

HILL RIDGE HOMES – URBAN DESIGN REPORT

CRANBERRY MARSH ESTATES

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2LS DESIGN INC.



Town File Number:
File Number:
Submission Date:

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1.0 GENERAL

▪ APPLICATION

Application is made for Site Plan Approval for 26 Multiple Attached (Townhouse) dwelling types.
South side of Highway 26 West

▪ SCOPE OF PROPOSAL

- 26 - 3 storey units in five separate blocks
- Each unit is at about 190 sq.m. *GFA*
- Site access directly off Highway 26 via one condominium road
- Site Frontage along Highway 26 is 45.56m
- Trail system linkage from Highway 26 south to the Cranberry Marsh
- Bicycle racks provided

▪ PURPOSE OF THE URBAN DESIGN REPORT

- To provide a summary of the proposed Site Plan Application along with a site context overview
- To provide a summary of how the proposal addresses key directions of the Town's Urban Design Manual

2.0 APPLICATION OVERVIEW

PLANNING APPROVALS REQUIRED

Site Plan Approval

OFFICIAL PLAN (Summary)

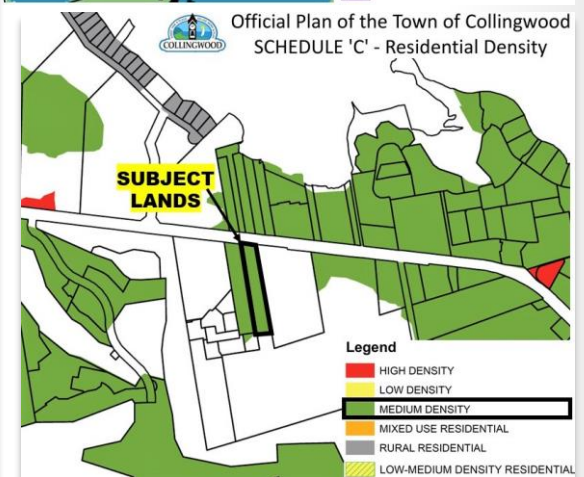
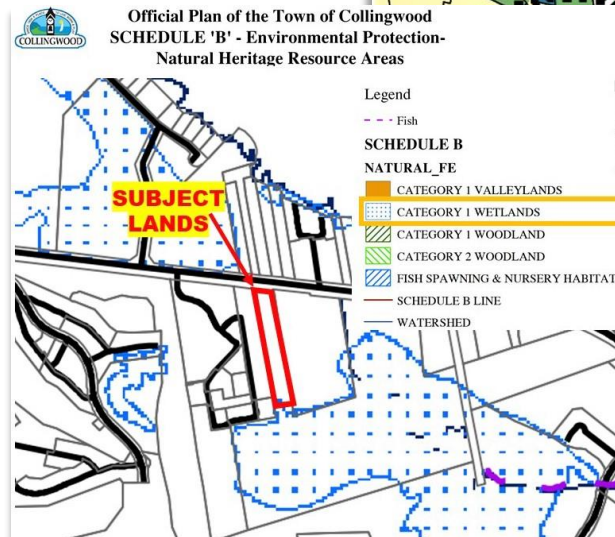
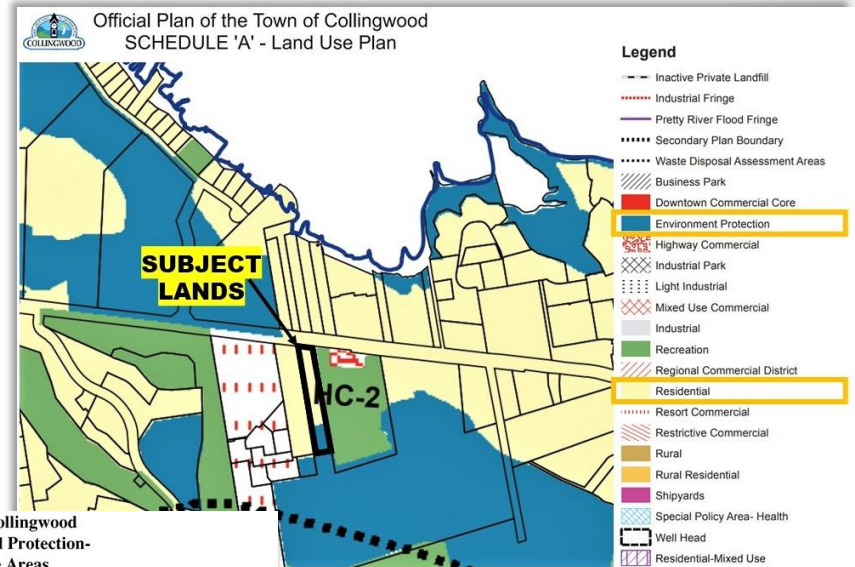
- Residential / Medium Density
- Environmental Protection
- Category 1 Wetlands

PERMITTED USES INCLUDE:

A range of dwelling types

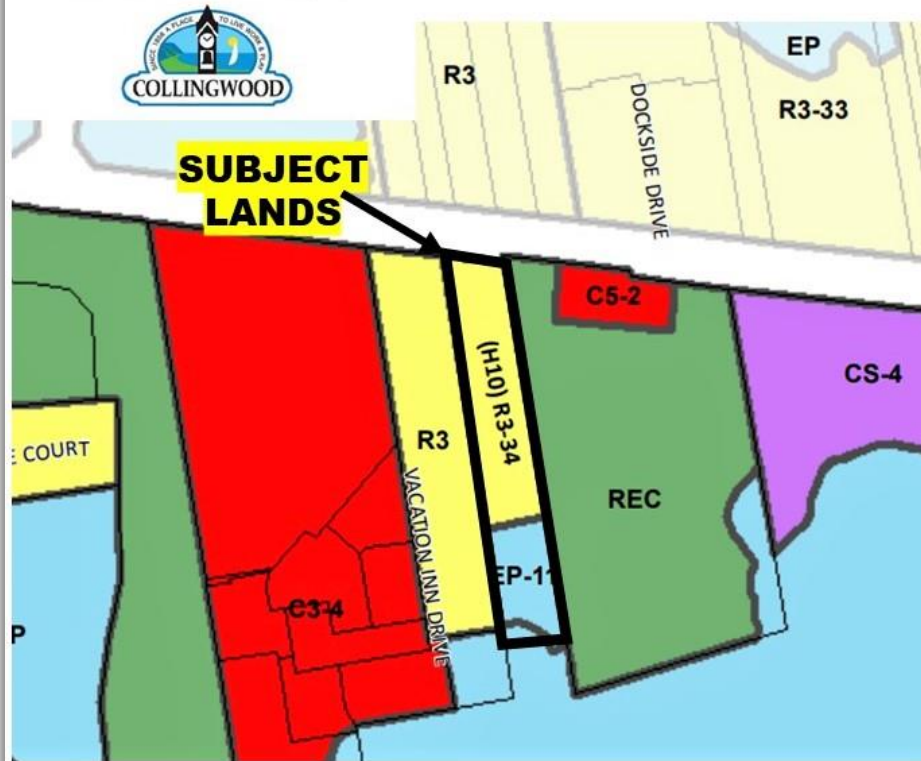
Passive public recreation

Public/private road



2.0 APPLICATION OVERVIEW

Collingwood Zoning By-Law
Schedule 'A' - Map 7



▪ ZONING BY-LAW

Residential (H10) R3-34

EP-11

R3-34 exceptions include:

- min. lot area at 140 sq.m. per unit
- min. front yard 7.5m
- min. interior side 3m
- min. landscape east 5m
- landscape easterly strip shall include SWM facility if required and a 1.8m acoustical privacy fence

EP-11 exceptions include following uses:

- walking trails
- conservation
- private road
- private rec facilities
- patio or deck not requiring a building permit

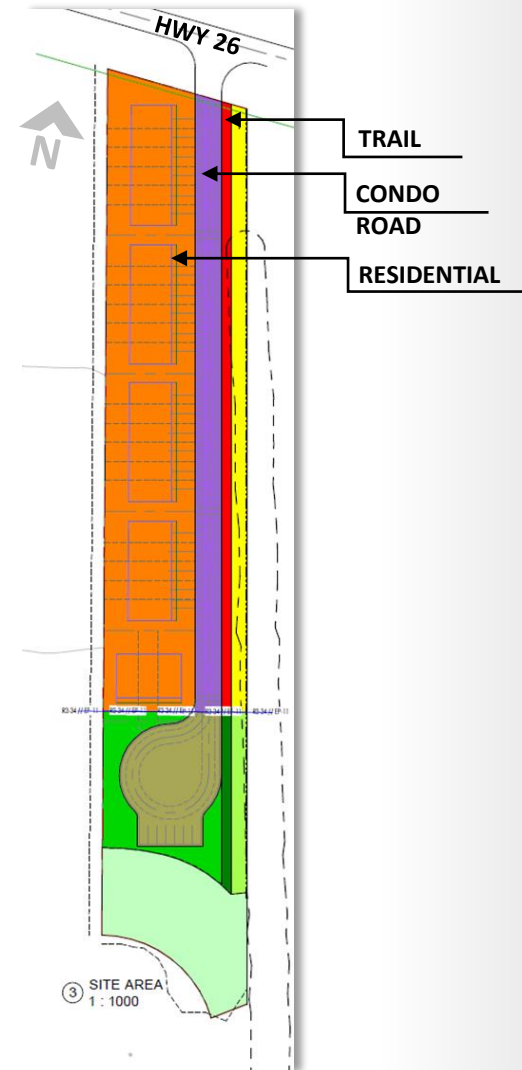
2.0 APPLICATION OVERVIEW

▪ PRINCIPLES

- Add to the available medium density housing stock of the Town
- Provide a housing of similar density to existing westerly housing forms
- To respect established environmental protection areas and formalizing the existing informal north south trail connection

▪ OBJECTIVES

- Provide a consistent built form throughout the site
- Improve/formalize trail connectivity between Highway 26 trail and the Cranberry Marsh trail system
- Maximize building setback from the adjacent easterly commercial lands (garden centre and nursery stock areas)
- Mirror the housing to road linear orientation established by existing adjacent medium density housing (Trafalgar Road) to the west
- Utilize architectural features and detailing to provide appropriate visual relief and interest



3.0 SITE LOCATION & EXISTING CONDITIONS



CONTEXT

- Fronting on south side of Highway 26
- Long narrow land configuration
- Vacant parcel intended for residential development
- Existing full and part time medium density residential uses to the west
- Existing commercial greenhouse/nursery to the east
- Existing medium density to north
- Environmental lands to the south part of Cranberry Marsh system



Hill Ridge EP Zone Property Context – Air Photo



Birks Figure 2, Existing Conditions

Green line = "Wetland Limit"



Birks Figure 3, Proposed Site Plan

Green area = "30m Wetland Setback"

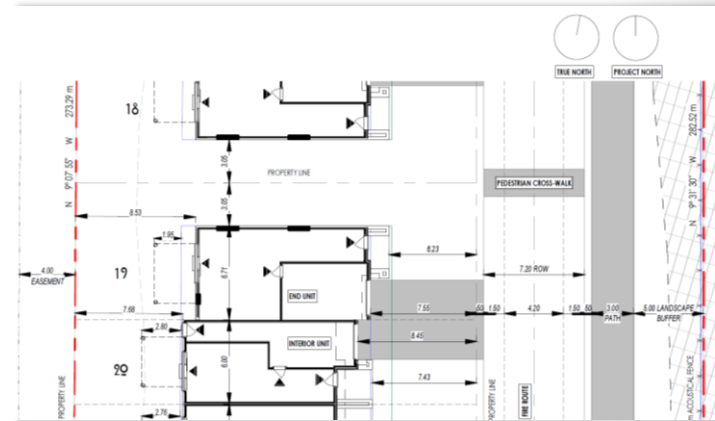
4.0 PROPOSED DEVELOPMENT

■ PROPOSED DEVELOPMENT SUMMARY

- 26 dwelling units
- 3 storey
- Five blocks
- One condominium road off Highway 26
- Terminates in a cul-de-sac
- Trail connecting Cranberry trail system at north to Cranberry Marsh trail system to the south
- Public trail
- Eight visitor parking spaces
- Two parking spaces per unit
- Fourteen bicycle spaces
- Landscaped front (Highway 26) yard



Street Front (Block 4 & 5)



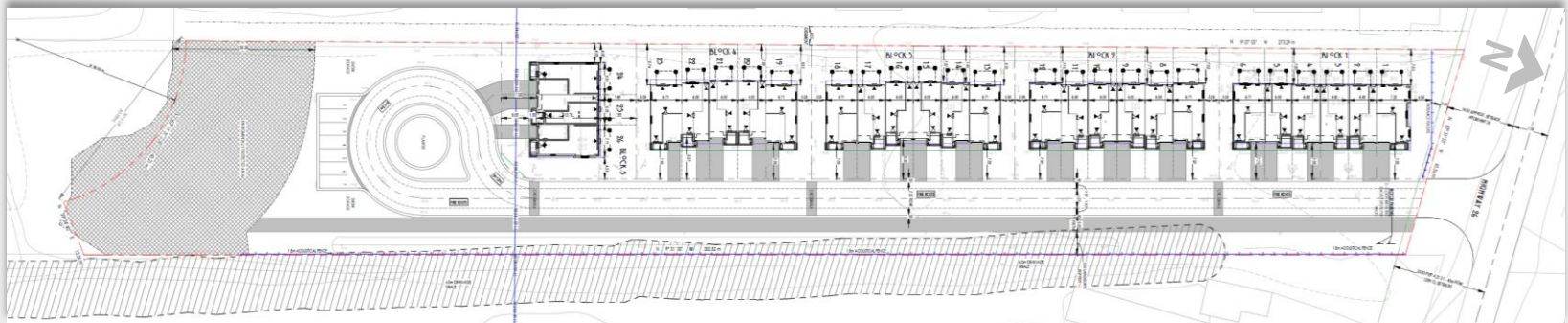
Interior Circulations & Trail Connectivity

5.0 URBAN DESIGN MANUAL

KEY CONSIDERATIONS

5.1 SITE LAYOUT (UDM SECTION 6)

- East property line fencing provides a visual screening/noise attenuation function (UDM 6A6)
- Main entrance is easily identifiable through low wall and landscaping - individual unit identified through recess garage treatments (UDM 6L(1))
- Garbage and recycling facilities provided privately (UDM 6P)
- Snow storage areas provided at south end of road way and will be managed through private plowing and removal services (UDM 6R)



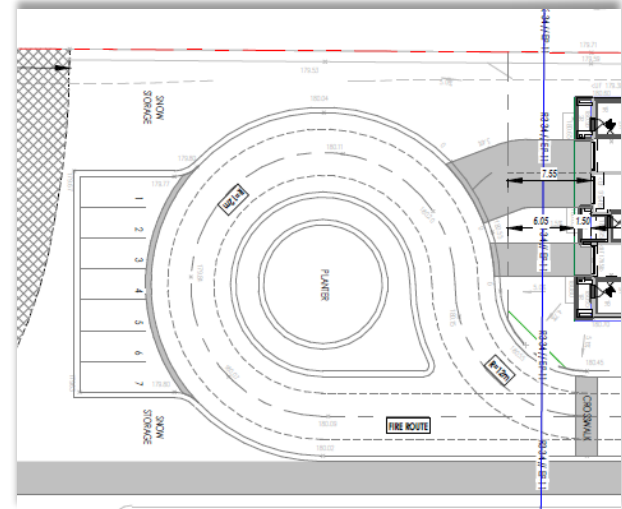
PROPOSED DEVELOPMENT PLAN

5.0 URBAN DESIGN MANUAL

KEY CONSIDERATIONS

5.2 BUILDING DESIGN (UDM SECTION 7)

- **7A(1)** Architectural Theme – *see pages 11,12*
- **7A(3)** Multiple Building Developments – street walls strongly defined through linear block orientation, access road and rear yards.
- **7D(1)** Multiple Building in a Single Project – functional relationship established through orientation to common road. Outdoor amenity space oriented to received sunlight.
- **7D(3)** Multiple Building in a Single Project – Complementary Architecture Style/Form/Colour/Materials/Roof Line – *see pages 11,12*
- **7G(10)** Building Details (Sides/Façades) – are consistently applied to each façade and each block.
- **7H(1) 7H(4)** Building Design (Horizontal/Vertical) – detailing articulates and defines the building façades and sections/units.
- **7S(1)** Collingwood Architectural Theme – *see pages 11,12*
- **7S(19)** Visitor Parking – is provided at a logical location and within walking distance.
- **7S(39)** Townhouses With More than 4 Units – individual units are clearly articulated through architectural elements emphasizing the vertical – recessed garages, porches, balconies for example.

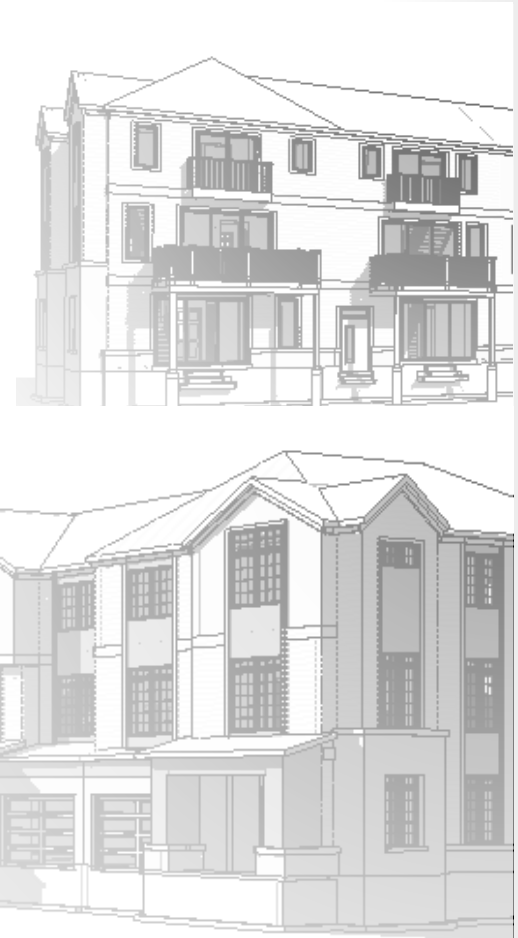


5.0 URBAN DESIGN MANUAL

KEY CONSIDERATIONS

5.2 BUILDING DESIGN – ARCHITECTURAL THEME

- Transitional Colonial
- Utilizing historically common architectural vocabulary throughout the overall design scheme, such as materials, colours and design elements, the design of Cranberry Marsh Estates seeks to present familiar design identity, coupled with contemporary detailing, to create a unique built environment within the growing community of Collingwood.
- The massing seeks to maintain a utilitarian design of traditional colonial architecture, by maintaining a simple, borderline, with minimalist projections, over a 3 storey built frame – this approach is purposefully deviated within the interior units, by introducing a full width projection / bay window on the third level, to create a visual interplay between the neighbouring unit. The roofing of the above the third storey projection is further enhanced by eliminating the roof overhangs, and carrying the open gable roof line over and above the neighbouring unit. Roof overhangs along the north and south walls have been eliminated to further enhance the verticality of each block, which coupled with 6 units / block, provides a more proportioned façade.

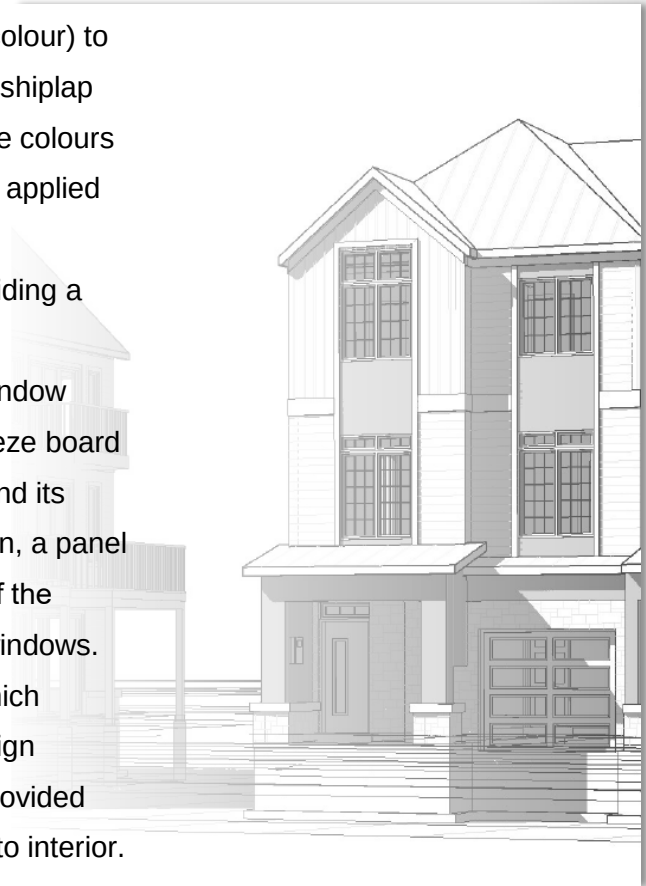


5.0 URBAN DESIGN MANUAL

KEY CONSIDERATIONS

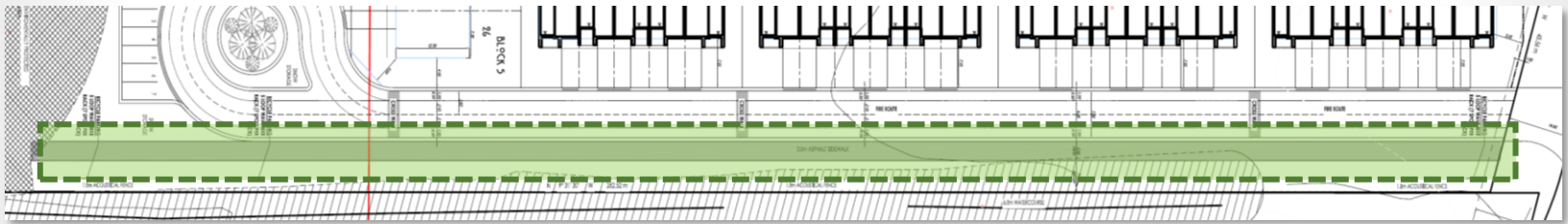
5.2 BUILDING DESIGN – ARCHITECTURAL THEME

- The materials to be used within the development are stone (grey in colour) to be applied as a skirt, continuously wrapping around each block, and shiplap siding, applied horizontally throughout the balance of each block. The colours of the siding will vary in from white, grey, black, and blue, and will be applied singularly to each block. The materials selected seek to maintain the vernacular architectural language of colonial architecture, while providing a medium for playful juxtaposition in its application.
- All window will have colonial muntin bars patterns applied, and all window trims will be minimized in order to accentuate the large windows. Frieze board detailing will be eliminated to accentuate the massing of each unit, and its accompanying rooflines. Under each window along the front elevation, a panel detail will be introduced in order to ‘breakdown’ the continuous run of the horizontal siding, as well as highlight the location and height of the windows.
- Lastly, all units will consist of a covered porch, with a sloped roof, which carries over each garage door providing an additional horizontal design element, which continues across the entirety of the block, but also provided users a retreat space from rain/snow to create a buffer from exterior to interior.



5.3 ACTIVE TRANSPORTATION (UDM SECTION 8)

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- Site plan showing building layout, parking area, and surrounding features. The plan includes a building footprint with dimensions (e.g., 7.55, 6.71, 6.00, 5.15, 4.56 m) and a parking area labeled "BICYCLE PARKING 5 LOOP WAVE BIKE RACK (7 SPOTS PER RACK)". A red dashed circle highlights the parking area. Other features include a "GATEWAY FEATURE", "HIGHWAY 26", and a "1.8m ACOUSTICAL FENCE". Dimensions for the parking area are 14.60 and 14.00. A bearing of N 83° 31' 55" W is indicated. A scale of 1:200 is shown.

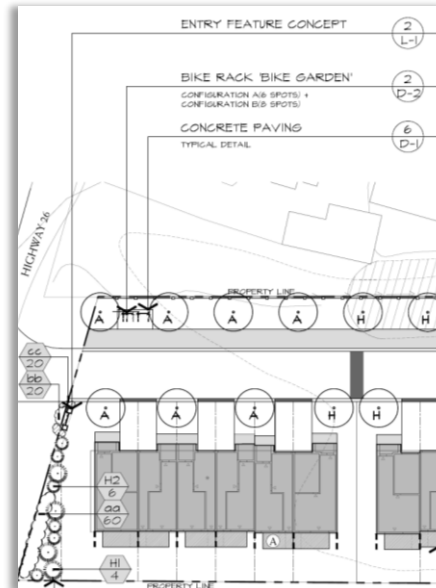
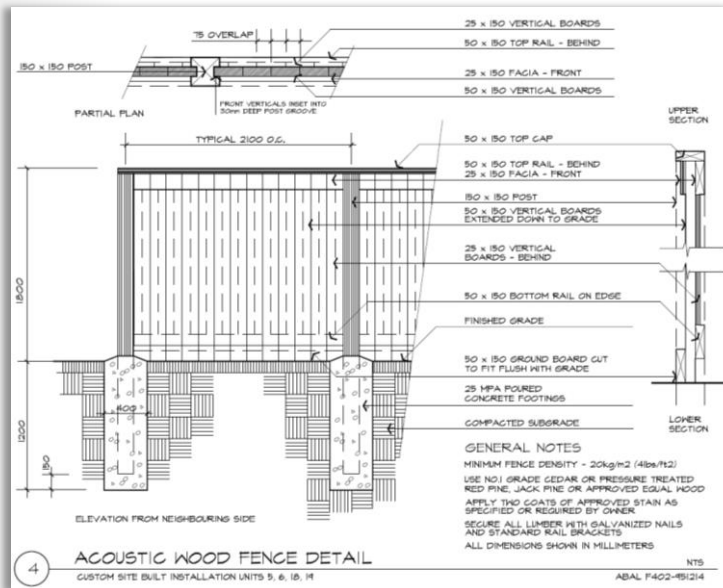


5.0 URBAN DESIGN MANUAL

KEY CONSIDERATIONS

5.4 LANDSCAPE & PUBLIC SPACES (UDM SECTION 10)

- Wood fencing with detailing is provided along the east property line and the main entry feature modeled as a low stone wall (UDM 10A)
- The site is relatively narrow and does not lend itself to variable building setbacks, however, reasonable building articulation is achieved through variations in front facade articulation, recessed garages and materials
- Visual interest is heavily reliant on architectural detailing with landscape focal points situated primarily at the front yard and at specific points along the internal road (UDM 10D)

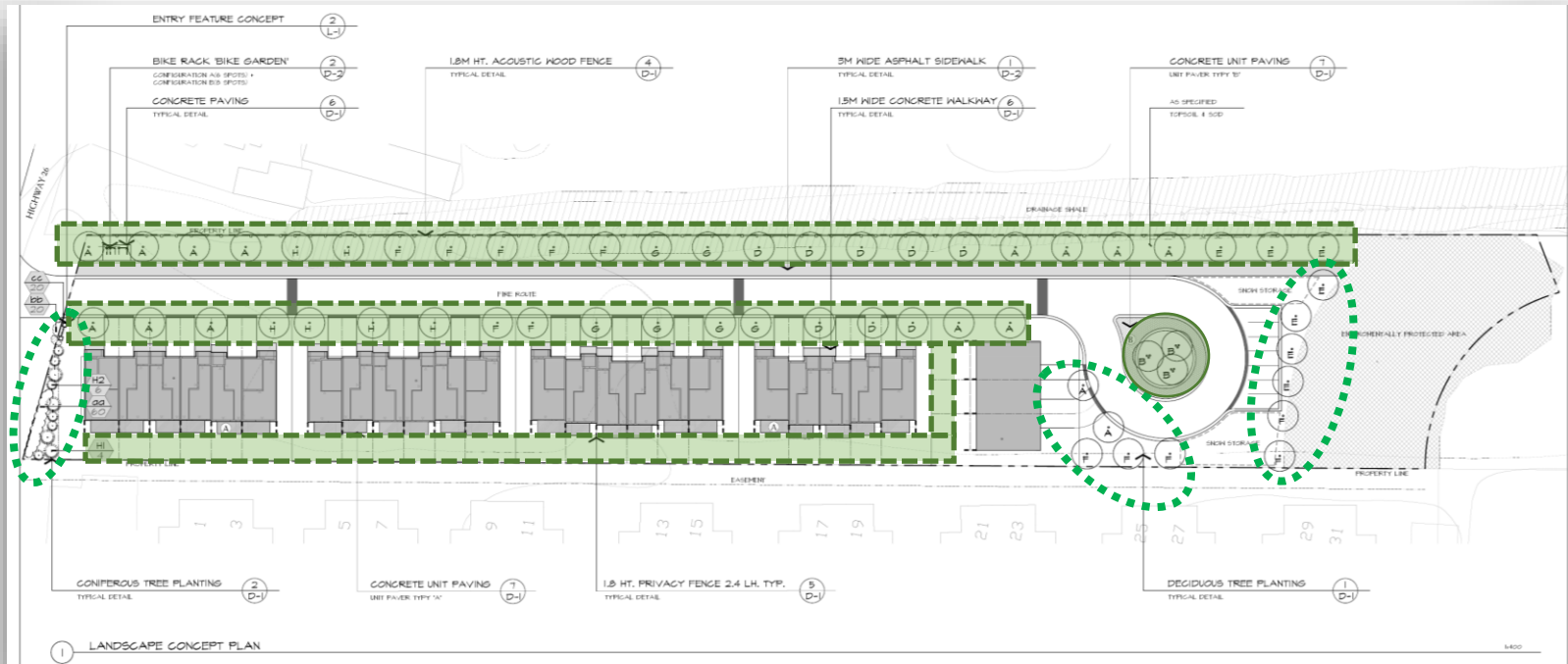


5.0 URBAN DESIGN MANUAL

KEY CONSIDERATIONS

5.4 LANDSCAPE & PUBLIC SPACES (UDM SECTION 10)

- Proposed tree cover is estimated at 30%, shade canopy effects are provided in the westerly rear yard plantings (UDM 10G)



6.0 SUMMARY

- The principle of development in terms of land use and housing form is established
- The site provides design constraints resulting from a dominant visual orientation that is long and linear, accentuated by the necessity of building form addressing a singular private (condominium) entry road.
- These parallel elements could be considered significant and notable design features as they provide definite edges that direct site lines south to a major community open space area.
- The strong visual clues reinforce a distinction between a vertical, private residential realm that changes to a semi-private open area (driveways and the condominium lane) to a major pedestrian link defined by a distinct public trail.
- This linear site structure provides opportunities for hard and soft elements to reinforce spatial relationships, guide private and public utility and enable land use purpose with use.
- Site context also provides constraints and opportunities. Existing residential and commercial development buttress the east and west boundaries and dictate the location and siting of facilities and uses. At the same time, frontage along Highway 26 offers ready access to vehicular, cycling, pedestrian and transit modes of transportation.
- The Cranberry Marsh to the south allows the on-site trail to link with a vast community wide trail system.