

# URBAN DESIGN BRIEF

## SMITHVILLE STATION



THRIVE  
IN SMITHVILLE WEST



Report by:

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INCORPORATED

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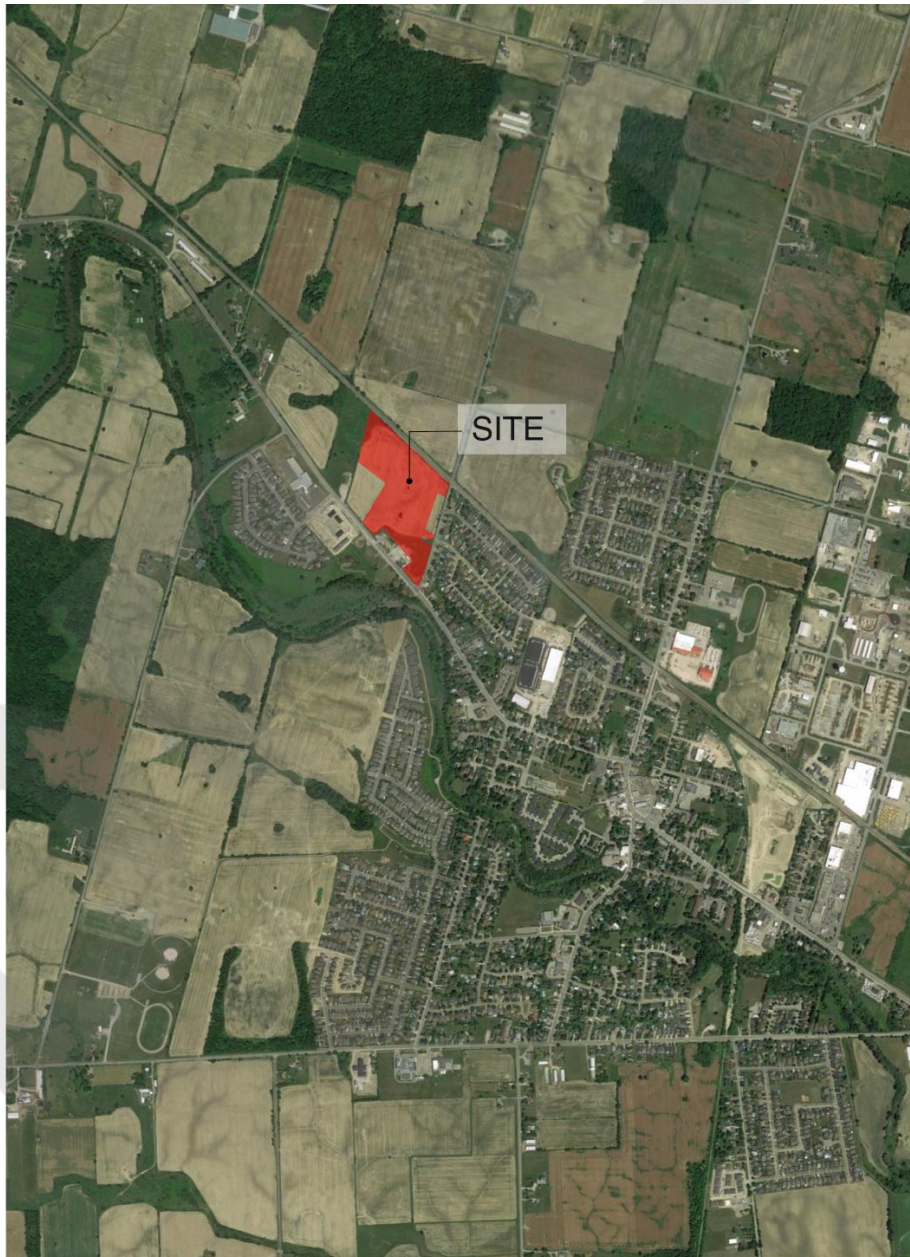
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**Site Description and Location**

The site is a 25.70 acre parcel of land located at the intersection of Regional Road 20 and Grimsby Road 5 in Smithville, Ontario. It is roughly parallelogram in shape, and bounded by Regional Road 20, Grimsby Road 5 and a railroad track north of the proposed site. Diagonally West of the site lays St. Martin Catholic Elementary School and a series of residential buildings. Similarly to the East, residential buildings are present. Despite the rural nature of the proposed site, adjacent developments are present.

Being located in rural Smithville, the site presents vegetation. Consisting of grass, shrubs, weeds and amateur trees, the site is optimal for new residential development. Regarding terrain, the site further features little fluctuation. The terrain is generally flat, with few undulations.

The site currently does not have any buildings present.





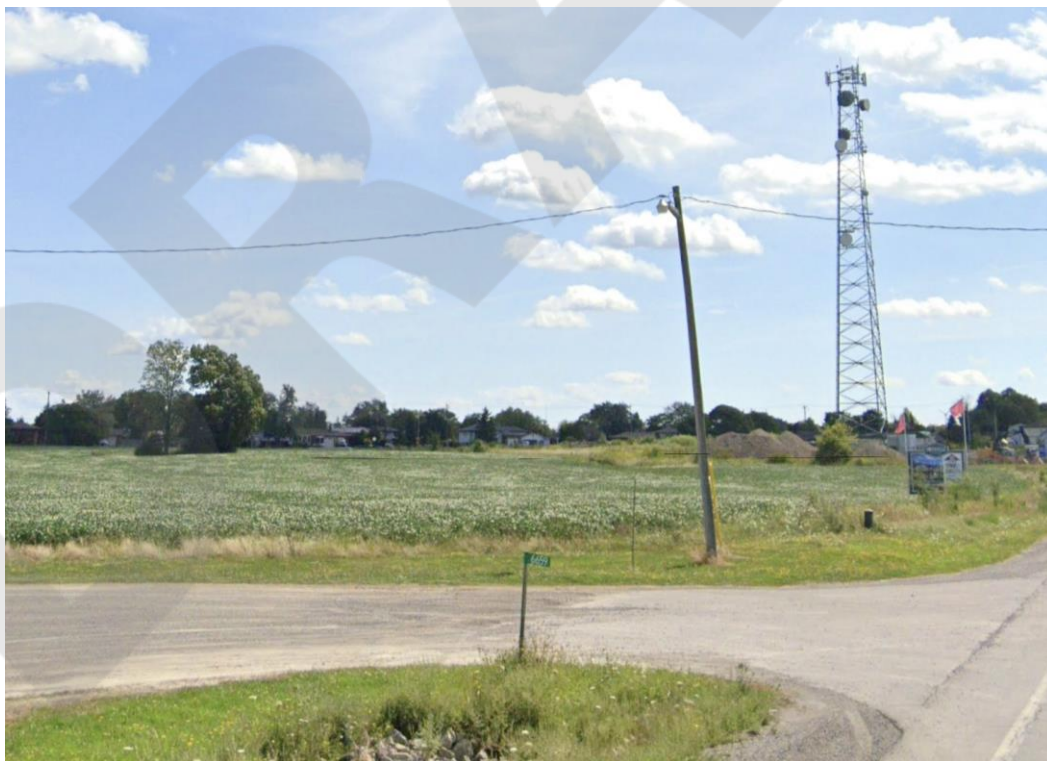
Site Aerial View



Site View to Southwest



Site View to Northwest



Site View to Northeast

**Site Context**

The site is located on West Street, which is part of the Regional Road 20 east-west Niagara road system. The immediate context is a mix of older single family houses on modest lots and new residential developments along the South end of West Street.

To the south west is an elementary school and new residential developments.



Regional Road 20 View to East



Regional Road 20 View to West



Regional Road 20 View to North East

## **Applicable Requirements**

Niagara Region Official Plan

Niagara Region Model Urban Design Guidelines

Township of West Lincoln Official Plan consolidated November 2019

Smithville Trails and Corridors Master Plan

Township of West Lincoln: Smithville Urban Design Manual

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### **Niagara Region Official Plan**

The Niagara Region Official Plan guides the physical, economic, and social development of the Regional Municipality of Niagara and sets out high-level urban design related policies for residential, commercial, and mixed-use development.

#### ***Residential***

For residential development, the Region encourages sustainable, functional and accessible design that provides an attractive, interconnected, and active transportation friendly streetscape, contributes to a sense of safety within the public realm, and balances the need for private and public space.

### **Niagara Region Model Urban Design Guidelines**

The Region's Urban Design Guidelines identify principles of Smart Growth, including:

- offering a range of housing opportunities and choices, producing walkable neighbourhoods and communities
- fostering attractive communities and a sense of place

To help achieve these principles of Smart Growth, the document sets out urban design guidelines related to:

- neighbourhood structure
- streetscapes (including roads and sidewalks)
- guidelines for residential, commercial (main street and large format), high rise, and industrial built forms, and parking.

### **Town of West Lincoln Official Plan**

The Township of West Lincoln Official Plan recognizes Smithville as the centre of residential, commercial, and industrial growth within the Township. Smithville is characterized as a small town environment that its residents wish to maintain.

The Township Official Plan outlines goals for development within Smithville, including: accommodating most of the residential growth in the Township;

The Township Official Plan sets out objectives for the design of residential and commercial development within Smithville.

#### ***Residential***

Design objectives for residential development in Smithville include:

- Enhancing the livability and physical appeal of Smithville through the quality, layout, and attractiveness of public streets, private spaces, and buildings
- Ensuring that development meets the Township design criteria
- Integrating new development sensitively with existing development

The Town of West Lincoln Official Plan Land Use Schedule for Smithville identifies the subject property as Low Density Residential.

### **Smithville Trails and Corridors Master Plan**

The goal of the Trails and Corridors Master Plan (TCMP) is to develop a trails and corridor system in Smithville to create a more complete and walkable community.

The TCMP includes a set of design guidelines to assist the Township in designing, constructing and maintaining trails and corridors.

The Trails and Corridors Master Plan identifies St. Catharines Street as the Primary On-Road Corridor

# TOWNSHIP OF WEST LINCOLN: SMITHVILLE URBAN DESIGN MANUAL



MARCH 2016

**MBPD**  
M. Behar Planning & Design Inc.

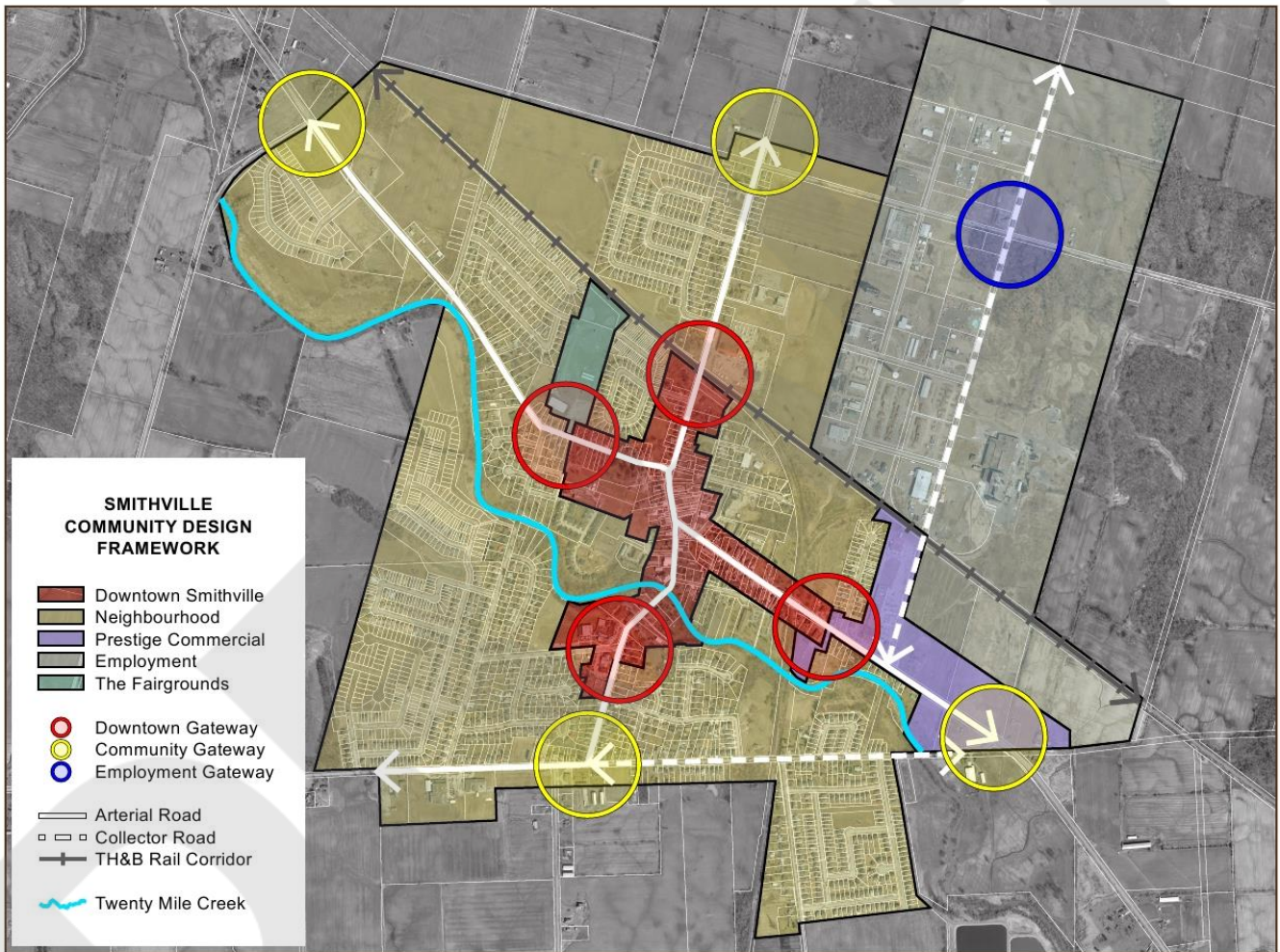
**A | C | K**  
architects

**JAMES McWILLIAM**  
LANDSCAPE ARCHITECT

### Community Design Framework

The Community Design Framework for Smithville provides three guiding principles - in text and graphics - that set out the basis for the design guidelines in this Manual. The Framework is derived from existing land use, built form, and open space patterns. It is organized by:

- Precincts (the Downtown, Neighbourhood, Prestige Commercial Area, Employment Area, and the Fairgrounds).
- Gateway Nodes, located along major road corridors at the primary entrances to Smithville, as well as its Downtown and Employment Area.
- Corridors (streets, pedestrian trails, the TH&B rail line, and Twenty Mile Creek).



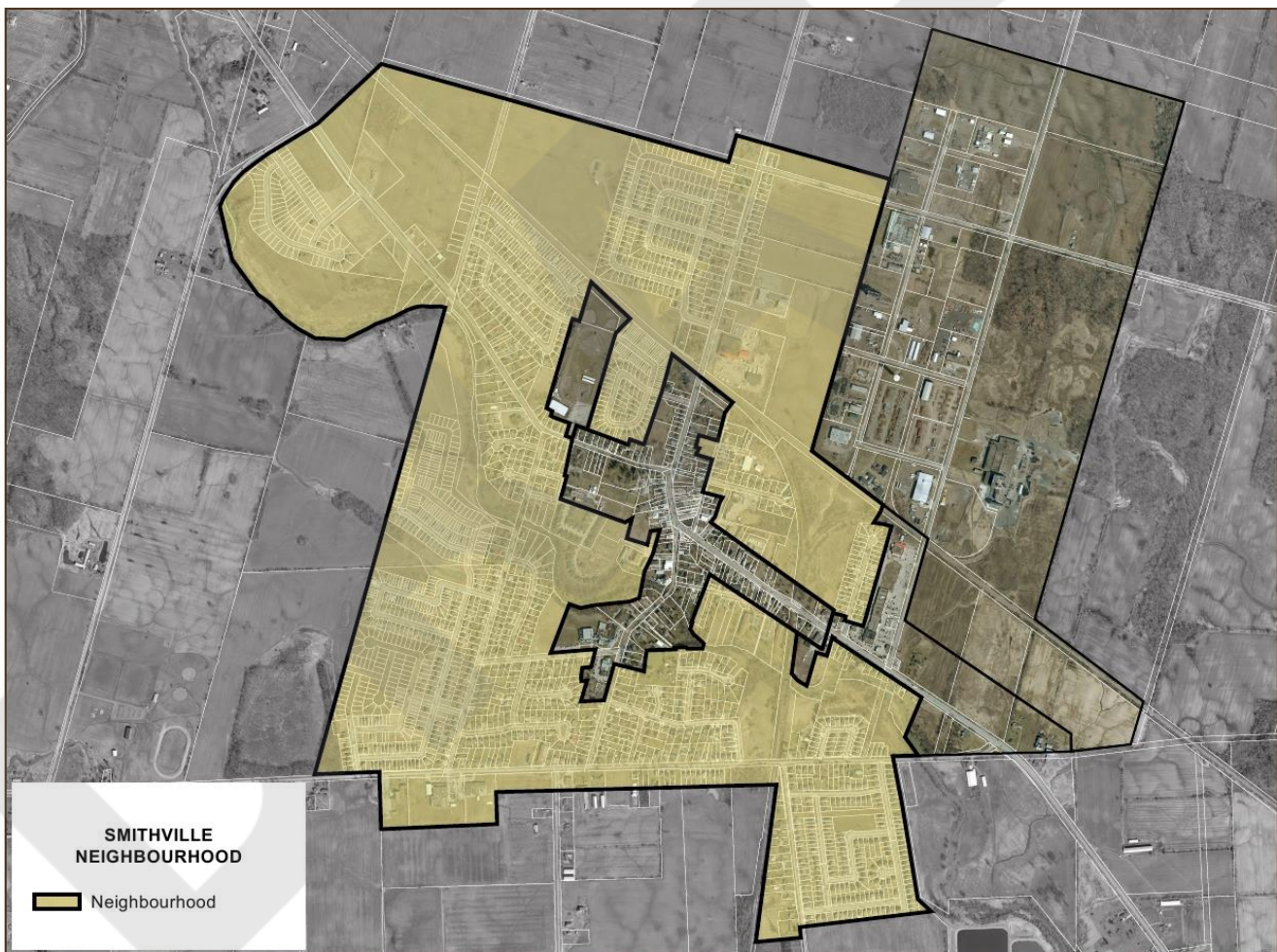
### **Community Neighbourhood**

Smithville's Community Neighbourhood precinct is characterized predominantly by detached residential dwellings and to a lesser extent by semi-detached dwellings and townhouses, as well as a variety of commercial, institutional, and light industrial uses.

The small town, and predominantly residential, character of the Community Neighbourhood will be maintained and enhanced through attractive, high-quality, safe and pedestrian friendly built form, streetscapes and urban open spaces. Guiding principles for the Neighbourhood include:

- New development will be compatible with and maintain the privacy of existing development.
- New streets will be organized in a pattern to promote connectivity and walkability.
- Urban open spaces will serve as focal points in new residential subdivisions.

The Neighbourhood area will be connected to Downtown Smithville with a network of safe and accessible pedestrian linkages as shown on the Trails and Corridors Master Plan.



## **Built Form and Landscape Design Guidelines**

### ***Residential***

The following built form guidelines apply to residential development within Smithville.

### **Guidelines for Detached and Semi-Detached Developments**

#### ***Built Form and Street Relationship***

- Front façades should be aligned parallel with the street. The habitable portion of the dwelling (not the garage) should be located close to the minimum front yard setback.
- Publicly visible elevations must include appropriate massing, façade articulation, roof variation, and ample fenestration.
- Dwellings located on lots in visually prominent locations are priority lot dwellings. Priority lot dwellings include those within Gateway Nodes, on corner lots, at 'T'-intersections, or directly adjacent open spaces, parks, trails, natural areas, or agricultural lands. Additional articulation is required for publicly visible elevations of dwellings on priority lots.
- On corner lots, both street frontages should be addressed equally through appropriate fenestration, façade and roof articulation, and architectural detailing.

#### ***Model Repetition and Façade Variety***

- The siting of identical building elevations located directly adjacent or opposite each other on the same street is discouraged.
- Identical building elevations should not comprise more than 30% of a street block (intersection to intersection).

#### ***Compatibility with Adjacent Built Form***

- Individual dwellings should combine to create visual harmony when sited collectively with other dwellings in the streetscape. This can be reinforced by use of complementary, but not identical, exterior materials, colours, and architectural elements.
- Height and massing compatibility should be achieved for adjacent dwellings.

#### ***Main Entrances***

- The main entrance to the dwelling should be oriented toward and directly visible from the street.
- Architectural enhancements to emphasize the main entryway are encouraged.
- Weather protection at the main entrance is recommended through the use of covered porches, porticos or recesses.
- A maximum of five (5) risers leading to the front or side entrance is encouraged. Additional risers may be considered subject to site grading conditions.

#### ***Garages and Driveways***

- Garages should not dominate the streetscape and must be complementary in character and quality to the principle dwelling.
- Garages in the front yard should generally be located either behind or flush with the main front façade of the dwelling or project a maximum of 1.5 metres from the main facade.
- Shared or grouped driveways are encouraged to reduce the amount of driveways in front yards.
- For semi-detached dwellings, garages and driveways should be paired, except for corner lots where the garage and driveway for the corner unit may be oriented towards the side street.
- The maximum driveway width at the street line should be 6.0 metres.

#### ***Lighting***

- Lighting must be placed at each entrance to the dwelling.
- Lighting should be placed at all garage openings at the minimum rate of 1 light fixture per garage door.

## **Guidelines for Multi-unit Low-Rise Developments**

Multiunit low-rise buildings include townhouses, stacked townhouses, and any other low-rise, ground-related housing containing 3 or more units.

### **Built Form and Street Relationship**

- Front façades should be aligned parallel with the street. The habitable portion of the units (not the garage) should be located close to or at the minimum front yard setback.
- Publicly visible elevations must include appropriate massing, façade articulation, roof variation, and ample fenestration.
- To promote passive surveillance opportunities (also known as 'eyes on the street') for safety and security, create views between the interior of buildings and exterior public spaces through the location of windows.
- Multiunit low-rise buildings located on lots in visually prominent locations are priority lot dwellings. Priority lot dwellings include those within Gateway Nodes, on corner lots, at 'T'-intersections, or directly adjacent to open spaces, parks, trails, natural areas, or agricultural lands. Additional articulation is required for publicly visible elevations of dwellings on priority lots.
- On corner lots, both street frontages should be addressed equally through appropriate fenestration, façade and roof articulation, and architectural detailing.
- Corner unit designs are encouraged to provide significant corner features such as wrap-around porches, wall articulation, turrets or bay windows.
- For townhouses, the maximum width of a single townhouse block should not exceed 8 units. Appropriate separation between townhouse blocks should be provided.

### **Compatibility with Adjacent Built Form**

- Multiunit low-rise buildings should be compatible in design and massing with adjacent buildings.

### **Main Entrances**

- Main entrances to each unit should be oriented toward and clearly visible from the street.
- Architectural enhancements to emphasize the main entrance of each unit are encouraged.
- Weather protection at main entrances should be provided through the use of covered porches, porticos, awnings, or recesses.
- A maximum of five (5) risers leading to the main entrance of each unit is encouraged. Additional risers may be considered subject to site grading conditions.

### **Garages and Driveways**

- Garages in the front yard should be either located behind or flush with the main front façade of the dwelling or project a maximum of 1.5 metres beyond the main facade.
- Garages should not dominate the streetscape and must be complementary in character and quality to the main building.
- Garages and driveways should be paired, except on Corner Lots where the garage and driveway for the corner unit may be oriented towards the side street.
- The maximum driveway width at the street line should be 6.0 metres.

### **Lighting**

- Lighting must be placed at the entrances to each unit.
- Lighting should be placed at all garage openings at the minimum rate of 1 light fixture per garage door.

### **Recommended Streetscape Improvements**

- Space street trees approximately 10 to 15 metres apart for large canopy trees and 6 to 9 metres for small canopy varieties. Spacing will vary depending on design intent and site conditions. Street trees should be placed so as not to interfere with sight distance.
- A variety of tree species should be interspersed throughout the streetscape to minimize tree loss due to disease.

### **Local Streets**

Streets not classified as regional roads or collector roads are considered local streets.

### **Recommended Streetscape Improvements**

- Plant street trees within the boulevard between the curb and sidewalk to increase canopy cover, provide pedestrians with shaded sidewalks, and to visually and physically buffer pedestrians from vehicle traffic.

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## **Description of Proposed Development**

### ***Proposed Development***

#### ***Site Design***

The proposed development is a 163-unit community consisting single, back to back and attached townhouse dwellings. Units range from single bungalow-style homes, to three-storey dwellings. New roads are designed allowing for ease of traffic flow to each unit within the complex. Three cul-de-sacs are included along "Street G" with private roads leading to residential units. Back to back units are located to the east of the main entrance off Regional Road 20. Further, residential units ranging in style will occupy the remaining site. Moreover, a private road and visitor parking spaces are located North of the site providing an effective buffer from the parallel train tracks. Sidewalks will ring the site as well as each proposed residential cluster allowing for pedestrian activity within the site. The sidewalks will further connect to the municipal sidewalk, thus promoting the connection to downtown Smithville. Future landscape design will take place and will promote effective shading, a visual barrier from vehicle traffic and aesthetics.





### **Building Design – TWO STOREY TOWN**

The Smithville West development interfaces with the town at the intersection of Regional Road 20 and Grimsby Road 5. The proposed two storey towns feature private porches accessible from individual driveways. Their main entrances are characterized by covered porches, that reflect the contemporary architecture. Garage doors further complement the character of the units and are recessed from the front façade. In-keeping with the character of Smithville, the proposed towns feature a mix of materials, all complimenting one another and delivering a harmony to the design.

The townhouse blocks have been designed to articulate the individual units. The massing, rooflines and materials are varied. Materials are well detailed and include brick, stone, stucco, and metal. The blocks are tied together with similar tones and colours.

The townhouse front facades are aligned parallel with the street. The single car garages are set back from the street line, allowing the habitable porches to be the predominant element interfacing with the street. Garages and driveways are paired in order to reduce their visual impact and permit street parking.

Downward lighting will be provided at each dwelling entrance and recessed within the covered canopy of the porch, further lighting will be present above each garage door.



TWO STOREY TOWN

THRIVE  
IN SMITHVILLE WEST

**Building Design – LAUREL**

The proposed two storey residences feature private porches accessible from individual driveways. Their main entrances are characterized by various materials that convey contemporary finishes and unique design.

The Laurel units offer two design options.

*Elevation A* features a unique mix of materials including, brick, metal and faux wood siding. Speaking in harmony to one another, the residence offers a dramatic street presence with its stepped-back second storey design. With a recessed garage entrance and a pulled forward covered porch, the emphasis on sidewalks and streets are of residents enjoying the outdoors.

*Elevation B* features a monochromatic colour palette including stone, brick and siding. More muted in regards to colour tones, the residence offers a simple, elegant presence along the streetscape. Similar to *Elevation A*, a stepped-back feature is present along the second storey and capped off with a dramatic and elegant roofline.

Further, downward lighting will be featured on both Laurel options beneath the covered porch extrusion.



LAUREL

THRIVE  
IN SMITHVILLE WEST

### **Building Design – BUNGALOW TOWN**

The proposed one storey bungalow residences feature private enclosed porches accessible from individual driveways. Their main entrances are characterized by various materials that convey contemporary finishes and unique design.

End units feature individual porches whereas other units illustrate shared porches with effective partitions. Similar to previously mentioned units, the garage entrances are recessed from the streetscape building emphasis towards habitable outdoor porches.

*Featuring* a unique mix of materials including, brick, metal and siding, the proposed design speaks in harmony to other proposed units along the streetscape developing a sensitive street presence.

Further, downward lighting will be featured on both Laurel options beneath the covered porch extrusion.



**BUNGALOW TOWN**

**THRIVE**  
IN SMITHVILLE WEST

**Building Design – CHERRYWOOD**

The single detached dwellings follow the same principles of style variation and crafted details. The front facades are aligned parallel to the street with habitable porches projecting beyond the plane of the garage toward the street.

Cherywood residences offer two elevations.

*Elevation A* features a dramatic pitched roof at the forefront allowing for a dominant street presence. With the use of faux wood siding, brick and smooth stone, the residence offers a harmonious presence.

*Elevation B* speaks a slightly different language and offers an extruded portion off the second floor clad in siding which wraps the side of the residence. Featuring similar materials differing in colour palette, the residence offers an elegant presence along the street.

Further, downward lighting will be featured on both Laurel options beneath the covered porch extrusion.



CHERRYWOOD

THRIVE  
IN SMITHVILLE WEST

**Building Design – BACK TO BACK UNITS**

The proposed back to back units feature unique design choices including projecting balconies, private outdoor porches and contemporary materials. These units will feature similar material palettes to those previously mentioned and will align with the streets illustrated on the site plan.

The units are present on the site, east of the main entrance off Regional Road 20 and present a sensitive approach to the existing urban fabric. Each unit will also feature downward lighting, both from above the garage and below the covered porch canopy.



**Building Design – THREE STOREY UNITS**

The proposed 3 storey units feature private outdoor porches and contemporary materials. These units will feature similar material palettes to those previously mentioned and will align with the streets illustrated on the site plan.

The units will celebrate their verticality and emphasize each floor break with a new material along the façade. The base illustrates irregular stone materials whereas above features horizontal siding. Once again, to exaggerate the verticality, siding materials switch orientations and run vertically. Further, the use of stucco is present and will be used at the extruded elements along the second half of the top floor to break up the use materials and offer an unique character.





TWO STOREY TOWN

THRIVE  
IN SMITHVILLE WEST



ELEVATION A



ELEVATION B



LAUREL

THRIVE  
IN SMITHVILLE WEST



BUNGALOW TOWN

THRIVE  
IN SMITHVILLE WEST



ELEVATION A



ELEVATION B



CHERRYWOOD

THRIVE  
IN SMITHVILLE WEST





SW-BTB-E2

SW-BTB

SW-BTB

SW-BTB

SW-BTB

SW-BTB-E1

**TYPICAL FRONT ELEVATION**

SMITHVILLE WEST BACK TO BACK WITH FIREWALLS



SW-301E

SW-301

SW-301

SW-301

SW-301

SW-301E

**TYPICAL FRONT ELEVATION**

SMITHVILLE WEST 3 STOREY