



Enhancing our communities




140 Mountain Road

URBAN DESIGN REPORT

2596482 Ontario Ltd.

Document Control

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December 20, 2022		

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Issue	Date	Description
1	December 20, 2022	Final Report

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1 General Requirements

This Urban Design Report (UDR) has been prepared as outlined in the Town of Collingwood's Terms of Reference for Urban Design Report Submission requirements.



2 Application Overview

This UDR has been prepared in support of a Site Plan Agreement Application by 25964782 Ontario Ltd. in accordance with the Town's terms of reference for Urban Design.

Property Location

The property is located at 140 Mountain Road and fronts Mountain Road to the north and is bordered by vacant properties to the east and west. The rear and south of the property is adjacent to environmentally protected lands including a pedestrian trail and Taylor's Creek.

Proposed Facility

The proposed facility will consist of 6,500 sq.m industrial building with the potential of 36 individual 180 sq.m unit complete with various specific uses pending on the tenant(s).

Official Plan Compliance

The proposed development sets out to meet the goals and objectives set out in section 4.5 of the 2019 Official Plan. The development is located on a designated industrial lot that will be fully serviced and is illustrated on Official Plan of the Town of Collingwood Schedule 'A' - Land Use Plan.

Zoning Bylaw Compliance

The proposed development meets the current Zoning Bylaw based on the current designation for these lands. The property is designated M5 and the property setbacks, construction, and permitted uses have been taken into account when designing and laying out the development. Note, parking has been maximized for the development and final parking requirements will be confirmed upon acceptance of each tenant for the units.

Design Vision, Guiding Principles, and Objectives

Urban Design Vision

The urban design vision for this property shall provide an industrial development that maintains the design style of the Collingwood area while maximizing the usability of the developable area on the property.

Integration of Existing Area

The property is zoned industrial and is surrounded by similar industrial properties and manufacturing facilities including but not limited to Agnora, Georgian Hose & Supply, Greco Court Industrial Subdivision, and for former Goodyear Hose Plant.



3 Context Analysis

Existing Natural Features

This property is currently vacant of any development, however, is vegetated with native planting species and a small wetland feature located in the northeast corner. Environmentally protected lands to the south consisting of a pedestrian trail and Taylor's Creek will remain in their current state and will not be altered as part of this expansion. More ecological information provided by Burgess Gleason Environmental and Roots Environmental can be reviewed in Appendix A.

Lot Fabric

The proposed site has a 70 m frontage with a depth of 290 m. The site area is 1.98 Ha.

Surrounding Land Uses

The immediate surrounding land uses are consistent with a typical industrial area including industrial developments to the east and west as well as future industrial lands immediately north. The Town's existing trail system south of the property will not be impacted.

Views To/From the Site

The intent is to create appropriate screenings in the landscape areas bounding the new building and adjacent lands in order to appropriately enhance the sightlines available to/from Mountain Road as well as screening from the adjacent properties. As noted above, the existing trail system and Taylor's Creek will not be impacted as part of this expansion.

Transportation Networks

Mountain Road is scheduled to be widened from 2 lanes to 5 lanes in the not so distance future. Vehicular access including emergency vehicles, will continue to be provided from Mountain Road under existing and future conditions. Internal fire access routes will be provided around the entire building by an asphalt access road.

Bicycle parking is provided via Mountain Road and Taylor's Creek trail system and is located near the rear of the building and the proposed office as the front of the building.

The local bus line drives in the immediate area with the closest link to Blue Mountain at the intersection of Mountain Road and 10th Line while the local bus link is located at the intersection of Mountain Road and Cambridge Street.



Public Trail Network

As previously noted, the Collingwood trail network passes by the rear of the property as part of the Taylor's Creek path system. A pedestrian trail connection from the proposed development will be provided as part of the proposed site plan.



4 Policy Context

The main objective for this development is to meet as many of the Urban Design Manual guidelines as possible while still maintaining a practical functionality of the site. Feedback from the Pre-consultation Meeting was taken into account to address comments related to sections 6 (Site Layout), 7 (Buildings), 8 (Active Transportation), and 10 (Landscaping & Public Spaces).

Section 6: Site Layout - The Building has been situated as such to allow for optimized useable building space, parking and green space. With the future widening of Mountain Road influencing the front set back, the building has been set back to suit the site accordingly.

Accessibility parking has been provided at the front of the building with access to the primary entrance for each unit provided to pathways. Parking has been provided along the east and west property boundaries with approximately 5.5 m wide landscaping buffers/drainage swales provided.

There are two amenity areas located at the rear of the property to be closer to the existing trail system and environmentally protected lands. The front of the building will consist of open space with plantings throughout.

Section 7: Buildings - A fin wall incorporating a brow entrance canopy was designed to provide the north elevation with the visual interest it deserves. The entrance canopy and large narrow glazing also serve to balance the façade while reducing the scale to one that is appropriate for the surrounding context.

Section 8: Active Transportation - Separate drive aisles have been provided on the east and west sides of the building to provide adequate access to primary entrances. Pedestrian pathways have also been provided along the east and west sides of the building to allow for adequate pedestrian flow. Parking has been provided directly across from primary accesses to each unit. While pedestrians will have to cross the drive aisle, this is the most direct and practical route. Furthermore, the site is anticipated to be low traffic with minimal vehicle movement throughout the day.

Bike racks have been provided and will be partial sheltered in the amenity spaces.

Section 10: Landscaping & Public Spaces - There is minimal public space on this site as no park lands are proposed for this site. However, fluid access to the amenity area is provided through pathways located on the east and west sides of the building.

Setback areas have been landscaped as previously noted.



The proposed building will be consistent with the surrounding land-uses and adheres to the Town's Official Plan and Zoning By-laws.

The proposed building is consistent with other industrial buildings in the area and will not negatively impact the current site lines. The installation of additional landscaping in the north and south sides of the building will enhance the future building's conditions.



5 Detailed Design Direction

5.1 SITE DESIGN

Positioning and of Building

The building has been centered on the property set more or less parallel to the east and west property lines. The front of the building has been set to be as close to the future Mountain Road widening as possible without sacrificing the landscape space. The rear of the building was established to provide adequate access and maneuverability as well as the necessary amenity areas and landscaping features as well as pedestrian trail connections.

Vehicular and Pedestrian Access

Two separate 7.2m wide entrances and 6 m wide drive aisles have been provided to allow for adequate access to each set of units on the property. In addition, pedestrian access has been provided with a pathway at the east and west face of the building

Deliveries and shipping will be provided at the rear of the building. Internal vehicular turning movements have been provided on the drawings to show maneuverability. Fire access routes for emergency vehicles has also been shown around the proposed building and meets the necessary requirements in terms of width, turning radii, and construction specifications (depth and type of materials).

Streetscape

The proposed building elevation will be set so as to incorporate not only the existing elevations but also the proposed industrial developments on either side by incorporating a retaining wall along the southwest portion of the property. The proposed building will be consistent with the appropriate industrial streetscapes not only in the immediate area but also throughout the Town and not have a negative impact to the current or future streetscape along Mountain Road.

Landscaping and Amenity Areas

Landscaping areas have been provided around the building and parking areas to provide adequate screenings and visual appeal for the site. The north landscape area will be incorporated with the two SWM facilities. Please see the Landscape Design Drawings for additional details.

Parking and Loading Areas

Parking has been provided on the east and west portions of the lot with 4 accessibility parking spaces at the front of the building with connecting pedestrian pathway linking the north and south units.



Loading Areas are provided for inside the building by utilizing bay doors for each unit.

Parking will continue to be provided adjacent to the existing office and distillery buildings.

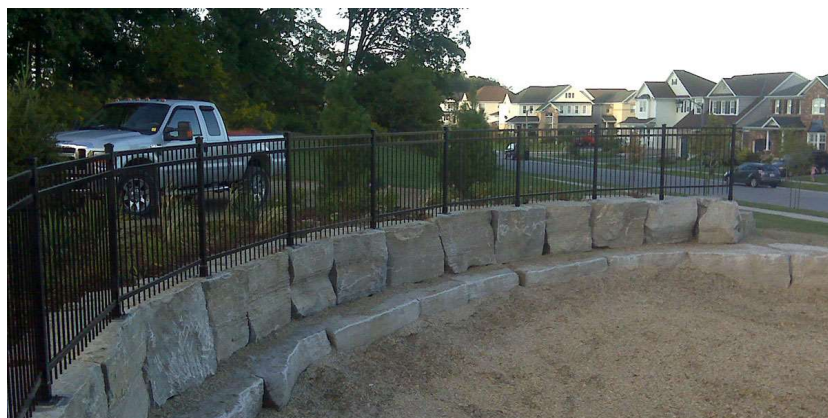
Loading Areas will continue to be provided along the east side of the existing storage buildings.

Lighting

The lighting for the site will be provided by lights incorporated into the building exterior as well as conventional light standards c/w night sky friendly parameters.

Stormwater Management Features

The site utilizes a series of Low Impact Development (LID) features as well as two stormwater management facilities located at the northeast and northwest areas of the development. A copy of the SWM Report prepared by Tatham Engineering for the property is included as part of the submission for and should be referenced when discussion the SWM for the site.



5.2 BUILT FORM

Height

The building will be approximately 12.50 m in height, similar to the proposed developments on either side.

Setbacks

The setback for the building incorporates the widening of Mountain Road and also adhere to the Town's zoning by-law.

Site Coverage

The proposed 6,500 m² building will be approximately 32% of the overall area of the 19,800 m² (1.98Ha.) property.

Building Treatment

The proposed expansion building will be finished with a variety of materials to create visual interest including special attention to the north elevation (Mountain Road facing). The north elevation will be finished with bone white wide profile metal cladding, charcoal grey metal cladding & a portwood red ACM panel vertical fin including a brow entrance canopy. The side yard facing elevations will be finished with charcoal grey metal cladding and a black metal standing seam roof. Accents will include black trimmed insulated sectional overhead doors featuring tinted polycarbonate vision panels, insulated black metal entry doors & signage indicating each suite's entry. Please see attached preliminary design drawings for additional treatment details.

Sun and Shadow Impact

The proposed expansion building will not have any negative impact to external properties or the municipal streets.



6 Heritage Resources

This property is not a heritage property and is not adjacent to one. As such, we understand that this section is not applicable.



7 Sustainability Features

Siltation and erosion control measures such as silt fence and strawbale check dams will provide erosion protection during construction. Low impact development features such as infiltration trenches will be incorporated to maintain the property's stormwater sustainability after construction.



8 Review and Approval

We trust that the above report information is suitable for the Town Planning Department. Should any additional information be required, please feel free to give us call.

