

The proposed design aligns with several compatibility criteria. It aims to seamlessly extend the adjacent Marz Homes Subdivision by incorporating planned public roads and facilitating future block consolidation. The new condo townhouses are designed to be consistent with the narrow single-detached buildings in the Marz Homes Subdivision, matching in building height, lot coverage, setbacks, and materiality.

Policy 6.6.6 (a, b, d, e, and f) Development Criteria for Townhouses

The townhouse design will emphasize common characteristics that visually unify the block, including roof design, materials, architectural details, and window placement. The roof massing will feature varied heights to enhance visual interest. Garages are paired to maximize green space for front yard landscaping and contribute positively to the streetscape. Garages will be positioned so they do not extend beyond the building’s front porch or main wall. Enhanced façade treatments and architectural details will be applied to the side and rear elevations of the buildings visible from public streets and areas. Corner units will be designed to address both street frontages. Refer to Figure 8 for examples of townhouse built form precedents.



Figure 13: Schematic Illustration of apartment buildings

4.2 NORTHWEST QUADRANT SECONDARY PLAN

The site is located within the Northwest Quadrant Area that is intended to be developed as a complete community with residential uses, integrated parks, and an open space system. It is expected to function as a prominent gateway into the urban area of Smithville.

Vision

The proposed development supports the vision of the Northwest Quadrant Secondary Plan by reflecting the small-town character of Smithville through its proposed built form, height, and scale of development, and provides a high-quality, safe, sustainable, interconnected, and pedestrian-friendly community.

Goals

The proposed design supports several goals by:

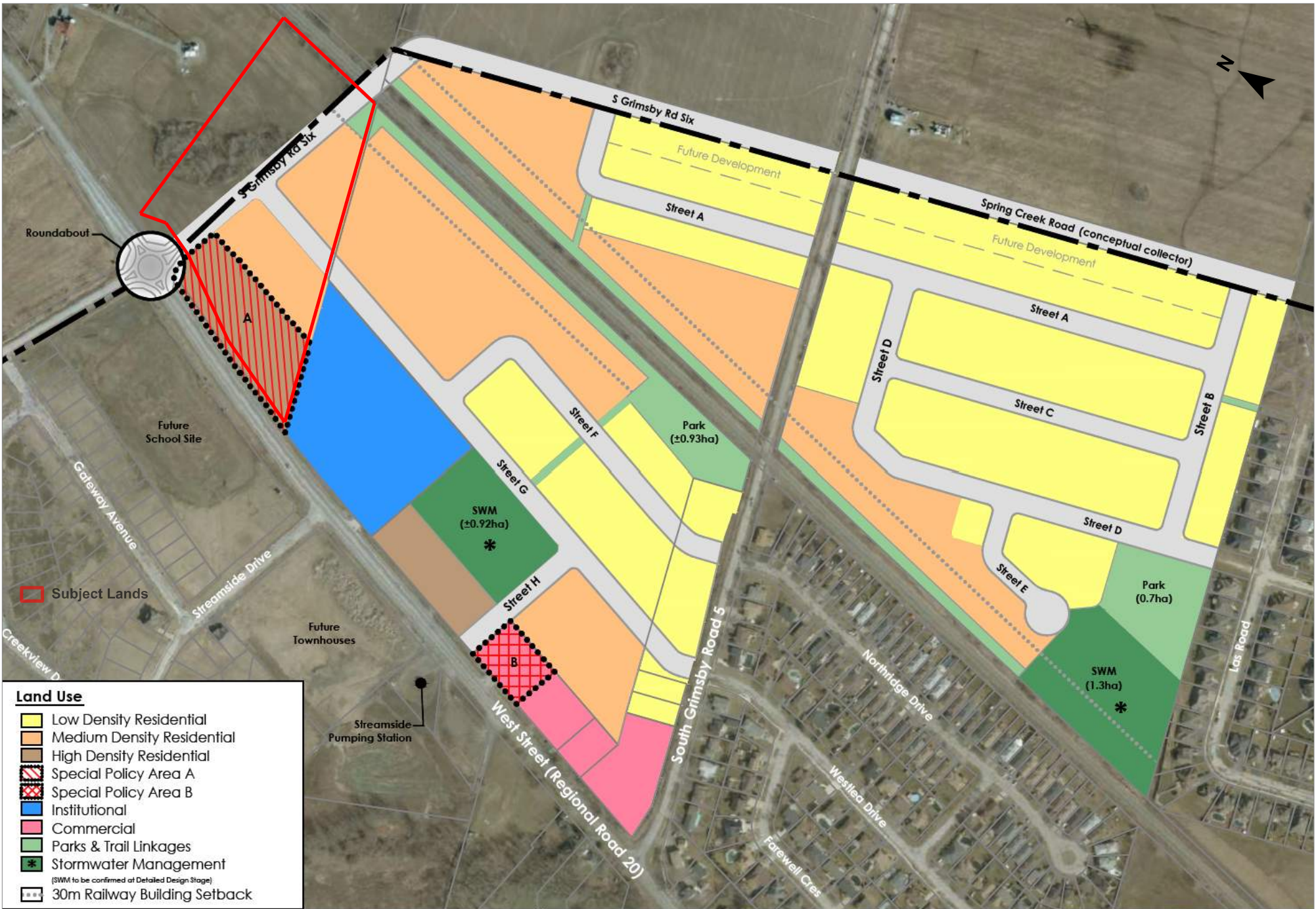
- Providing a mix of housing typologies
- Promotes best practices in environmental design
- Promotes active modes of transportation with a high level of connectivity for pedestrians and cyclists, and
- Provides a logical development of the community through strategic phasing

6.11.5.1 (c) Community Design

The Secondary Plan is based on neighbourhood urban design principles, aimed at establishing a complete community.

The design principles are founded on six key themes namely:

- *Safety;*
- *Integration and phasing;*
- *Housing mix and density*
- *Balance;*
- *Open space network; and,*
- *Identity and urban design.*



6.11.5.1 (d) Secondary Plan Design Principles

The proposed design is based on and consistent with several design principles as follows:

- Provides a mix of unit types;
- Provides a development that considers the safety of residents and mitigates railway impacts by maintaining railway setback requirements;
- Creates an overall walkable neighbourhood through the integration of public roads and proposed private sidewalks;
- Considers multi-modal transportation opportunities;
- Provides an integrated open space system with environmental areas and parks;
- Provides recreational areas that cater to all age groups;
- Promotes sustainable design;
- Provides a compatible built form and scale of development with the planned neighbouring development to the east (Marz Homes Subdivision); and
- Supports the creation of a Gateway Node through enhanced built form and landscaping near the Regional Road 20 intersection.

6.11.5.1 (e) Urban Design Policies

The proposed development adheres to several urban design policies as mentioned below:

- Establishes streetscapes that enhance the community’s character and sense of place;
- Establishes identity through the proposed building typologies, architectural design, materiality, lighting, and landscaping. The building facades facing public streets will be designed to address community identity.
- High-quality architectural design, appropriate built form, and landscaping will enhance the Gateway Node.
- Continuous and well-defined street walls will be created by strategically placing buildings along public streets and private roads.

- A hierarchy of building heights is established by placing taller buildings towards Regional Road 20 and transitioning to lower building heights at the rear towards lower intensity areas. Materiality and architectural articulation will contribute to human-scaled buildings. Corner buildings will be designed to address both street frontages.

The proposed apartments are considered Priority Lot dwellings as they are located in the Gateway Node. The architectural design, massing, and materiality of the apartment buildings will emphasize the Gateway node and contribute to place-making.

Low-impact stormwater techniques are applied and integrated with the landscape design.

6.11.5.1 (f) Transportation Network

The proposed development integrates the planned public roads. All roads will be designed as per municipal standards.

Land Use

6.11.5.2) Medium Density Residential

The proposed condo townhouses are a permitted built form within the *Medium Density Residential* designation. The townhouses are proposed at a three-story height that is also permissible within this designation.

6.11.5.2 (d) High Density Residential

The development supports policies for *High-Density Residential* designated lands by including two mid-rise apartment buildings near Regional Road 20. The proposed six-storey buildings are appropriate to enhance the Gateway Node. The building height steps down to five stories on the east and west sides for massing articulation and reducing the buildings’ scale and associated impacts

on the street. A single-storey link connects the two buildings and adds to the variety in building height and massing. The driveway entrances are proposed off the north extension of South Grimsby Road 6 and the new east-west connector road to reduce curb cuts and impact on traffic on Regional Road 20.

6.11.5.2 (h) Parks

The proposed development includes parkland in the northern portion of the subject property and considers trail connections from the adjacent subdivision to provide continuity of the proposed trail. Walkways also connect pedestrians from the existing sidewalk to the parkland on site and to the proposed trail connections on the northern end of the property. The park and trail are located adjacent to natural features on the site to further integrate existing natural characteristics of the site.

6.11.5.2 (j) Special Policy Area’s

In recognition of the current ongoing work to increase the Urban Boundary to the west to accommodate the future growth of Smithville, the part of the site along Regional Road 20 designated Special Policy Area A may permit a mixed-use built form to allow the lands to develop as a cohesive Gateway Node.

6.11.5.3 Sustainability

The proposed development supports the sustainable policies of the Northwest Quadrant Secondary Plan with compact development and efficient built form, the protection and enhancement of natural features, LID measures for stormwater management and landscaping and the planting of new trees and vegetation.

6.11.5.4 Development Phasing

The phasing of the proposed development supports the policies for a logical extension of the community and efficient infrastructure planning. Please see Figure 7.

4.3 TOWNSHIP OF WEST LINCOLN, SMITHVILLE URBAN DESIGN MANUAL, 2016

The Township of West Lincoln Urban Design Manual (UDM) has been prepared to guide physical design and public and private development in Smithville with the objective of creating an attractive, high-quality, safe, sustainable, interconnected, pedestrian-friendly and transit-ready community.

The community design framework of Smithville is organized by Precincts, Gateway Nodes, and Corridors. The subject site is located within the northwestern Community Gateway Node as illustrated in Figure 14. Accordingly, the development proposes two mid-rise buildings at the Gateway. Associated landscaping will compliment the buildings and enhance the Gateway Node by providing a sense of arrival. The proposed Landscape Plan identifies a public art location to signify the gateway.

Section 6.1.3 Guidelines for townhouses and low-rise multi-unit buildings.

Built Form and Street Relationship

Front facades of the townhouses are parallel to the private roads with habitable portions close to the front yards. All publicly visible facades will be highly articulated. The layout will be based on Crime Prevention through Environmental Design (CPTED) principles to provide natural surveillance and eye's on the street. Corner units will be designed to address both street frontages. The townhouse blocks are configured into four to eight unit configurations to keep blocks lengths small. The townhouse blocks are separated adequately with a minimum side-to-side separation of three metres.

Compatibility with Adjacent Built Form

The proposed condo townhouses are compatible with the neighbouring planned townhouses of the Marz Homes Subdivision in terms of height, frontage and scale of development. Appropriate landscape buffers and building setbacks will be maintained from the existing institutional use to the east of the site (Greek School).

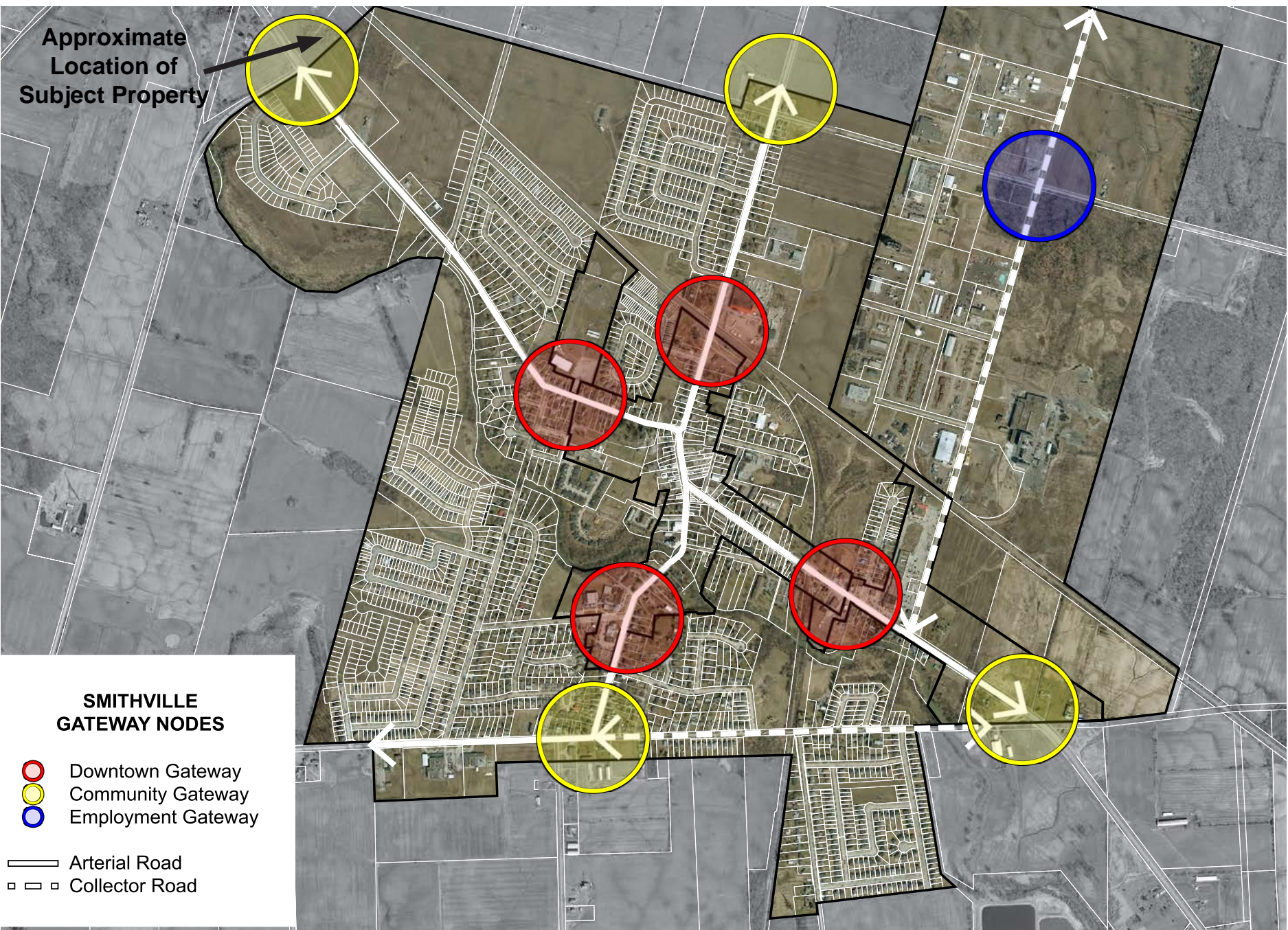


Figure 15: Community Design Framework with Property Boundary Overlay

Main Entrances

The townhouse main entrances will be oriented towards the internal private condo roads due to drainage constraints. The use of covered porches will distinguish the entrances and provide weather protection. The number of risers leading to the main entrance will be based on the UDM guidelines (a maximum of five risers) where feasible, as this is subject to final site grading conditions.

Garages and Driveways

Garages will be designed as secondary elements to the townhouse facade design and will not dominate the streetscape. This will be achieved by recessing the garages from the front walls. Garages and driveways are paired to create contiguous, larger landscaped front yards. Maximum driveway widths of six metres will be maintained.

Lighting, Sustainability and Universal Design

Lighting will be placed at unit entrances and at garage openings as per the UDM guidelines. The building design will meet Ontario Building Code (OBC) and provincial targets for building energy, and water efficiency. All applicable design regulations for universal accessibility will be met. Details of these will be provided in more advanced stages of the design.

Section 6.1.5 Guidelines for Mid-Rise Apartment Developments

Built Form and Street Relationship

The proposed apartment buildings are oriented parallel to Regional Road 20. The entire length of both apartment buildings are visible from the public road. Hence massing step backs, ample fenestration, materiality and facade articulation will be featured. Large windows will promote visual connections between the interior of the ground floor common areas and the exterior. Both apartments will be designed with high-quality architecture and articulation to signify the Community Gateway Node. The preliminary design illustrates an extended canopy over the main entrance and drop-off area to distinguish the main entry and provide weather protection.

Compatibility with Adjacent Built Form

The massing of the buildings step down to five storeys to reduce the bulk of the buildings and reduce impacts on the street. Adequate separation is provided between the apartment buildings and the condo townhouses at the rear.

Main Entrances

The main entrance and drop-off area is located internal to the site due to grading and drainage conditions. The architectural design of the entrance will be attractive and well articulated with the overall design of buildings. The entrance area will be connected to internal sidewalks.

Vehicle Access, Pedestrian Drop-off Areas, Parking and Service Areas

The circulation system is designed to reduce conflict between vehicles and pedestrians as much as possible. Visitor parking areas are served with walkways for convenient access to building entrances. Parking, loading and service areas are located at the rear of the buildings away from public streets. Parking areas will include landscaped islands to reduce the visual presence of parked vehicles.

Lighting, Sustainability and Universal Design

Lighting will be placed at pedestrian areas, building entrances, driveways and service and parking areas without causing the spill of lighting onto adjacent properties. The building design will meet Ontario Building Code (OBC) and provincial targets for building energy, and water efficiency. All applicable design regulations for universal accessibility will be met. Details of these will be provided in more advanced stages of the design.

6.6.1 Guidelines for Landscaping on Residential Properties

The landscaping will be compatible with the public streetscape design. Where feasible, the retention of mature and healthy trees and vegetation on-site will be considered. Tree removal will be compensated to the satisfaction of the Township.

7.2 Guidelines for Private Development within Gateway Nodes

The Gateway Node is accentuated with an increased building height of six storeys instead of the generally permitted height of five. The five-storey step-backs on both ends and the single-storey link between the two buildings create massing diversity contributing to the Gateway Node. Additionally, high-quality articulation and cladding materials will signify the buildings. The enhanced landscaping treatment will complement the building design and contribute to the Community Gateway Node location.

8.4 Local Streets

The local streets will be designed as per municipal standards and contribute to street tree planting for canopy cover and provide shaded walkways for pedestrians. Street trees will be planted between the curb and sidewalk to buffer pedestrians from vehicles. The landscaping and streetscape design will be as per applicable design standards.

8.5 Roundabouts

Access to the site is provided through connection to the existing roundabout. As shown in the Landscape Plan (Figure 10), trees line the access road into the proposed development and sidewalks provide pedestrian connections from the existing sidewalk through the site. The Landscape Plan further indicates the potential location of a public art piece to signify the gateway from the roundabout. Further details regarding the public art piece will be provided at the Site Plan stage.

5.0 CONCLUSION

In conclusion, the proposed project represents a thoughtful development that aligns seamlessly with the neighboring planned context. By incorporating a well-integrated street network and designating taller buildings at the Gateway Node, the development creates a dynamic and welcoming entry point. Meanwhile, the inclusion of low-rise townhouses at the rear facilitates a smooth transition to surrounding areas. Environmental stewardship is prioritized through the protection of key natural features via an environmental protection area and appropriate setbacks. Additionally, the proposed northern park will enhance connectivity with the neighboring park, promoting a cohesive community space.

Overall, the project makes a valuable contribution by offering diverse housing options, fostering active transportation, and preserving ecological integrity, thus supporting a vibrant and sustainable community.

