

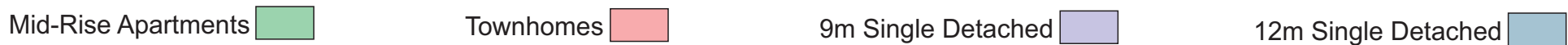
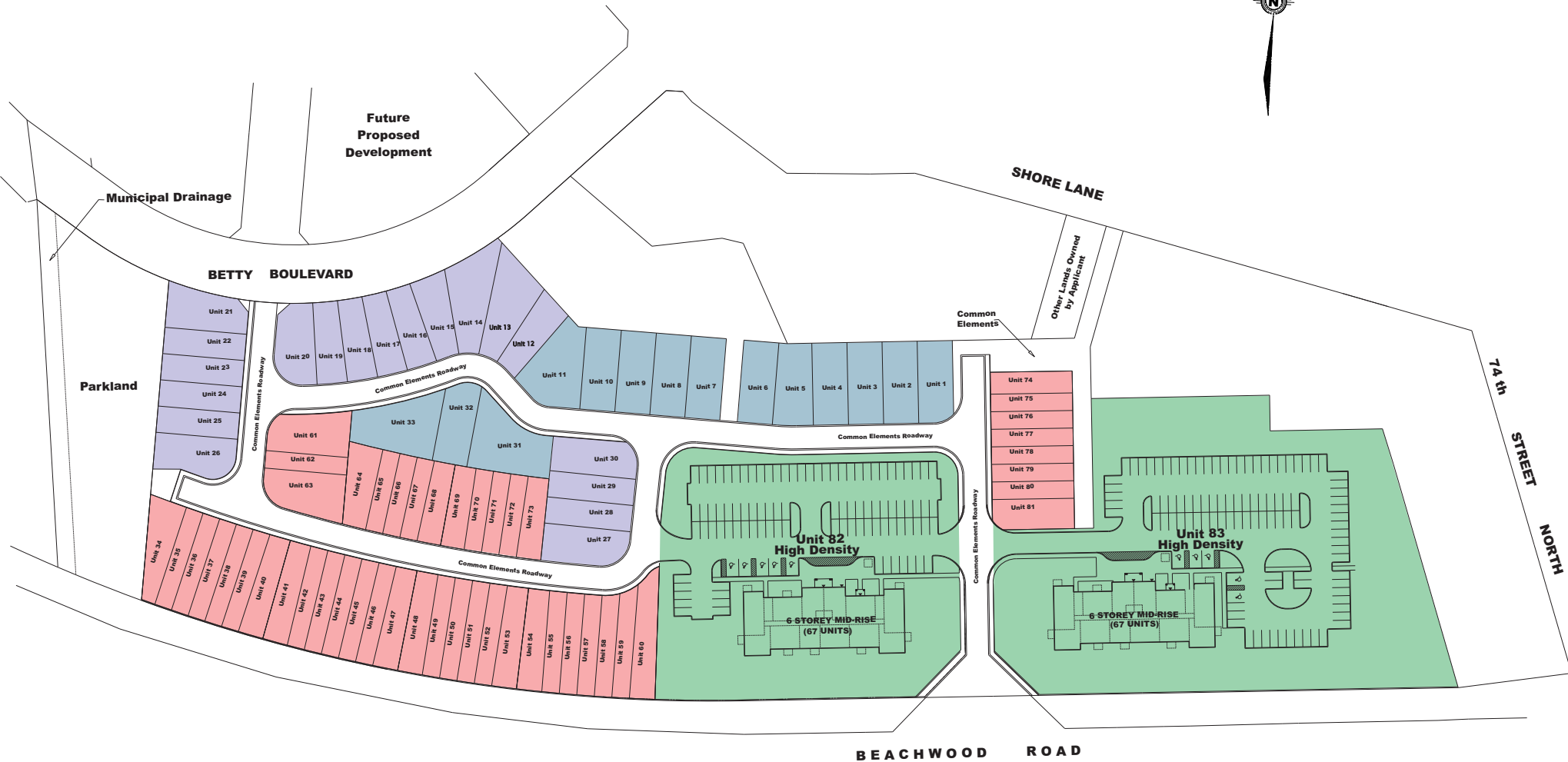


# **URBAN DESIGN BRIEF**

**M. ROMANIN CONTRACTING LTD.  
c.o. BEACHWOOD DEVELOPMENT INC.**

Part of lot 34, Concession 3  
Town of Wasaga Beach  
County of Simcoe

December 2020



**1.0 Proposed Project**

The proposed project contains a total of 216 residences. These are comprised of 134 residences within 2 6-storey mid-rise buildings, 48 townhomes in blocks of 3 to 8 residences each and 34 single detached residences. The townhomes and single detached lots are arranged along private streets

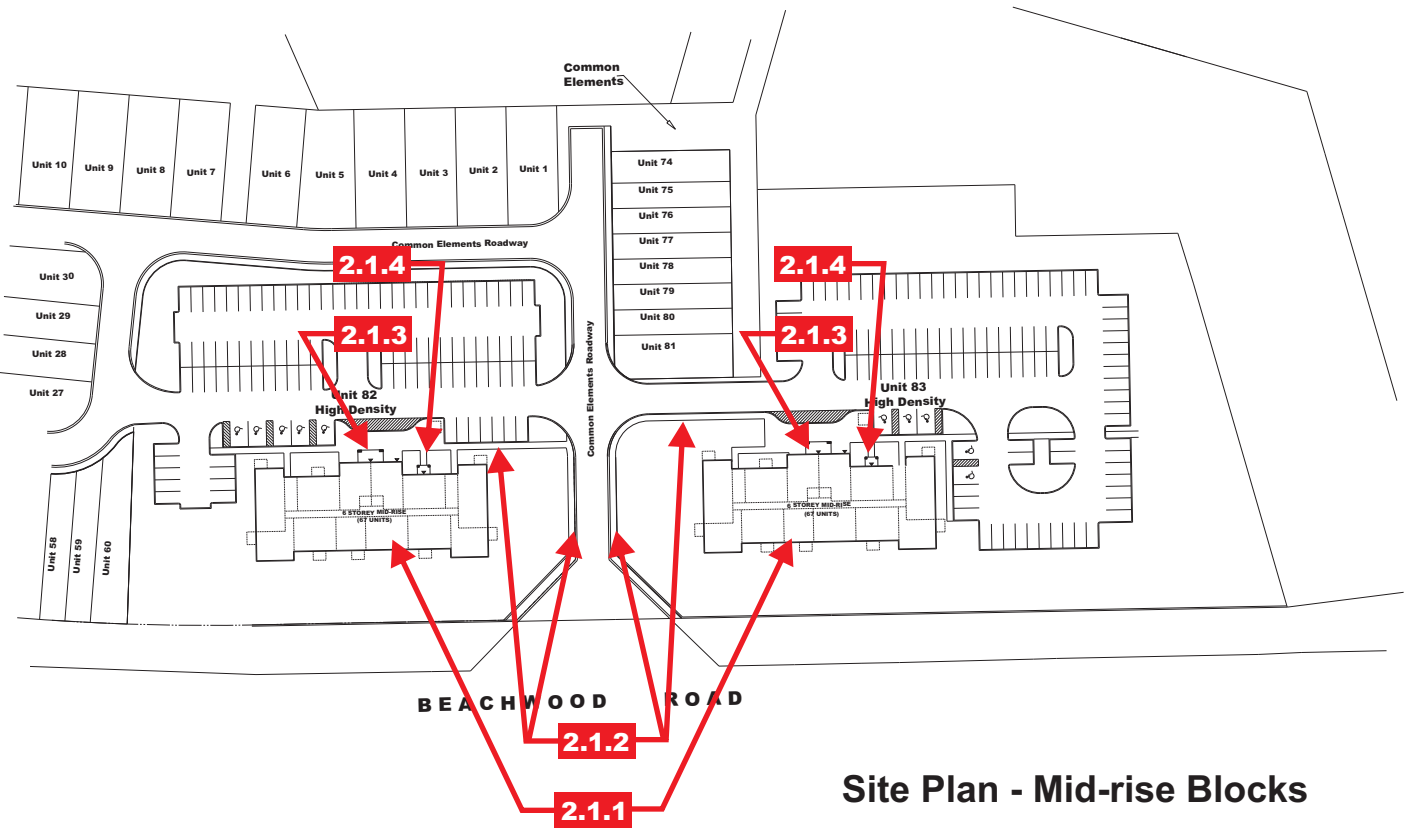
within the project.

The primary entry point into the project is off Beachwood Road. The 2 mid-rise buildings, with 67 residences each, are placed to each side of the entry creating a gateway into the project.

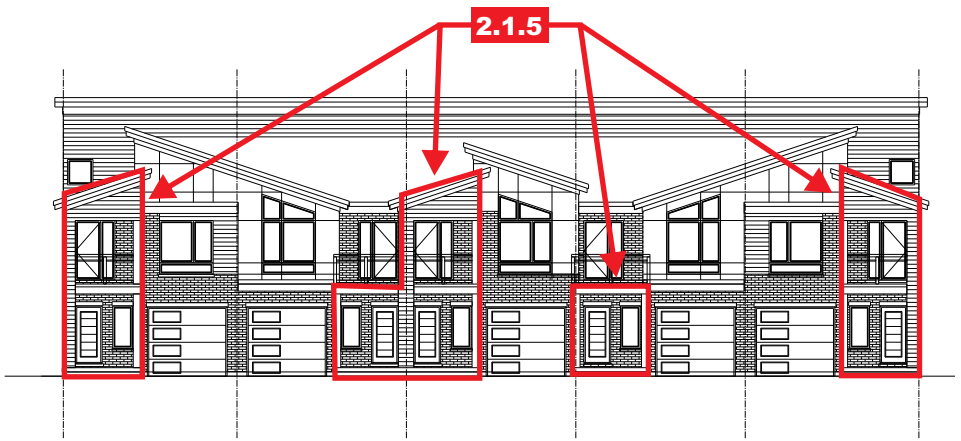
The townhomes are arranged either adjacent the

mid-rise buildings or along the private street parallel Beachwood Road.

The single detached units fill the remainder of the development adjacent the existing homes on Betty Boulevard and Shore Lane. The project has been planned so that the densest housing types are as far away as possible from existing housing.



**Site Plan - Mid-rise Blocks**



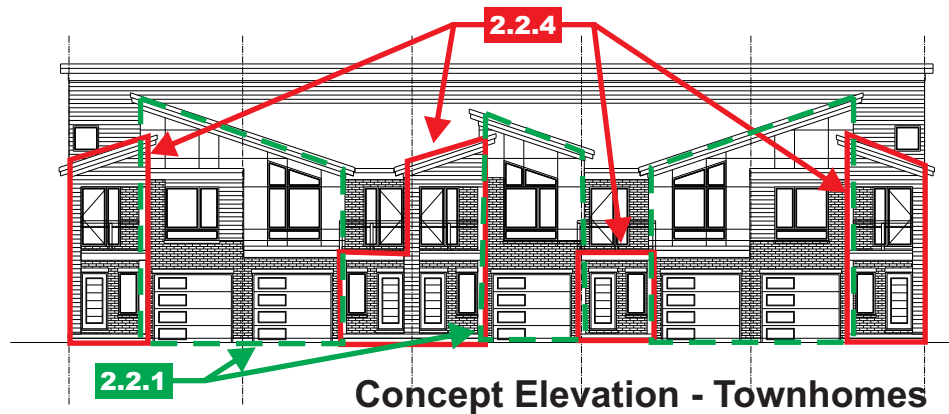
**Concept Elevation - Townhomes**

**2.1 Building Orientation**

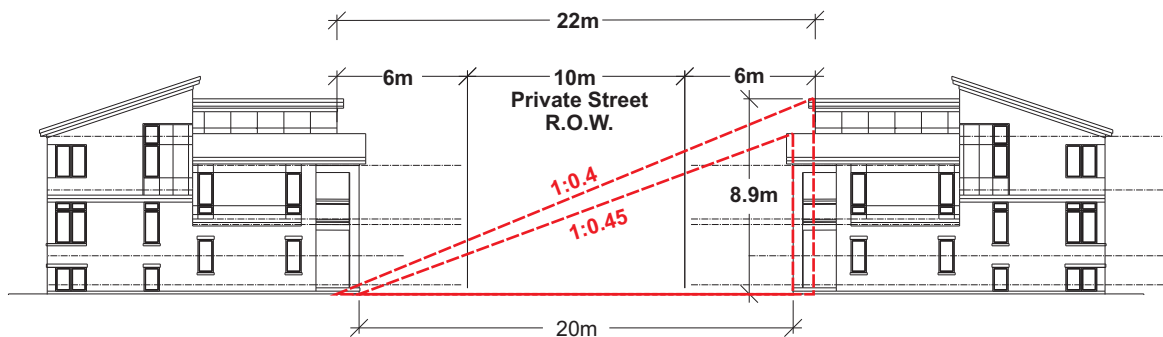
1. The mid-rise buildings have been placed to address the arterial road with service spaces and parking placed behind the building to screen the parking from the public road as much as possible. Within the project, the townhome residences will have private garages for internal parking.
2. Pedestrian sidewalks on each side of the entry way from Beachwood Road continue and connect to the entry areas for each mid-rise building. Each townhome residence has both pedestrian and vehicular access directly for the internal private streets to their front porch and garage.
3. A large entry canopy welcomes residents from the entry plaza into each mid-rise building and marks the building entrances. Each townhome also has an entry porch that extends closer to the private streets than the garage to create a prominent and welcoming entry to each home.
4. The mid-rise buildings have been designed to separate public and private spaces as much as possible. Pedestrian and utility access has been placed adjacent the driveway and parking. Residences on the first floor are primarily placed on the opposite side of the buildings away from pedestrian and utility access and with screening or landscaping to further define the separation. The mid-rise buildings will have barrier free access and the townhomes have been designed so that entries are as close to grade as possible by placing any required stairs internally.
5. Within the project, the front facades of the townhome residences face each other to create a continuous and balanced streetscape.



**2.2.4** Concept Front Elevation - Mid-rise Buildings



**2.2.1** Concept Elevation - Townhomes



**Street Cross Section - Townhomes**

## 2.2 Height and Massing

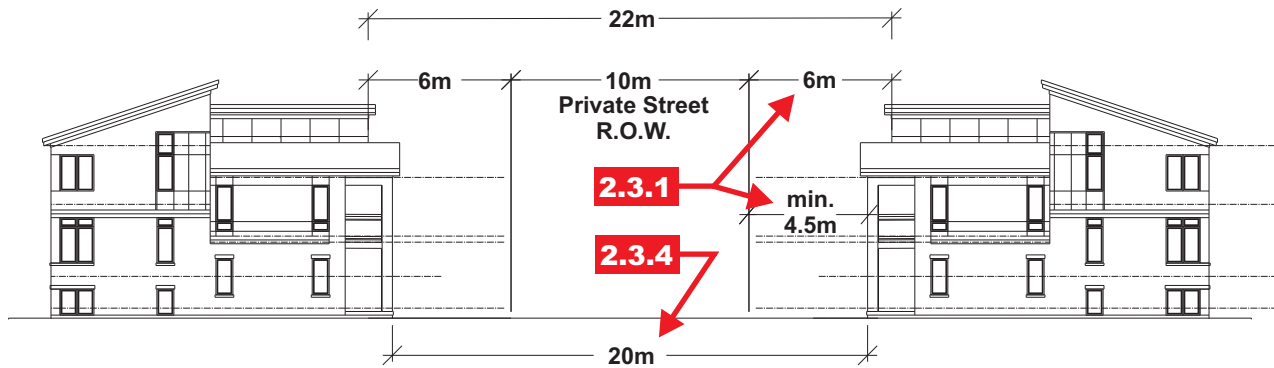
1. The elevations of the mid-rise buildings have been designed with blocks of different materials, building articulation, projections and horizontal banding to help reduce its perceived size and height to pedestrians walking close to the building. The townhomes use similar material variations and articulation to reduce their perceived length.

2. The townhome street proportions are approximately 1:0.4 between the garage faces and 1:0.45 between the porch faces.

3. The residences that are adjacent to, or near to the existing homes on Betty Boulevard and Shore Lane will be single detached housing. These homes that will be of similar or smaller size and scale than the existing homes.

4. At the scale of the entire project, the two mid-rise buildings have been placed to provide a gateway and entry marker off Beachwood Road. At a smaller scale within the project, a large entry canopy welcomes the residents from the entry plaza of each mid-rise building into each building entrance. Each townhome also has a private entry porch that extends closer to the private streets than the garage to create a prominent and welcoming entry to each home.

5. The townhome blocks range from three residences to a maximum of eight residences. The majority are five or six residences in size and only one block is eight residences in length.



**Street Cross Section - Townhomes**



**Concept Front Elevation - Mid-rise Buildings 2.4.1**



**Concept Elevation Single Detached 2.4.1**



**Concept Elevation - Townhomes 2.4.1**

### 2.3 Setbacks and Separation Distances

1. The minimum Front yard setback to the integral garages of the townhomes is 6 metres. The front porches project forward of the garages but are never closer than 4.5 metres to the front lot line.
2. Interior side yards of the townhome end residences are a minimum of 1.5 metres
3. The separation between townhouse blocks is a minimum of 3 metres.
4. The minimum separation distance between facing townhome blocks is a minimum of 19 metres consisting of the minimum front yard setback of 4.5 metres for each block of residences and the 10 metre private road right of way between them.
5. No building projections such as balconies project into minimum setbacks.

### 2.4 Transition and Compatibility

1. The proposed project will create a new community adjacent to the existing Shore Lane community. Although composed of different building types - single detached, townhomes, and mid-rise buildings - similar design massing, materials, and design elements and details have been proposed to promote visual integration and unified streetscapes through out the proposed community.



Mid-Rise Apartments ■      Townhomes ■      9m Single Detached ■      12m Single Detached ■

### Proposed Site Plan



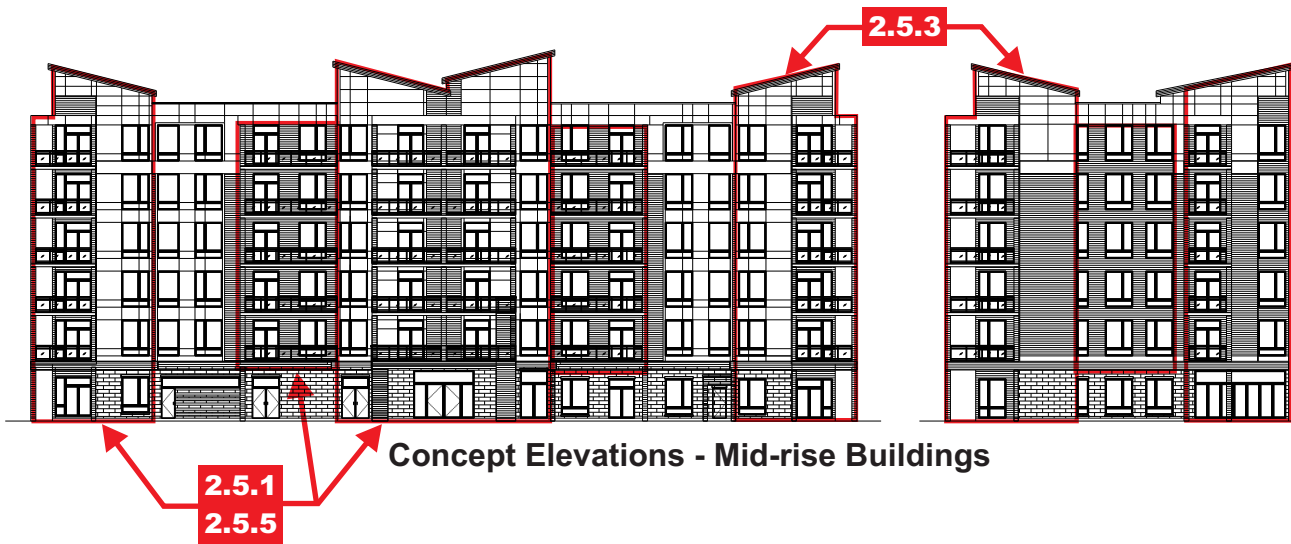
### Proposed Townhome Side Elevation

## 2.4 Transition and Compatibility continued

2. The different building types within the project have been located to provide a gradual transition to the neighbouring existing homes. Nearest to them are single detached 2 storey homes of similar height and scale. The townhomes are of similar height to the singles but with larger scale and massing and increased density. They occupy the lands in the center of the site and closer to Beachwood Road. The mid-rise buildings, with the greatest height, scale and density, are adjacent Beechwood Road. The mid-rise buildings are furthest from Betty Boulevard and have the greatest setback from the adjacent lots on 74th Street.

- 3. See comment 2 above.
- 4. The proposed project does not have any buildings between two existing buildings.
- 5. Due to high water table and the resulting raised floor levels, some townhome blocks may not meet the recommended guideline of a 45 degree angular plane from neighbouring properties. This happens only on lots internal to the project and are labeled on the site plan illustration.
- 6. Balconies on the mid-rise buildings have a significant setback to and existing properties which minimizes any potential overlook.

7. The surrounding residential area has a great mixture of architectural style and elevation materials. The proposed development incorporates masonry and siding, as does the surrounding residential, and has developed a distinct architectural style define it a new neighbourhood.



## 2.5 Architectural Design

1. Creating a new community with a distinct architectural character was a key goal for this development. The facades of all building types were developed using similar shapes and massing as well as materials. We have incorporated varied wall planes, open porches and balconies that project forward of solid wall planes. Elevation materials are arranged in varied blocks to break up large surfaces and work in conjunction with large windows to create patterns and rhythms through out the different facades. Angled roof lines of similar but varied compositions top the facades to create interesting rooflines.

2. Differences in material colour on adjacent blocks as well as different block sizes will create variety within the townhome streetscapes while still keeping a harmonious rhythm.

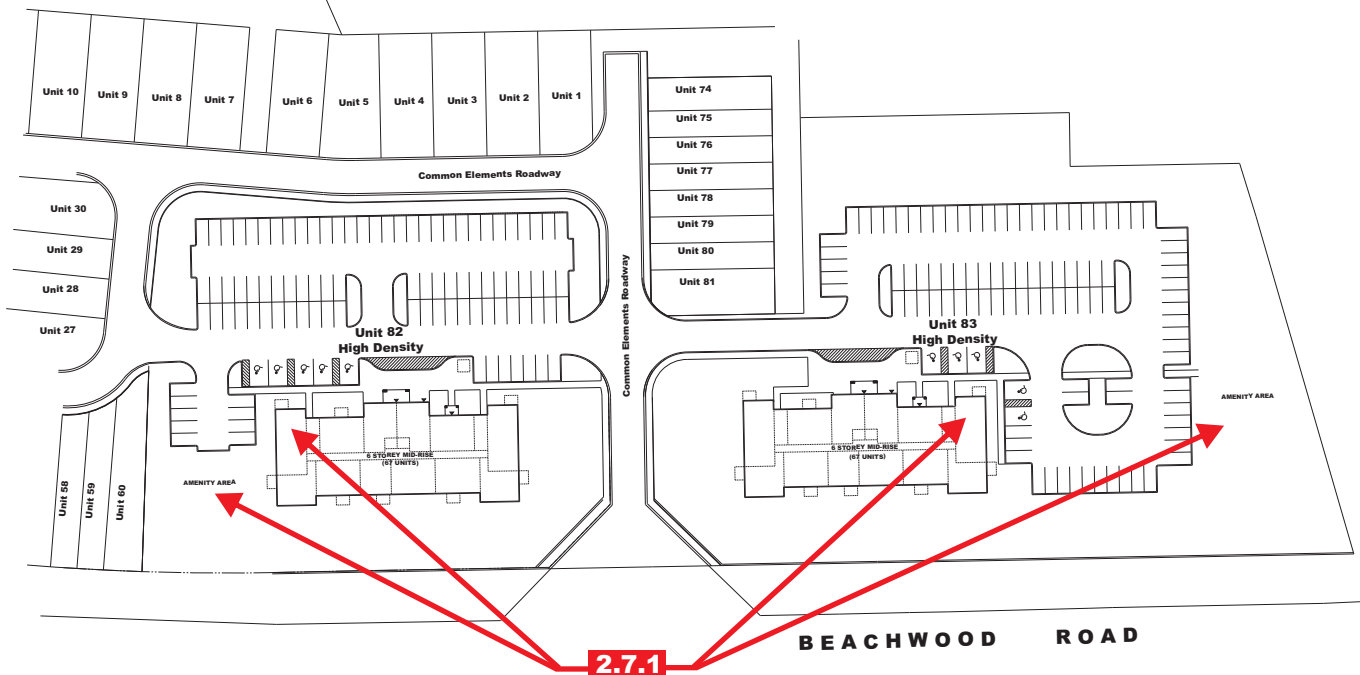
3. The Corner units within the mid-rise buildings have been designed to have large windows on both facades. The façade materials and the roof lines have been used to make the corners a design feature of the buildings.

4. The street facing facades of the townhomes have incorporated porches and balconies, as well as large windows to maximize overview and visual connection to the street to assist in community safety.

5. The façade materials are arranged in blocks and groupings to create visual interest within the project. Quality materials of stone, architectural panel, simulated wood siding is being proposed throughout the project.



### Tree Inventory/Preservation Plan



### Site Plan - Mid-rise Blocks

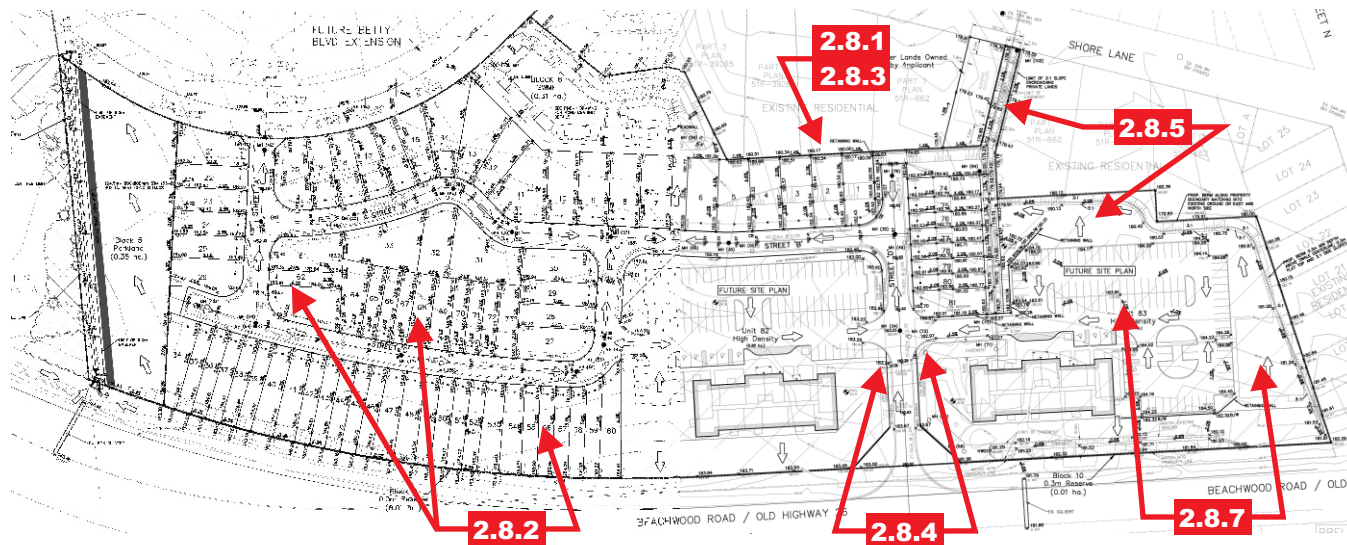
## 2.6 Landscaping

1. the 6 storey residential buildings A1 & A2 will include foundation planting with trees and shrubs with an enhanced landscaping on the Beachwood Road frontage.
2. All residential and townhouse units will have with min. one tree per lot unless in conflict with utilities.
3. A tree preservation plan has been provided showing the proposed trees to be preserved; additional trees may be retained (Block 46) depending on the final grading plan.
4. There are no rear lanes proposed within the development therefore no landscape buffers are required.

## 2.7 Amenity Space

1. Indoor common amenity space will be provided in both mid-rise buildings. This will be complimented by outdoor amenity space for each building equal to 5% of each lot area.
2. Private amenity space within the mid-rise buildings will be provided by individual balconies for each unit. The townhomes will have the private condo rear yard for their private amenity space.

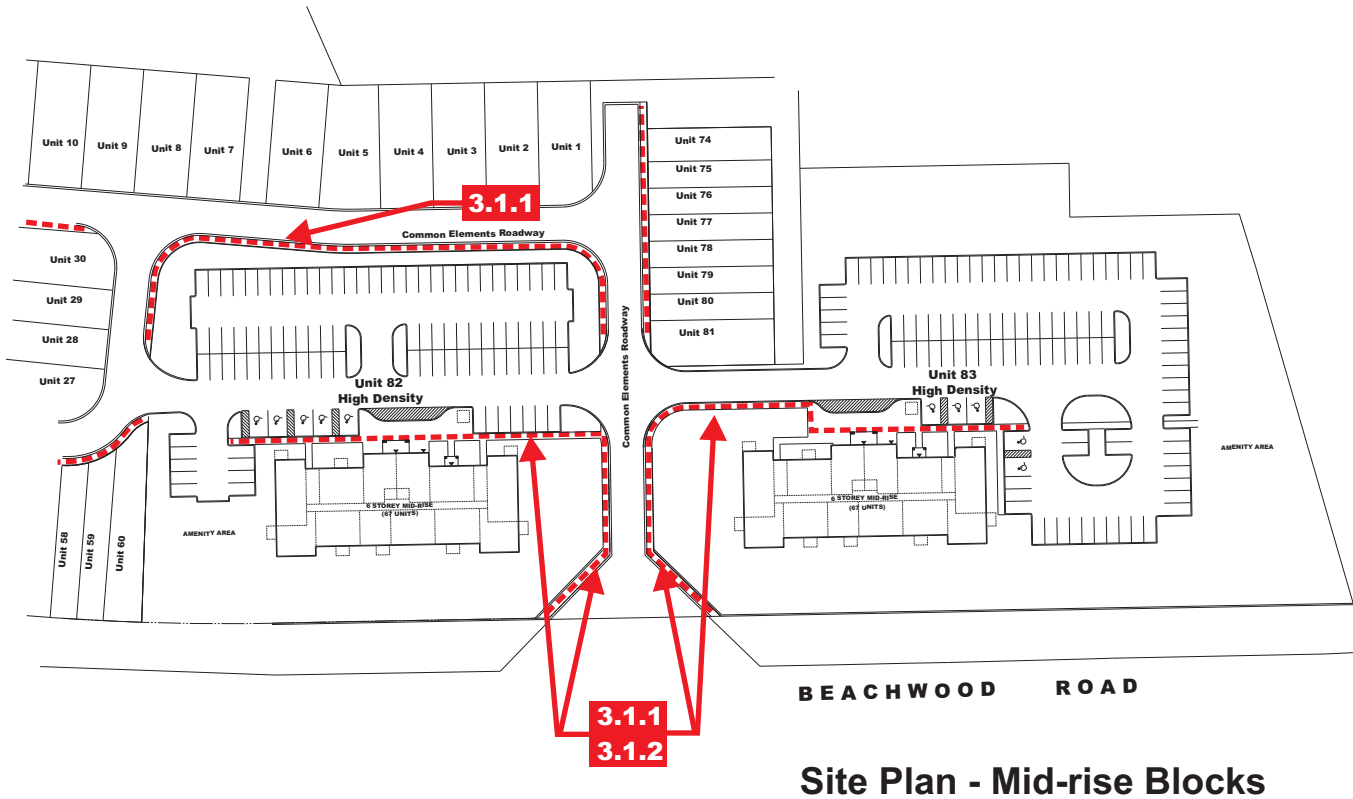




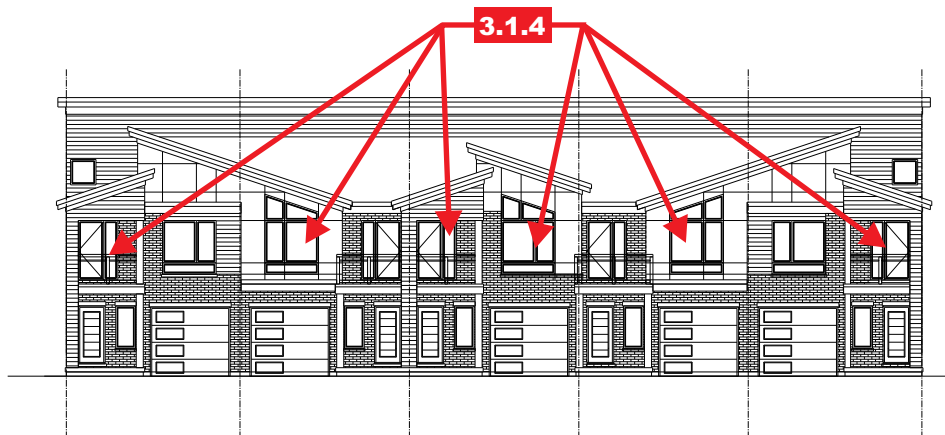
## Grading Plan

## 2.8 Grading

1. The project grading along the property boundaries will match the existing grades of the neighbouring properties. Grades within the project have been artificially changed, only as needed, to allow for viable site servicing and water run-off control. The use of retaining walls have been minimized and only required in a small portion of the site.
2. There will not be significant grade change along townhome blocks but blocks will be stepped if necessary to keep front porch access as close to grade as possible.
3. No retaining walls are proposed along street frontages, parks or open spaces. Retaining walls are generally limited to the site's interior, with the exception of a small section adjacent to lot 1.
4. Pedestrian routes across the site will be in compliance with Provincial accessibility legislation.
5. Stormwater run-off is controlled within the site and drained with no impact to adjacent properties.
6. Lot level below grade soak-a-way stone galleries have been incorporated into the stormwater management strategy to collection and infiltrate rain water roof drainage from single and townhouse lots. The two high density land parcels are subject to the Town of Wasaga Beach's Site Plan Control process through which collection and infiltration of surface and roof drainage is proposed. Further infiltration of snow melt and road drainage is promoted through end of pipe stormwater management facility's proposed infiltration system.
7. Proposed impermeable surfaces are in response to providing appropriate pedestrian movement throughout the site and required parking. Every effort has been made to maximize open space and permeable surfaces.



**Site Plan - Mid-rise Blocks**



**Concept Elevation - Townhomes**

### 3. Pedestrian and Vehicle Access

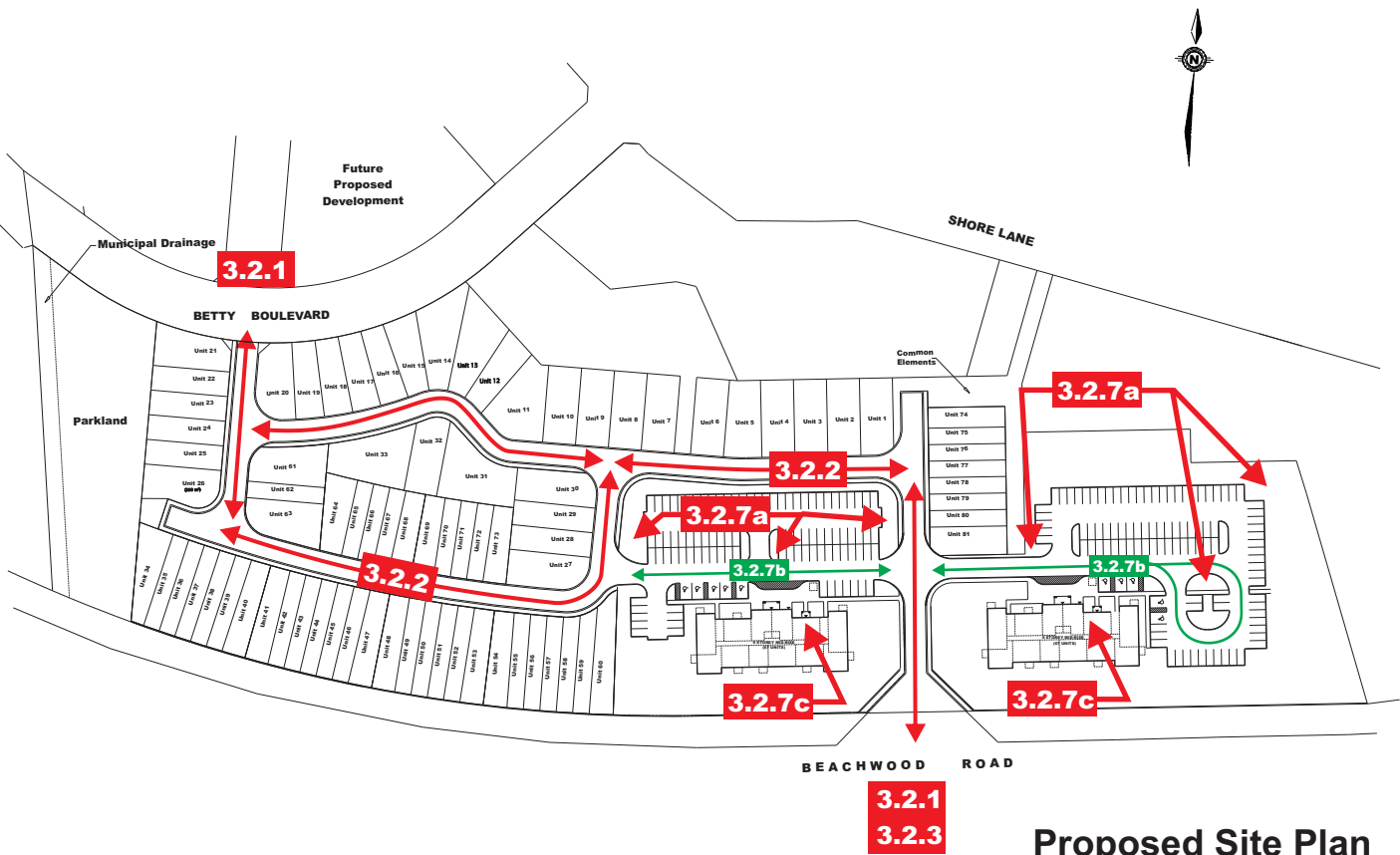
#### 3.1 Pedestrian Movements and Safety

1. Sidewalks on each side of the project entry road minimizes the potential conflicts between pedestrians and vehicles in this high traffic area adjacent the mid-rise blocks. Further into the development, a network of roadside sidewalks provide pedestrian access to the townhomes and single detached lots.

2. The sidewalks mentioned in 3.1.1 connect to the adjacent developments by providing sidewalk connections to Beechwood Road and Betty Blvd.

3. All sidewalks will follow barrier free standards related to gradient and curb cuts were required. All sidewalks will be lit by street lighting and well as parking lot lighting within the mid-rise blocks.

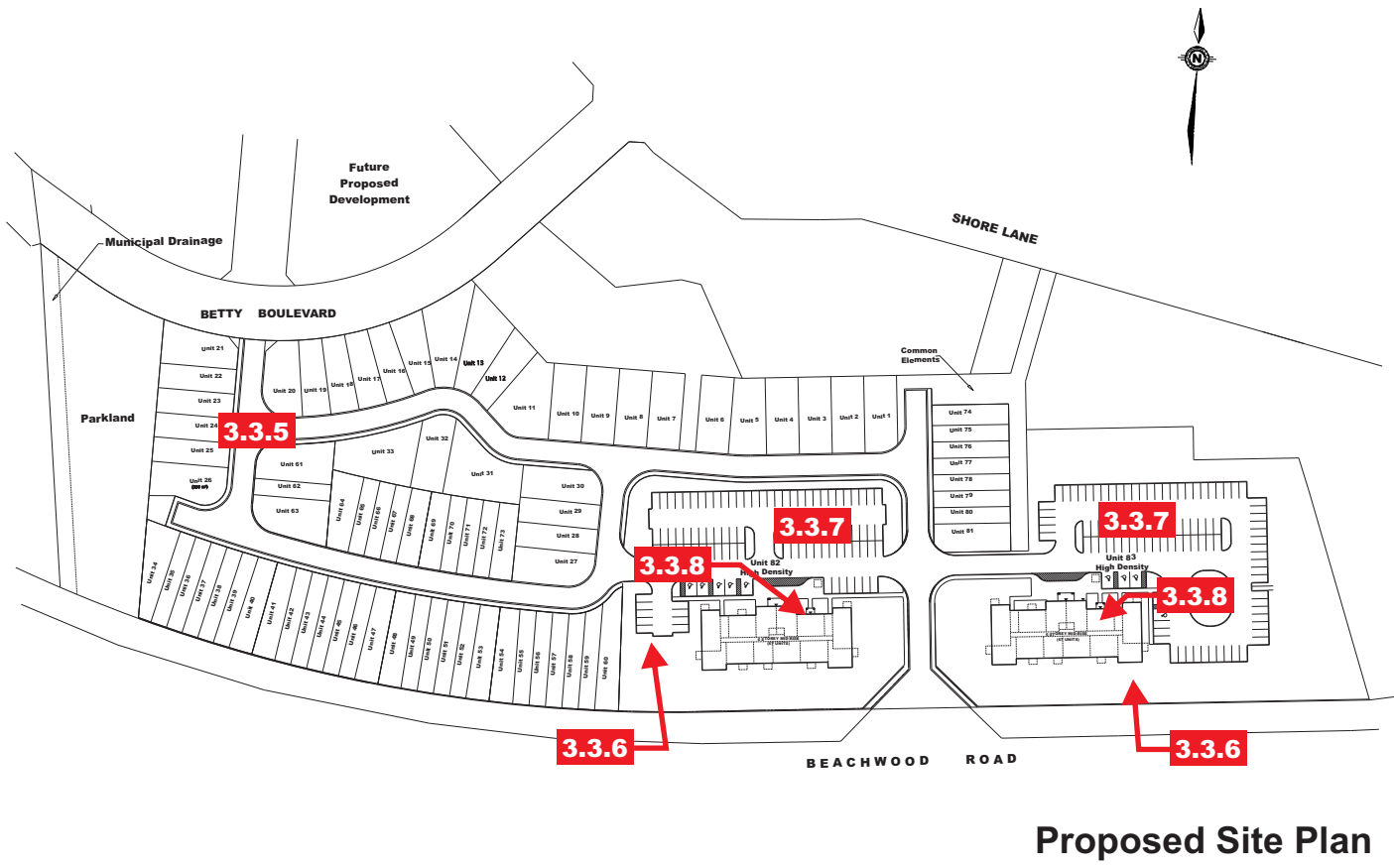
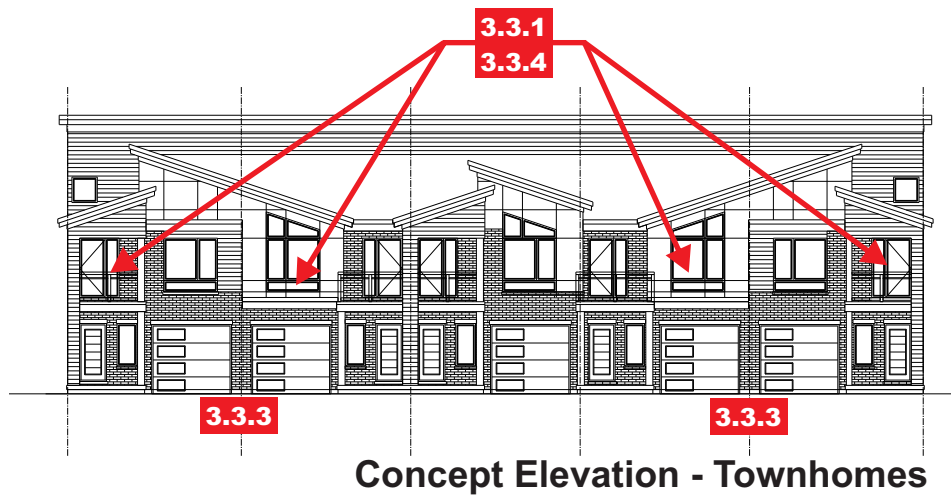
4. The townhomes have front porches and second floor balconies to create visual and social interaction between the street and the individual units. These, as well as large windows in the habitable rooms on the second floor also promote informal surveillance of the street.



**Proposed Site Plan**

**3.2 Vehicle Access**

1. The internal streets of the proposed development will connect to the existing street network on both Beechwood Blvd. and Betty Blvd. to allow easy access to existing community amenities.
2. The proposed project street layout minimizes dead end streets. Two small dead ends are required to access a total of 6 units. Most of the project has access to through streets allowing two directions to travel.
3. A single point of access connects to the adjacent arterial road, Beechwood Blvd. An internal street network provides access to all units within the project.
4. There are no proposed private rear lanes therefore not need for easements or agreements with neighbouring developments.
5. All internal streets and parking areas are more than 3m from any lot line.
6. The project has no laneways near adjacent properties therefore street lighting will not spill on to adjacent properties
- 7a. Areas at the end of drive aisles and islands within the parking lots will be designated for snow storage.
- 7b. Both the internal street network and the parking access for the apartment blocks conform to emergency access requirements outlined in the Ontario Building Code.
- 7c. Waste for the mid-rise buildings will be stored within the buildings for periodic private pickup.



### 3.3 Parking

1. Rear lane access for the street-related townhomes was not viable for the configuration of this site. The townhomes were developed to be a minimum of 6.0m in width. The impact of the front garages is minimized by providing projecting front porches and balconies and having second floor habitable space flush with – or overhanging the garage face.
2. There are no townhomes less than 6.0m in width that required rear lane access.
3. All townhome garages are minimum 6.0m from the internal streets to allow for parking in front of the garage and will be paired, when possible, to minimize internal street access.
4. The impact of the front garages is minimized by providing projecting front porches and balconies and having second floor habitable space flush with – or overhanging the garage face.
5. The width of the corner townhome lots does not allow for the required 6m setback for a flanking garage.
6. The Mid-rise parking areas are screened from Beachwood Road by the placement of the placement of the buildings and wide landscape areas between parking and the public street.
7. Visitor parking will be accommodated within the surface parking area and located convenient to the building entries.
8. All utility and garbage collection areas related to the mid-rise buildings will be internal and not visible externally.

# Design Concepts

## Homes for 30' Lots



**30-1** Grey Siding



**30-2** Beige Siding



**30-3** Redwood Siding



**30-3** Beige Siding

# Design Concepts

## Homes for 40' Lots



# Design Concepts

## Townhomes



# Design Concept

## Mid-rise Building

