URBAN DESIGN BRIEF
175 ZOO PARK ROAD, WASAGA BEACH

September 2017
Our File: 0729G

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1 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC”) has been retained by Simcoe County Housing Corporation (hereinafter as the “Client”) to prepare an Urban Design Brief for the redevelopment of the property municipally known as 175 Zoo Park Road (“the Site” or “the subject lands”) in the Town of Wasaga Beach, we note that the subject lands are currently owned by the Town. The purpose of this Urban Design Brief is to illustrate how the proposal will meet the design objectives of the Town of Wasaga Beach.

The proposed development will seek to utilize land that are currently used as a Public Works Yard for the Town of Wasaga Beach. The proposal is for the development of a four storey residential apartment building to provide affordable residential units. The eastern portion of the Site is reserved for future development. There is currently no design being contemplated for the future development area on the eastern portion of the Site. The Site is approximately 1.76 hectares (17,600 square metres) in area. The Site has approximately 93.4 m of frontage along Zoo Park Road and a depth of approximately 216 m from Zoo Park Road.

THE POLICY AND GUIDELINES

The subject lands are currently vacant and are designated as “Tourist Commercial” within the Town of Wasaga Beach Official Plan (“OP”). An Official Plan Amendment is required to allow for the proposed apartment building. The OP encourages the Town to grow within the natural landscape to attract visitors as well as permanent residents. The OP’s urban design policy goals intend for the Site and surrounding area to:

- Preserve and enhance recreation and tourism in the Town;
- Promote developments with a high standard of design and quality;
- Promote commercial and tourism areas of the town;
- Create a range or variety of different land uses;
- Establish sustainability principles within community design;
- Create the guiding principles to prepare town-wide urban design guidelines;
- Encourage the appeal of the built up areas of the Town by maintaining the built form, scale, and aesthetics;
- Protect view corridors and visual amenities such as the waterfront;
- Encourage aesthetically pleasing environments in all areas of development;
- Enhance pedestrian activity and a healthy lifestyle for residents and visitors; and
- Utilize where possible the use of buildings of architectural or cultural significance.

In response to this, the Town has prepared Urban Design Guidelines for Townhouse and Apartment Built Form. While these guidelines are in draft, the represent the most current approach to implementing the policy, and therefore have been considered in this Brief.

The Urban Design Guidelines encourage the development of multiple tenant dwellings as they diversify the housing options in the community. The Town recognizes that the pattern of development in Wasaga Beach has shifted towards higher density and that apartment buildings represent a sustainable development.

OUR APPROACH

In response to this design vision, MHBC on behalf of the Client has prepared this Urban Design Brief to illustrate how the proposed development has met the goals as set out in the Town’s Official Plan and criteria of the Urban Design Guidelines. Should you have any questions or wish to discuss the brief in further detail, please do not hesitate to contact us.

Yours truly,

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THE PROPOSED DEVELOPMENT

The proposal is to provide affordable housing apartment units in the Town of Wasaga Beach in the form of a four storey apartment building. The proposed development includes a total of 99 residential units, 95 surface parking spaces, landscaped area, patio, outdoor amenity area and an open grassed area. The proposed building will be ‘L’ shaped and with presence along the Zoo Park Road frontage, wrapping around the northwest corner and running parallel to the northern interior side lot line. The shape and orientation of the building will provide an optimal layout when considering parking, road relationship and solar access mix to the units.

The proposed development is located adjacent to Zoo Park Road. Additional development on this portion of the Site may be contemplated in the future, however there is no specific design or timeline associated with any future development.

Figure 2.1 Proposed Site Plan by MCL Architects.
This Urban Design Brief organizes key urban design policies and guidelines into categories and sub-categories. Within each sub-category, applicable urban design policies and guidelines are listed on the left, and a written response demonstrating adherence with those policies/guidelines on the right. In some cases where strict compliance is not feasible, design rationale is provided to outline the design intent continues to be respected.

Well-designed developments can help to connect people with places, balance the protection of the environment with emerging built form, and influence the development process to achieve development that promotes a sense of place and local identity within a community. Key urban design terms has been used in this brief to further articulate how the proposal achieves good design principles and enhances the relationship with the surrounding area.
Figure 3.2 Site in context with surrounding community
ORIENTATION

Urban Design Guidelines Section 2.1

1. Orient buildings towards the public realm to contribute to an active pedestrian environment and healthy streetscape. Garages and parking areas are encouraged to be located in the rear of a townhouse dwelling, where possible, to maintain a safe and attractive public realm.

5. Position buildings to face one another with a front-to-front and back-to-back relationship. Avoid back-to-front facing relationships and rear yards fronting a public street, where possible.

RESPONSE

The proposed development will be oriented to frame the street with a 6m setback from the property line. The proposed building will establish a streetwall that will animate the public realm through facade articulation and windows facing the public street. The proposed floor plates are positioned in an “L” shape to avoid on-site overlook between residential units, as well as to provide a street facing relationship with Zoo Park Road. The shape of the building also screens the proposed surface parking areas from the public realm, as further discussed in Section 9.0.

Figure 4.1  Model illustrating the proposed streetwall framing the public right-of-way. Model by MCL Architects.
HEIGHT AND MASSING

Urban Design Guidelines Section 2.2
1. Design buildings with height and massing that create and reinforce pedestrian scaled environments through appropriate street proportion. The height of the building should be appropriately scaled to the width of the public/private street on which it fronts.

3. Design buildings located adjacent to low-density residential areas that incorporate façade setbacks, modulation and/or height reductions on portions of the building to achieve greater compatibility by reducing the appearance of height and massing. Dividing building mass into smaller vertical sections can reflect the scale of neighbouring buildings.

Urban Design Guidelines Section 2.4
1. Building scale, mass, and proportion should contribute to the quality of the streetscape, and promote visual integration into the surrounding neighbourhood.

5. Offer views while minimizing shadowing and overlook into neighbouring properties. Buildings should be contained within a 45 degree angular plane measured from the rear property line, when abutting low-density residential buildings to preserve light, views, and privacy.

RESPONSE

The proposed 4-storey building is appropriately scaled to the existing width of Zoo Park Road as well as the proposed 4m road widening dedication, providing appropriate street enclosure to the area. The building provides a height that does not exceed the 1:1 ratio relative to the existing width of Zoo Park Road.

The proposal will ensure adequate transition from the adjacent lower density neighbourhood to the south and west by providing appropriate setbacks and meeting a 45 degree angular plane. The transition to lower density areas is further defined through the ‘L’ shape of the building, locating the majority of the building away from adjacent residential neighbourhood to the south and the use of a mansard roof rather than a peaked roof to reduce the visual impression of built form height.

The proposal’s façade articulation creates a rhythm and pattern to further reduce the effects of the height and massing to achieve compatibility with the lower-density residential areas. The articulation will also improve the quality of the streetscape by breaking up the façade, providing for visual interest from the street. As discussed in Section 6.0, the proposal will utilize attractive architectural design that reflects a high quality and is compatible with the surrounding neighbourhood.

The building will have minimal and acceptable shadow impact as discussed in the Shadow Impact Study.
TRANSITION

Urban Design Guidelines Section 2.3
4. Provide a minimum of 15 metres separation distance between facing buildings (front to front and rear to rear) at lower floors to provide adequate sized amenity areas, light into main living areas, view to the public realm, and privacy.

Urban Design Guidelines Section 2.4
2. Building design should incorporate a gradual transition to existing buildings of a different density, height, or setback, respecting the height, scale and massing of neighbouring buildings.

3. Create a transition in building heights if a new development is lower or higher than existing buildings. Step the building down (or up) in height near adjoining properties to relate to the scale of neighbouring buildings. Add architectural features, such as porches, verandas, and bays, to visually reduce the mass of new buildings.

4. Incorporate building setbacks to achieve a gradual transition to the immediate context of adjacent low-density residential and commercial buildings. When desirable setbacks exist on adjacent lands, reflect that condition in the siting and building setbacks. Where setbacks vary, mediate between the two setbacks. Where setbacks are undesirable - i.e. parking is located in front of adjacent buildings – then site new building closer to the street edge in order to set a positive precedent.

RESPONSE

Appropriate separation will be provided from the proposed building and any future development to the east on the subject lands. The separation distance will meet Ontario Building Code requirements for separation. Architectural features such as large windows will be provided to allow light into every residential unit, as discussed in Section 6.0 The proposed development will incorporate outdoor amenity space for both residents and visitors, as further discussed in Section 7.0.

The proposal acknowledges the general scale, height and massing of the immediate area, which includes the existing adjacent 2-storey town houses to the south and 2-storey retirement residential building further south. The orientation and massing of the building ensures the proportions and transitions are balanced. The massing of the building reflects the massing of the townhouses to the south and the retirement building further south. The building height and location limits impacts on the adjacent residential community by providing an appropriate separation distance from the building and the two storey residential development to the east, across Zoo Park Road and the south.

In addition to the 6m front yard setback, and existing 20m Zoo Park Road width, the proposal includes side yard landscape buffer of 6m to enhance transition from the adjacent low-density residential buildings to the south. The setback to the south will provide landscaping and an 8 foot high fence to screen the proposed building and surface parking, as further discussed in Section 7.0. In addition the proposed building is setback approximately 15m from the adjacent property line to the south to further mitigate transition between the adjacent property.
Figure 4.1  Site Plan illustrating the proposed setbacks from the public right-of-way and adjacent residential buildings. Base by MCL Architects.
CIRCULATION

Urban Design Guidelines Section 2.1
2. Front yard paths should provide direct access to each unit or common entrance from the sidewalk.

3. Front entrances should be prominent, accessible, and incorporate a porch or veranda. Main entrances should be accessible, illuminated, and provide weather protection.

Urban Design Guidelines Section 3.1
2. Provide safe, comfortable and easily accessible pedestrian linkages to destinations within the new development including schools, trails, parks, transit, and community facilities. Connect pedestrian routes to adjacent developments.

3. Pedestrian circulation areas should be barrier free and landscaped, have pedestrian-scale lighting, and have access to sunlight.

Urban Design Guidelines Section 2.8
4. Pedestrian routes across grade changes should be universally accessible and in compliance with Provincial accessibility legislation.

RESPONSE

The main pedestrian entrance is strategically located at the interior of the Site to ensure direct barrier-free access from the surface parking areas. The main entrance will be identified through an attractive and distinguished canopy to give a prominent appearance on the façade while breaking up the built form. The main entrance is located away from the Site's vehicular entrance to mitigate conflict between vehicles and pedestrians. Ground-level pedestrian access will be provided from the main entrance, as well secondary pedestrian entrances on the east and south sides of the building.

Connections from the building's main entrance will be provided through on-site walkways. The pedestrian connections will provide access to the outdoor amenity area and surface parking on-site. A sidewalk on the east side of Zoo Park Road is proposed from the subject site to Wally Drive which will provide access to additional sidewalks along Wally Drive and Zoo Park Road, which is part of the Ganaraska Trail. The walkways will not have drastic grade changes on-site, where feasible, to ensure safe and accessible travel for all, meeting AODA requirements. Barrier free parking spaces are located near the main entrance of the building to ensure safe and convenient access to the building.

The proposed lighting for the building will incorporate attractive light standards and fixtures that will be located around the entrances and pathways to provide for safe pedestrian access points to and from the parking lot and the proposed public sidewalk. Lighting will be dark sky friendly to avoid light pollution. Appropriate lighting design will be finalized at the Site plan stage.
Figure 5.1  Site Plan illustrating building entrances and pedestrian circulation. Base Plan by MCL Architects.
FACADE DESIGN

Urban Design Guidelines Section 2.2
4. Emphasize building entrances and architectural features to create visual cues for site orientation. This can be achieved by increasing the height of portions of the building on prominent sites, such as gateways, intersections, view terminus and abutting open space areas.

Urban Design Guidelines Section 2.3
5. Limit building element projections, such as balconies, into setback areas, streets, mews, and amenity areas to protect access to light and sky view.

Urban Design Guidelines Section 2.4
6. Position decks and balconies to minimize overlook onto neighbouring properties and private amenity spaces. Where overlook occurs, screen views with landscaping, decorative walls, or fencing.

RESPONSE

The main entrance will be identified through an attractive and distinguished canopy that will create distinction along the building façade. The canopy will serve as an on-site focal point to emphasize as the main building entrance. The canopy will provide for weather protection and create a comfortable and well-defined entrance for pedestrians. Details for the entrances will be refined at a later stage to ensure conformity to AODA standards.

Overlook is minimal as the proposed development does not contemplate balconies or decks. The proposed building is also well positioned, providing a 15m setback from the southern property line to achieve enhanced transition from the adjacent residential buildings to the south. Access to light and sky view is protected from both the street and the adjacent residential properties. The Shadow Impact Study confirmed minimal impact on the surrounding area and the Site’s access to sunlight with respect to amenity area. Full solar access is provided for 4 consecutive hours during the Fall and Spring Equinox and 5 consecutive hours during the Summer Solstice. Beyond those time frames, any shadows that are experienced occur on less than 50% of the outdoor amenity area during the Spring and Fall Equinoxes. During the Winter Solstice, we anticipate that the outdoor amenity area will not be heavily used and therefore are not considered.
NORTH AND SOUTH ELEVATIONS

Figure 6.1 From top to bottom north and south elevations of the proposed building showing a high standard of architecture. Elevations by MCL Architects.

EAST AND WEST ELEVATIONS

Figure 6.2 From top to bottom east and west elevations of the proposed building showing a high standard of architecture. Elevations by MCL Architects.

Figure 6.3 Examples of a mixture of materials such as brick and glass.
FACADE DESIGN

Urban Design Guidelines Section 2.4
7. Architecture and materials should respect and be compatible with the surrounding residential area.

Urban Design Guidelines Section 2.5
1. Incorporate a high level of architectural treatment that contributes to the pedestrian environment and reinforces the community character for façades visible from the public realm. Design facades with variety in architectural elements, such as varied wall planes and roof lines, human scale proportions, large windows, and porches/entranceways.

2. Incorporate architectural variety between adjacent blocks along a streetscape. For building facades greater than 30 metres in length, divide the horizontal dimension of the building and create a more human-scaled environment by incorporating breaks and significant modulation in the massing (wall projections/recesses), and variety in roof design.

3. Design corner units to incorporate architectural features that address both streets with a side elevation that includes windows and details consistent with the front elevation. Wrap-around porches, corner bays, gables, bay windows, and architectural features should carry architectural design treatments along both building frontages.

4. Articulate elevations that face public spaces, including parks and open space, by incorporating building projections, such as porches, bay windows, and entry doors to maximize opportunities for overview and safety.

5. Incorporate cladding materials that include brick, stone, metal, glass, wood, and insitu concrete of high architectural quality. Incorporate high quality stucco only as an accent material. Vinyl siding, plastic, plywood, concrete block, tinted and mirrored glass, and metal siding are discouraged.

Figure 6.4  Proposed (left) and an example (right) of consistent articulation of the façade through the layout of windows. Elevation by MCL Architects.
RESPONSE

The proposed building will propose attractive architectural design and materials that reflects a high level of quality and contributes to the neighbourhood character. Architectural treatments proposed for this development will incorporate a mixture of durable and sustainable materials that enhances the village character of the Town of Wasaga Beach. The proposed apartment building will provide the same high level of façade design to all sides of the proposed building. Details of the architectural finishes will be refined at the Site Plan stage.

Along with high-quality architectural treatments, the building provides rhythm and pattern on all sides. The building recognizes and meets the intent of the Town’s Urban Design Guidelines of creating a more human-scaled environment by incorporating breaks in the façade. Along Zoo Park Road, the proposed building provides wall projections and recesses of 3m, 5m, 6m and 12m providing relief and rhythm, enhancing the visual interest of the proposed building design.

The proposed window pattern is consistent with the existing 2-storey retirement home building at the southeast corner of Zoo Park Road and Wall Drive, providing similar proportions and placement pattern along the façade of the building. Large multi-pane windows are utilized to break up the façade, serving as visual interest and allow for views in and out of the building thereby promoting animation along the public right-of-way. The consistent placement of windows on all sides of the building provides informal surveillance to maximize safety of both the public street and internally to the Site.

Figure 6.2 Model of the proposed building demonstrating rhythm and pattern from projections and recesses. Model by MCL Architects.
LANDSCAPE DESIGN

**Urban Design Guidelines Section 2.1**

4. In the front yard, public and private space should be differentiated through the use of landscaping, terraces, visual barriers such as low decorative fencing, and/or minor grade separation (0.6 - 0.9 metres). Accessible townhouse design should be considered with universal level entrances or barrier-free access ramps, where feasible. Stairs should not dominate the entrance of a townhouse.

**Urban Design Guidelines Section 2.6**

1. Create a transition space/landscape element between the public street and private dwelling. Front-yard landscaping should include deciduous trees and drought tolerant groundcover/shrub species to create a visual distinction between public and private realm.

2. A minimum of 50% of the front yard should consist of soft landscaping. Landscaping plans for front yards should include tree-planting with one tree planted per unit, ensuring a minimum soil volume of 30 cubic metres to maintain the long-term health of new trees.

3. Retain and protect existing healthy mature trees, where possible. To ensure their survival, trenching for services and foundations should avoid the critical root zone of existing trees, generally defined by the tree’s drip line. If the removal of any mature and healthy tree(s) is justified and accepted by the Town, they should be replaced with new trees.

RESPONSE

An attractive landscaping treatment and transition space will promote the softening of the edges of the subject lands. Landscaping will be provided along the frontage, enhancing the proposed development appearance from Zoo Park Road. Native, non-evasive species will be used that will offer a variety of colour, texture and size to build on the animation of the building’s base.

Landscape treatment will be provided throughout the subject lands to create an enjoyable atmosphere for residences and visitors. The proposed outdoor amenity area includes a gazebo, two (2) play areas, as well as decorative landscaped features such as shrubs, planting beds, bollards and lighting. These features will provide adequate separation from the surface parking area and sufficient lighting to improve visibility and mitigate safety concerns. A noise barrier fence will mitigate noise from the adjacent Public Works Yard to the north, on the amenity area. A 2.0 m pedestrian walkway has been provided to ensure for safe connections in and around the landscape features from the building’s entrances. The proposed walkway will be constructed with permeable pavers and interlocking brick, and leveled to the appropriate grading on site. The walkway will allow for connection to the proposed outdoor seating around the playgrounds.

Additional planting will be located throughout the subject lands, particularly along the southern property line. Plantings along with a proposed 8-foot fence to replace the existing 10-foot fence will further minimize concerns of privacy and overlook on adjacent property.
Figure 7.1 Proposed Landscape Plan by John D. Bell Associates Ltd.
OUTDOOR AMENITIES

Urban Design Guidelines Section 2.7

1. Provide common or shared amenity spaces such as parkettes or other open spaces where appropriate. The common space should be in a prominent location, visible and easily accessed from all units, and with plenty of exposure to sunlight.

2. Provide private amenity areas such as a backyard, balcony, deck or roof space for each townhouse dwelling which is fenced or screened with landscaping for privacy.

RESPONSE

The proposed development acknowledges the need for amenity space for residential developments and as such has provided for an outdoor ground floor patio at the northwest corner of the building, an outdoor ground floor amenity area east of the building, as well as an interim toboggan hill and small play area further east.

The communal outdoor amenity area will provide for an active space, programmable for all ages. The play area is located on the east side of the building and is easily accessible via on-site pathways from the building’s entrances. The area is strategically located to animate the east side of the building and to maximize sky and light view while protecting for potential future development. Plantings and a noise barrier fence is proposed around the perimeter of the play area to mitigate views and noise from the Public Works Yard to the north.

The outdoor patio area is located at the northwest corner of the building and is accessed internally through the building. The patio area is centrally located to provide easy access for all residents and to ensure the shadow impacts are minimal. A privacy fence will be installed adjacent to the patio to screen any potential views to and from the patio. Where appropriate the patio area will be landscaped with pavers, furnishing and planters.
SCREENING

Urban Design Guidelines Section 3.2

5. Separate private laneways and driveways from side property lines with a landscaped buffer area with a minimum width of 1.5 metres, and from rear property lines by a landscaped buffer area with a minimum width of 3 metres, to soften and improve the transition between adjacent properties.

6. Rear private laneways should be lighted for safety and security, but no spillover of such lighting on adjacent property should occur.

RESPONSE

Landscaping that enhances screening of the parking field will be provide throughout the surface parking field to ensure visibility of parking is minimal from adjacent residences. A 6m wide landscaping buffer will be provided on the southern border of the subject lands, separating the adjacent residential development. The 6m wide landscaped area (and soon to be replaced with an 8 foot high fence) will further reduce the visibility of the surface parking area and provide a privacy screening between the subject lands and the adjacent residential development. Attractive light standards and fixtures will be located around the surface parking area to enhance safety. Cut-offs will be used to ensure light spillage onto adjacent properties will not occur.

Figure 7.1 Example of landscape screening and planting beds used as attractive treatment to promote the softening of the edge of surface parking.
8 PARKING AND SERVICING

**PARKING AND SERVICING**

**Urban Design Guidelines Section 3.2**

7. Site design shall:
   a) consider snow clearing, storage and/or removal, and should provide for dedicated areas for snow storage;
   b) accommodate for Emergency Vehicle access and turning movements;
   c) consider waste-removal operations and be in accordance with the County of Simcoe’s Multi-Residential and Private Road Waste Collection Policy.

**Urban Design Guidelines Section 3.3**

2. Where townhouse units are less than 6.0 metres in width, garages and parking areas shall be located and accessed at the rear of the building to deliver a high quality streetscape that minimizes the visual impact of vehicle storage, and provides a safe and comfortable pedestrian environment.

6. Conceal views of parking areas from the street and adjacent properties by means of building placement, landscaping, fencing and other site features. Accesses to underground parking should be integrated into the design of the building and should be sited to prevent negative impacts to neighbouring properties.

7. Provide sufficient visitor parking that is centrally located and accessible for pedestrians from sidewalks and pathways.

8. Parking access, servicing areas and utility boxes should be consolidated for efficiency and to minimize adverse impacts on neighbouring properties and the public realm. Waste storage areas, utility boxes, and hydro meters should be screened from public views, located below or under the front steps or behind freestanding utility meter walls, where feasible, so they are not visible from the street.

**RESPONSE**

The proposed development provides an appropriate dedicated snow storage area on the east side of the Site that will not interfere with pedestrian and vehicle circulation. The proposed storage location is sensitive to landscaped areas and is in an area that ensures it is not a visual obstacle.

The internal road layout is designed to permit continuous movement of emergency vehicles without requiring the vehicles to reverse. The paved road width provides space for all turns of emergency vehicles for quick and efficient access to the building, minimizing conflict with pedestrians and vehicles.

The proposed development provides for surface parking areas at the rear of buildings. As such, the parking areas have been located internally, with the building oriented in a “L” shape concealing the parking areas from the Zoo Park Road. Landscaping is provided throughout the Site to further screen the parking areas, particularly on parking islands. Concealing the parking enhances the visual interest of the subject lands from the public realm.

Sufficient parking is provided for both residences and visitors and is accessible from the pedestrian walkways on-site. Five accessible parking spaces will be located close to the building’s main entrance to ensure convenient barrier-free access.

The building’s “L” shaped floorplate will ensure that utilities and servicing areas are screened from the street. Coordination with utility companies will ensure screening from the street and areas of high visibility is respected. The Client will work with the Town and utility companies to ensure any above grade utilities will be screened while allowing access.
Figure 8.1 Site Plan illustrating vehicular circulation. Base Plan by MCL Architects.
9 ENVIRONMENT AND SUSTAINABILITY

SUSTAINABILITY

Urban Design Guidelines Section 2.8

1. Maintain the existing or natural grade at property lines. Avoid artificially raising or lowering grades that would require the use of retaining walls, which would adversely affect water run-off and/or connectivity to adjacent properties.

5. Stormwater run-off and drainage should have no adverse impacts on adjacent properties or the public realm.

6. Manage rainwater and snowmelt on-site with Low Impact Development (LID) Standards that encourage infiltration, evapotranspiration and water re-use.

7. Minimize impermeable surfaces. Where hard surfaces are planned, the use of permeable materials are encouraged to manage stormwater run-off, promote groundwater recharge and infiltration, and reduce heat build-up.

RESPONSE

The proposal will be graded to Zoo Park Road. As such, drainage and stormwater runoff impact will be minimal.

On-site stormwater impact will be mitigated by the proposed landscaped design that will provide permeable surfaces and ample planting areas. In addition, the proposed landscaping will assist in reducing urban heat island effects. Sustainable elements such as walkways and bicycle parking are integrated through the Site. The proposed outdoor amenity area will further enhance stormwater mitigation on site and enhance the tenant experience.

With respect to the building itself, all interior and exterior lights will be LED lighting to reduce energy consumption. The building reduces the consumption of water through the use of low flow fixtures where possible. A light coloured roof will be used to further reduce heat island effects and materials with low volatile organic compounds (VOC) will be used to reduce harmful emissions.

While not identified as a sustainable imitative in the guidelines, access to transit offers multi-modal sustainable movement options. Wasaga Beach Transit Route 1 provide bus service along Zoo Park Road, providing access to the Town’s downtown core. An existing transit stop is provided for at the intersection of Zoo Park Road and Wally Drive. In addition, Zoo Park Road is part of the Ganaraska Trail System. The proposal will optimize the use of this active recreational feature.
Figure 9.1 From top left clockwise - examples of secure bicycle parking, drought tolerant landscaping using mulching, and existing transit services.
10 CONCLUSION

SUMMARY AND CONCLUSION

Based on our review of the Town of Wasaga Beach Official Plan Urban Design Policies and draft Urban Design Guidelines for Townhouse and Apartment Built Form, it is our opinion that the proposal adheres to the existing and emerging design direction of the Town. Overall the proposal represents good design that will enhance place making in the Town.

Figure 11.1 Model of the proposal by MCL Architects.
Accessibility
Providing for ease, safety, and choice when moving to and through places.

Adaptive Reuse
Converting an existing building into a new use.

Angular Plane
A geometric measurement that maintains solar access and height transition.

Animation
Support sustained activity on the street through visual details, engaging uses, and amenities.

Articulation
The layout or pattern of building elements (e.g. windows, roofs) that defines space and affects the facade.

Built Form
The physical shape of developments including buildings and structures.

Character
The look and feel of an area, including activities that occur there.

Circulation
The movement patterns of people and vehicles through a site or community.

Compatibility
Similar size, form and character of a building relative to others around it.

Connectivity
The ease of movement and access between a network of places and spaces.

Desire Line
Shortest or most easily navigated route marked by the erosion of the ground caused by human traffic.

Facade
The exterior wall of a building exposed to public view.

Figure Ground
The visual relationship between built and unbuilt space.

Focal Point
A prominent feature or area of interest that can serve as a visual marker.

Gateway
A signature building or landscape to mark an entrance or arrival to an area.

Height Transition
The gradual change in height between buildings within a community.

Landmark
Highly distinctive buildings, structures or landscapes that provide a sense of place and orientation.

Massing
The effect of modifying the height and bulk of the form of a building or group of buildings.

Node
A place where activity and circulation are concentrated.

Pedestrian-Oriented
An environment designed to ensure pedestrian safety and comfort for all ages and abilities.

Public Realm
Public spaces between buildings including boulevards and parks where pedestrian activities occur.

Rhythm and Pattern
The repetition of elements such as materials, details, styles, and shapes that provide visual interest.

Setback
The orientation of a building in relation to a property line intended to maintain continuity along a streetscape.

Step Back
A recess of taller elements of a building in order to ensure an appropriate built form presence on the street edge.

Streetwall
The consistent edge formed by buildings fronting on a street.

Street Furniture
Municipal equipment placed along streets, including light fixtures, fire hydrants, telephones, trash receptacles, signs, benches, mailboxes, newspaper boxes and kiosks.

Sustainability
Developing with the goal of maintaining natural resources and reducing human impact on ecosystems.

Urban Fabric
The pattern of lots and blocks in a place.

View Terminus
The end point of a view corridor, often accentuated by landmarks.

Vista
Direct and continuous views along straight streets or open spaces.

Wayfinding
Design elements that help people navigate through an area (e.g. signs, spatial markers).

MHBC understands that urban design can help to connect people with places, balance the protection of the environment with emerging built form, and influence the development process to achieve development that promotes a sense of place and local identity within a community. Our firm deploys an interactive design process that includes visioning, community outreach, team facilitation, team capacity building, and graphical representation to achieve design solutions that are reflective, responsive and respectful of the local community context. Our design approach is collaborative, working with landowners, municipalities, stakeholders and the public to achieve design that balances input from all, allowing for community buy-in and personal ownership of the final design. Learn more about MHBC at www.mhbcplan.com.

Figure 11.1 The Urban Design Dictionary by MHBC Planning.