

Collingwood Block 6

Urban Design Brief

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FRAM + Slokker

giannone
petricone
associates



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Introduction

The Urban Design Brief is prepared by Giannone Petricone Associates Inc. Architects in support of an application to amend the Official Plan and Zoning By-law to allow the development of a six storey mixed use building on the property described as Block 6 Plan 51M-92 in the Town of Collingwood.

The document is intended to provide an overview of the design principles that guide the development of the subject lands . This brief will illustrate how the proposed development will be compatible with the surrounding area and how the development will respond to the Town of Collingwood’s development requirements and guidelines.

The brief has been prepared in accordance with the Town of Collingwood’s Terms of Reference. This documents is separated into six sections plus and appendix. They include:

- 1.0 Application Overview
- 2.0 Design Vision
- 3.0 Context Analysis
- 4.0 Policy Context
- 5.0 Detailed Design Direction
- 6.0 Conclusion
- 7.0 Appendix

This document should be read in conjunction with documents and drawings prepared for the application.

1.0 Application Overview

1.0 Application Overview

The application is for a proposed mixed used building, six storeys in building height containing 10805 m² of residential area (101 units) and 170 m² of commercial and flex space. The site is part of The Shipyards Development and the municipal location is Block 6 on Plan 51M-926.

The application requests Official Plan and Zoning By-law amendments to allow for the development proposal, including:

1. A change in the designation from commercial to mixed-use;
2. A reduction in the required commercial component;
3. Residential units on the ground floor;
4. A change in the designated parkland to permit the relocation of a path/trail connecting the dry dock and launch basin waterfront trails;
5. Retention of the requirement for a public plaza at the extension of Hurontario Street to be included within the mixed-use designation;
6. Implementation of the appropriate Zoning By-law provisions.

The site is currently zoned “Deferred Commercial” and “Recreational.” The site is designated “Commercial” and “Parkland” in the Collingwood Official Plan, and “Settlement” in the County of Simcoe Official Plan.

2.0 Design Vision

2.0 Design Vision / 2.1 Design Vision

The development proposes an iconic 6 storey building to anchor the north extensions of Hurontario Street and Ste Marie Street and is a gateway to the Shipyards Community. This new mixed use development contributes to the strategic growth within Collingwood by providing new housing opportunities and job opportunities within the new commercial space.

The building's siting and massing define the edges of the new public square at the foot of the Launch Basin. The grade related commercial and a striking pavilion providing "flex space" along Side Launch Way define the public square and enhance the public realm along street. The proposed public promenade along the entire sea wall length extends public access to the water's edge securing views and vistas to the Collingwood Harbour and extending the public trail system.

The project's overall vision is to create a special place for people to live, work, gather and enjoy.

2.0 Design Vision / 2.2 Guiding Principles & Objectives

The design and development of the subject site will be guided by the following objectives. These carefully consider principles and best practice as outlined in the Town of Collingwood’s policies, guidelines and by-laws. These principles are:

1. Integration

- The rational extension of the town fabric, uses and scale
- The design should connect to the existing context and foster and cultivate without being derivative

2. A Public Waterfront Edge

- Provide views and access to the water’s edge for pedestrians and cyclists
- Provide connections for pedestrians
- Site buildings to address the water’s edge

3. Community Image

- Should feel like it has evolved naturally over time
- The built form and language should reflect and be influenced by the context of Collingwood’s history of ship building and marine influences.

4. Principles of Public Realm

- Respect the past while looking forward
- Create an interesting streetscape and enhance the public realm
- Support the pedestrian scale public realm through building position, architectural details and articulation of windows, entrances etc.
- Direct linkages to pedestrian systems
- Provide memorable building elements
- Orientation of the building to take advantage of views
- Define edges and corners

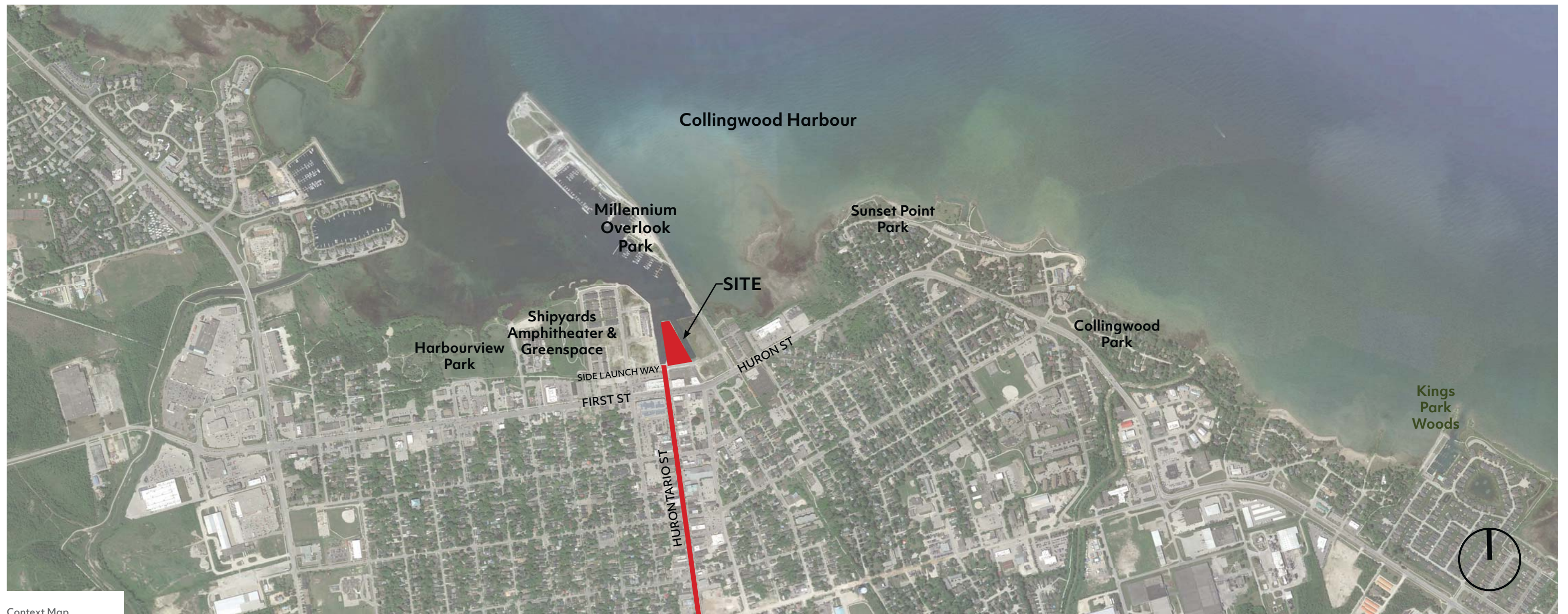
5. Principles of Built Form

- Incorporate focal point elements
- Provide memorable spaces
- Coordinate streetscapes and landscapes
- Create connections
- Provide natural surveillance
- Create a dynamic and diverse neighbourhood

3.0 Context Analysis

3.0 Context Analysis / 3.1 Location

The site is located within The Shipyards district of the Town of Collingwood. The district is a waterfront area located just north of the downtown centre and is associated with the former ship building history of Collingwood. The site is located at the east side of the Hurontario Street terminus, north of Side Launch Way.



Context Map

3.0 Context Analysis / 3.2 Existing Site Conditions

3.2.2 Site Photos

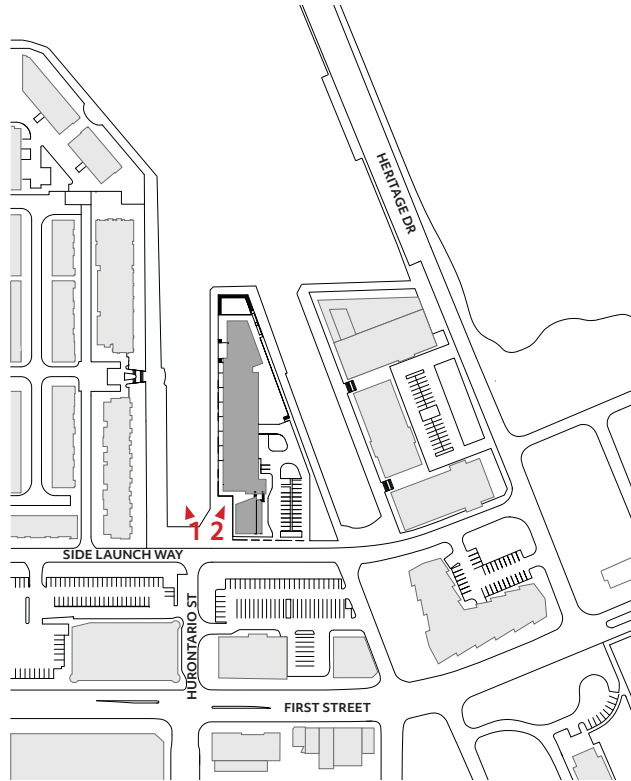


Photo 1



Photo 2

The site is bounded by water on 3 sides. The former launch basin to the west, Collingwood Harbour to the north and the dry dock to the east. Along the south edge the site is bounded by Side Launch Way, a municipal street.

The site was the former location of industrial activities—the Canada Steamship Lines ship building operations. The site has since been cleaned and as a result is vacant and the topography is generally flat.

The properties immediately surrounding the site have been developed and are occupied by various uses/buildings. Immediately to the west, on the other side of the launch basin, the area is occupied by a collection of townhomes varying in height from 1 to 3 stories. On the south side of Side Launch Way, the property is occupied by the Bank of Montreal and Mountain View Towne Centre. These buildings of 1 and 3 storeys address the Huron Street and Hurontario frontages with their associated surface parking areas located along Side Launch Way.

The sites immediately to the east of the dry dock are currently undeveloped.

Development applications for 6 storey mixed use developments have been submitted for the parcels to the north and south of Side Launch Way. The “A Perfect World” development was submitted in 2018 for the north property and the “Collingwood Harbour House” development was submitted in 2020.

3.0 Context Analysis / 3.2 Existing Site Conditions

3.2.3 Surrounding Context Photos



Photo 4



Photo 5

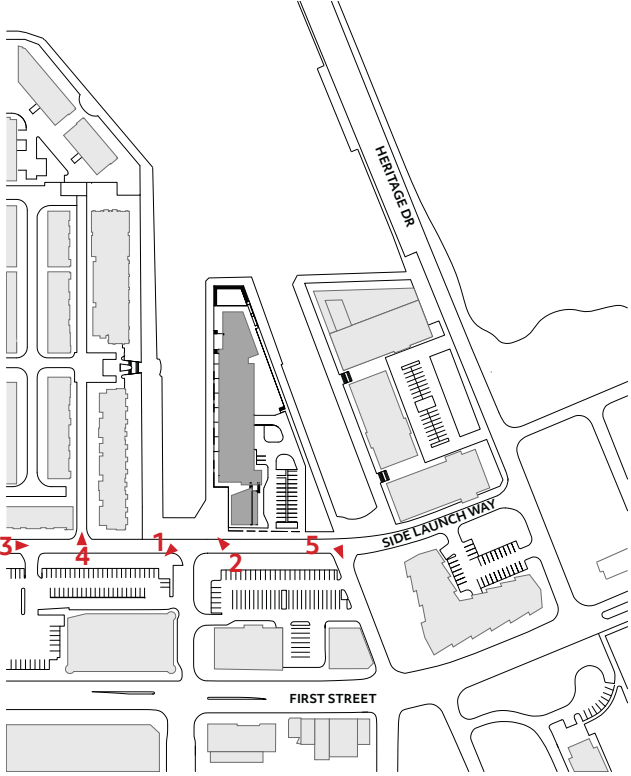


Photo 1



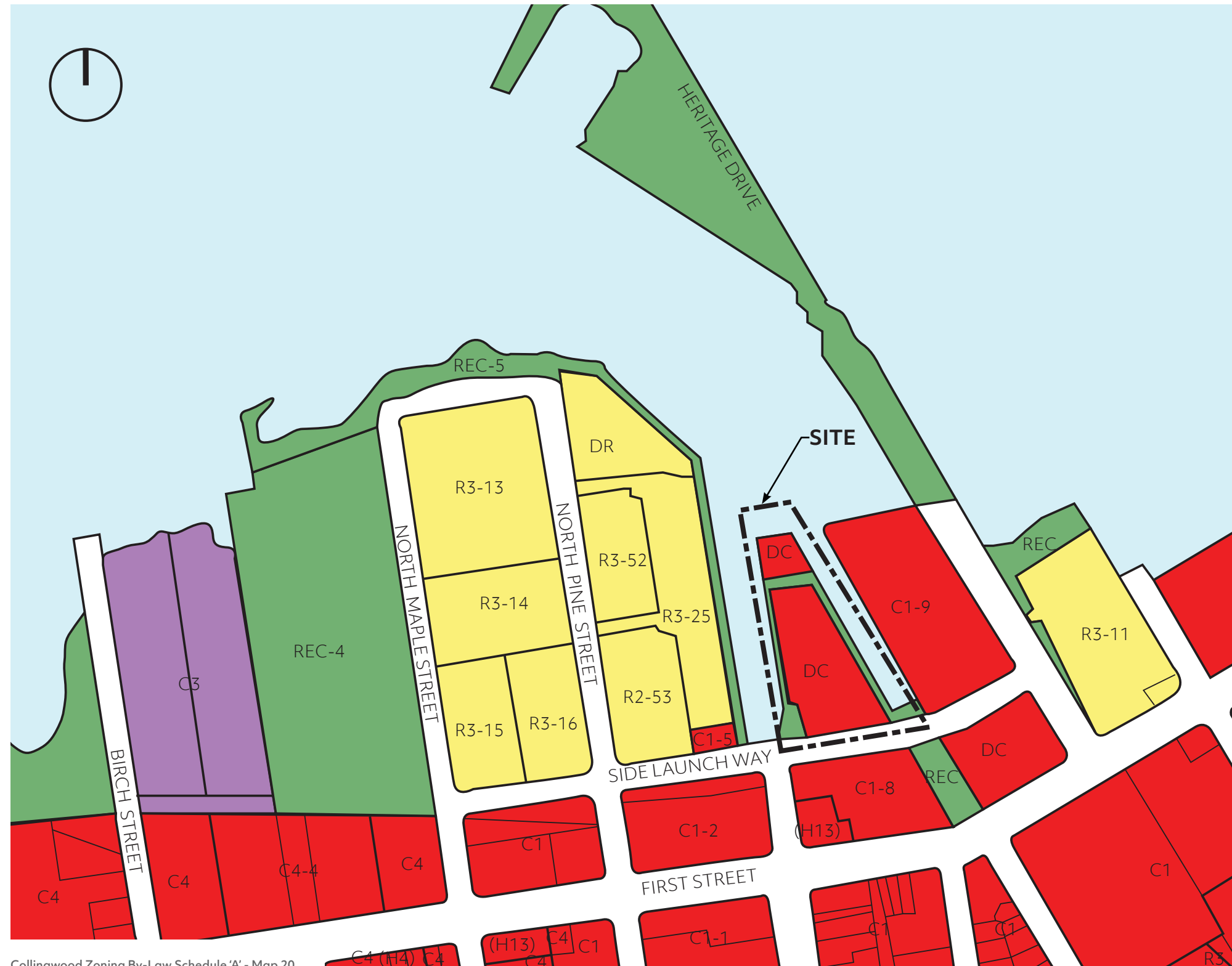
Photo 2



Photo 3

3.0 Context Analysis / 3.3 Surrounding Context

3.3.1 Land Use



Collingwood Zoning By-Law Schedule 'A' - Map 20

The site is edged by an “Open Space Zone” that will form the continuation of the waterfront promenade

- The property is adjacent to R3-Medium Density residential to the west. The built form is predominantly 1 to 3 storey town houses.
- The south side of Side Launch Way is occupied by C1 commercial zones with 1 to 3 storey buildings and associated surface parking along Side Launch Way. Immediately to the east of the site is a C1-9 zone with a proposed 6 storey mixed used development (“A Perfect World”) containing office, hotel, retail and residential uses.
- To the south of the C1-9 zone is a DC zone. There is currently a development application proposed for the property that includes a 6 storey building (“Collingwood Harbour House”) containing ground floor retail with residential units above
- The south west corner of Hurontario and Side Launch Way is zoned as C1-2. This area is occupied by a 2 storey mixed use development with retail at grade and office above. The building fronts Hurontario and First Streets with surface parking at the rear and west sides.

3.0 Context Analysis / 3.3 Surrounding Context

3.3.2 Transportation & Transit Network

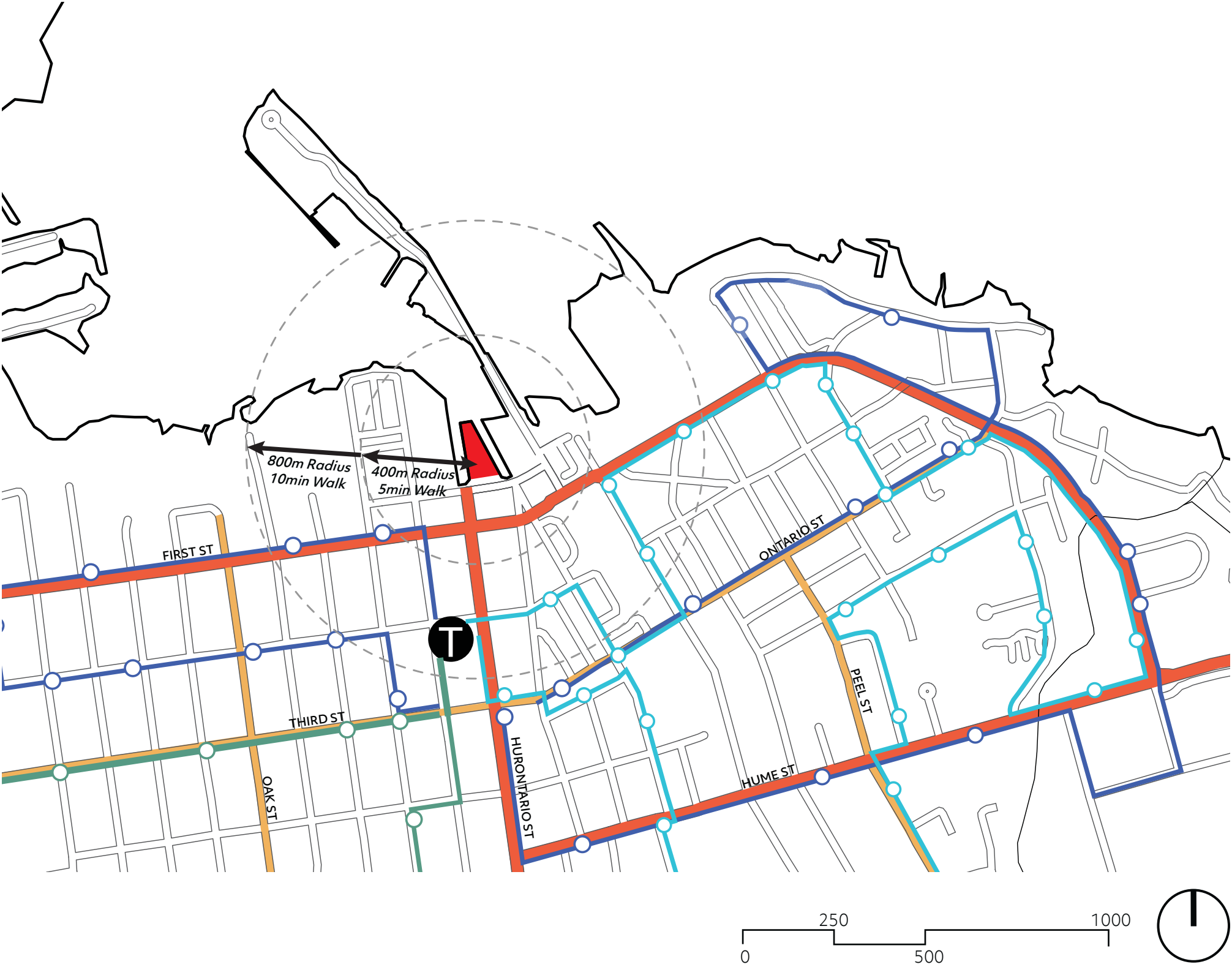
The site has access to a variety of transit and transportation networks including:

Collingwood Public Transit System:

The site is two blocks away from the Collingwood Transit Hub at Second and Pine St. The Collingwood Public Transit System provides a convenient alternative to driving. There are three regularly scheduled transit routes which are the East Route, the West Route and the Crosstown Route.

Major Arterial Roads:

Two major arterial roads connecting Collingwood with the larger Simcoe County are Hurontario Street and First Street. The site is situated near the intersection of these two major arterial roads.



Legend

- Major Arterial Road
- Minor Arterial Road
- Subject Site
- Collingwood Transit Hub
- Collingwood Crosstown Route
- Collingwood West Route
- Collingwood East Route

3.0 Context Analysis / 3.3 Surrounding Context

3.3.3 Active Transportation / Trails

The site is well connected to a number of the existing and proposed active transportation trails and paths. The development will extend the multi-use path along the water's edge connecting the launch basin and the dry dock.



3.0 Context Analysis / 3.3 Surrounding Context

3.3.4 Green and Open Space Networks

The site is located within a 10 min walk (800 m radius) of 2 parks.
Adjacent park facilities include:

Harbourview Park: 42.57 ac

- 4 Gardens
- 2 Parking Lots
- 2 Soccer Fields
- 2 Washrooms
- 2 Bleachers
- Trail
- Amphitheatre

Millennium Park: 41.97 ac

- 2 Parking Lots
- 1 Washroom
- Concrete trails along waterfront
- Floating docks

Old Village (Legion) Park: 60.7 ac

- 1 Lit Baseball Diamond
- 2 Parking Lots
- 1 Playground
- 1 Tennis Court

Collingwood YMCA:

- 25m Swimming pool
- Gymnasium
- Fitness centre
- Running track
- Multipurpose meeting rooms
- Space for intergenerational programming
- Washrooms

Central Park: 17.62 ac

- 3 Lit Baseball Diamonds
- 3 Parking Lots
- 1 Outdoor Ice Rinks
- 300 ft Trail
- 1 Change Room
- 2 Washrooms

Heritage Park: 18.68 ac

- 2 Soccer Fields
- Skateboard Area
- 5 Bleachers
- Picnic Tables
- 2 Washrooms
- 4 Parking Lots
- Centennial Aquatic Centre with 25 m swimming pool

Legend

- | | | | |
|---|----------------------|---|------------------|
|  | Natural Area |  | Collingwood YMCA |
|  | Parks and Open Space |  | Subject Site |
|  | Golf Course | | |
|  | Cemetery | | |



4.0 Policy Context

4.0 Policy Context / 4.1 Background Documents

The design of the subject site considers all applicable policy and supporting background documents, including but not limited to:

1. The Town of Collingwood Official Plan
2. The Collingwood Zoning By-Law
3. The Shipyards Community Master Plan Urban Design Guidelines
4. The Shipyards Architectural Design Guidelines
5. Collingwood Waterfront Master Plan
6. The Town of Collingwood Urban Design Manual

4.0 Policy Context / 4.2 Official Plan Designations

The purpose of the Official Plan is to establish goals and objectives, land use, transportation, servicing and community improvement policies to direct the physical growth of the town within the context and relevant constraints to obtain the most desirable environment for residents and users of the facilities within the town. The Official Plan is to serve as a guide to the town in preparing and implementing zoning criteria and assessing development applications. The Official Plan establishes the general pattern for future growth to ensure the best possible form of development.

The site is designated Shipyards Special Policy Designation – Commercial (Shipyards, OPA No.2, OPA No 39)

Schedule A Shipyards and within the Pretty River Flood Fringe

Schedule A1 Commercial (The Shipyards – Special Policy Area (OPA#2, OPA#39))

Schedule D adjacent to Local Road

Schedule D1 future Pedestrian Trail in close proximity to other Town trails

Schedule E Servicing Area #1

Schedule E1 adjacent/in close proximity to a variety of municipal water and wastewater services

Schedule F Inside Built Boundary, Collingwood Intensification Area

The policies of the Official Plan in its entirety provide context within which the development proposal and its associated applications must be considered and inform the context of the various studies required, the following policies assist at this time.

General Urban Design

3.8 Urban Design, specifically 3.8.1 and 3.8.2

Natural Hazards

3.9 Natural Hazards

3.9.1 General Objectives

3.9.2 Stormwater Management

3.9.3 Development within a Flood Prone Zone Areas two Zone Concept (Pretty River)

3.10 Conservation Authorities

3.12 Energy Efficiency, Air Quality and Climate Adaptation

3.13 Attenuation of Noise, Vibration, Odour and Noxious Emissions

Residential

4.3 Development Overview , including 4.3.1 Goals and objectives

4.3.2.2 Urban design

4.3.2.4 General Policies Applicable to all residential Density Designations

Commercial

4.4.1 Goals (OPA#10)

4.4.2 Objectives (OPA#10)

4.4.3 General Policies

4.4.3.7 Study Requirements for Retail Developments (OPA#10)

4.4.4 Downtown Core

4.4.4.9 The Shipyards – Special Policy Area (OPA#2) (OPA #39) especially 4.4.4.9.3.1.4 Commercial and 4.4.4.9.3.1.5 Mixed Use and 4.4.4.9.3.1.9 The Shipyards – Special Policy Area Development Standards (1.9.3 Urban design, 1.9.4 Roads and Transportation, 1.9.5 Parking, 1.9.7 Flood Plain and Stormwater Management).

Cultural Heritage Policies

7.2 Heritage Conservation

7.2.3 Implementation

Implementation

8.2.1 Zoning By-law (OPA#16), including 8.2.1.1 General and 8.2.1.2 Zoning Amendments

8.2.2 Holding By-laws

8.3 Site Plan Control

The general principles outlined in the Official Plan include:

- significant natural and cultural heritage features and resources are protected, conserved and enhanced where possible;
- new development is protected from flooding and other natural or human hazards;
- new development should be compact and include a diverse mix of land uses, mix of employment and housing types and easy access to local retail and public/private services;
- public open space, recreation facilities, schools, civic and cultural facilities are to be accessible by pedestrians, cyclists and transit;
- and developments should be fully serviced with municipal infrastructure.

Section 3.8 of the Official Plan outlines the goals and objectives as they relate to Urban Design. The goals and objectives generally look to ensure high quality urban form and public open space and to build upon the Town’s existing waterfront and downtown assets. To ensure goals related to health, livability and function, developments should be compact in form, provide a mix of uses and housing types, provide barrier free design, encourage active transportation and walkable access to goods and services, public open spaces and the waterfront. Small amounts of required parking should be at grade and should be screened with landscape.

In addition to the general principles, goals and objectives outlined in Section 3 of the Official Plan, the site is designated Commercial and is also part of the Shipyards Special Policy Area. As such the development is to be guided by the goals and objectives of Sections

4.4 and specifically 4.4.4.9. The general goals and objectives seek to strengthen Collingwood as a regional service centre providing the widest range of retail and services possible, while protecting and enhancing the downtown. The specific objectives for the Shipyards Area include and encourage:

- medium density residential and commercial uses that are urban in nature – part of mixed use buildings that include retail/commercial at grade with residential above;
- pedestrian oriented development that provides a variety of public open spaces and public access to the waterfront expanding the waterfront path system;
- a public plaza or open space at the terminus of Hurontario that connects the street to the harbour and;
- encourage design elements that are inspired by the area’s ship building history.

The proposal may require an OP Amendment to change the designation of the bulk of Block 6 from Commercial to Mixed Use Exception. The exceptions include:

1. *The permissions for ground floor residential uses, establish a unit cap and recognize the importance of the public plaza adjacent to the northern terminus of Hurontario.*
2. *Relocation of some of the parkland designation from a strip running through the middle of the property to running along the water’s edge to the north.*
3. *Revision to the Commercial policies to reflect the reduction in commercially designated area and the removal of specific requirements for a minimum of 3250m² of commercial GFA and the deletion of the requirement for a restaurant at the north end.*
4. *The addition of policies to support the plaza adjacent to the northern terminus of Hurontario.*
5. *Revision to the Parkland policies as required given the reconfiguration of 4th proposed development.*
6. *The height of the building should not exceed 6 storeys.*

4.0 Policy Context / 4.3 Shipyards Masterplan

The Official Plan policies state that the development of the site shall be designed in compliance with “The Shipyards Community Master Plan Urban Design Guidelines” prepared by the MBTW Group with reference to “The Shipyards – Special Policy Area Architectural Guidelines.”

The intent of the Urban Design Guidelines and the Architectural Guidelines is to establish design objectives/performance standards as the basis of criteria for the evaluation of any proposed built form within the Shipyards boundaries. The guidelines are intended to promote a high level of streetscape appearance and architectural design quality.

The key objectives of the Urban Design Guidelines include:

- positive views to the waterfront, including views along existing streets to the waterfront, and extending existing streets into the site.
- a continuous path system for pedestrians and cyclists that links the downtown and the east and west waterfronts
- providing a continuous open space system along the waterfront that integrates with the existing Town fabric
- creating a community with compatible and complimentary uses to the existing town and providing a diverse mix of housing and businesses

The general principles of the Public Realm include a coordinated landscape environment that incorporates feature elements to provide a sense of place or identity, creating a memorable public plaza at the terminus of Hurontario, providing private open spaces that support and are connected to public space, providing a continuous network of pedestrian paths that are universally accessible, enhancing public

safety by encouraging natural surveillance, territorial reinforcement and natural access control and ensuring that spaces and streets are well lit, entrances are visible, and public amenities are in public view.

The general principles of Built Form include siting buildings to define edges and corners, encouraging active uses at grade to promote interaction and safety; orienting buildings to take advantage of views to the waterfront, public spaces the town and landscapes; supporting well-defined intimate pedestrian scaled public realm and minimizing the impact of service areas on the public realm.

Section 2 of the Architectural Guidelines sets out the appropriate architectural styles and guidelines for building placement, elevation treatments, streetscape appearance and architectural elements. Stylistically, a number of architectural styles are appropriate within the Shipyards, including Contemporary or Modern, as well as 19th or 20th century Industrial. The main cladding materials should be brick or other material appropriate to the specific style of building. The design of entrances, roofs, windows, mechanical penthouses and storefronts are all critical elements that require careful integration into the overall design.



THE SHIPYARDS

HARBOUR RESIDENCES OF COLLINGWOOD

TOWN OF COLLINGWOOD, ONTARIO

4.0 Policy Context / 4.4 Collingwood Waterfront Masterplan



Collingwood Waterfront Masterplan

“The Waterfront Masterplan provides a long-term vision, along with specific recommendations for land uses, future building development, open spaces and parks, trails and water-based activities.”

It identifies key opportunities related to pedestrian and cycling connections, parks and natural spaces, water based opportunities, development opportunities and parking opportunities.

Related to the Downtown and Shipyards and specific to Block 6 the Key Initiatives include:

1. The extension of transient and tour boat docking in the Side Launch and Dry Dock Basins
2. Extend the Pedestrian Promenade around the remainder of the Side Launch and Dry Dock Basins with consistent treatment.
3. The enhanced treatment of Side Launch Way and north block of Hurontario Street.
4. A new public plaza at the northern extent of Hurontario adjacent to the Side Launch Basin.

4.0 Policy Context / 4.5 Zoning

The current zoning is Deferred Commercial (DC) and Recreation (REC). The appropriate zoning with exceptions is still to be determined. Potential zones could include Downtown Core Commercial Exception (C1-E). The appropriate zone and exceptions will be determined on the merits of the design of the project.



4.0 Policy Context / 4.6 Urban Design Manual (UDM)

The proposal will conform to the UDM to ensure that it is generally configured and designed to achieve a quality design and is integrated and compatible with the surrounding area.

The purpose of the UDM is to encourage the design of a complete, effective and sustainable built environment consistent with Collingwood's character and vision for the future. The UDM provides guidance on design matters that are directly related to ensuring that development projects are of a high quality, pedestrian oriented, interconnected, sensitive to the natural and built environment, and provide adequate public facilities and infrastructure.

The UDM is intended as a framework that outlines the salient characteristics of various design concepts and principles. The intent is to guide new development to become distinctive, while relating harmoniously to the terrain, use, scale, architecture, streetscapes and neighbourhoods of Collingwood and the needs of its citizens and visitors.”

The following UDM sections are of particular importance:

1. *Site Character*
6. *Site Layout*
7. *Buildings*
8. *Active Transportation*
10. *Landscape & Public Spaces*

TOWN OF COLLINGWOOD

URBAN DESIGN MANUAL



5.0 Detailed Design Direction

5.0 Detailed Design Direction / 5.1 Site Context | Character

5.1.1. Site Context Plan



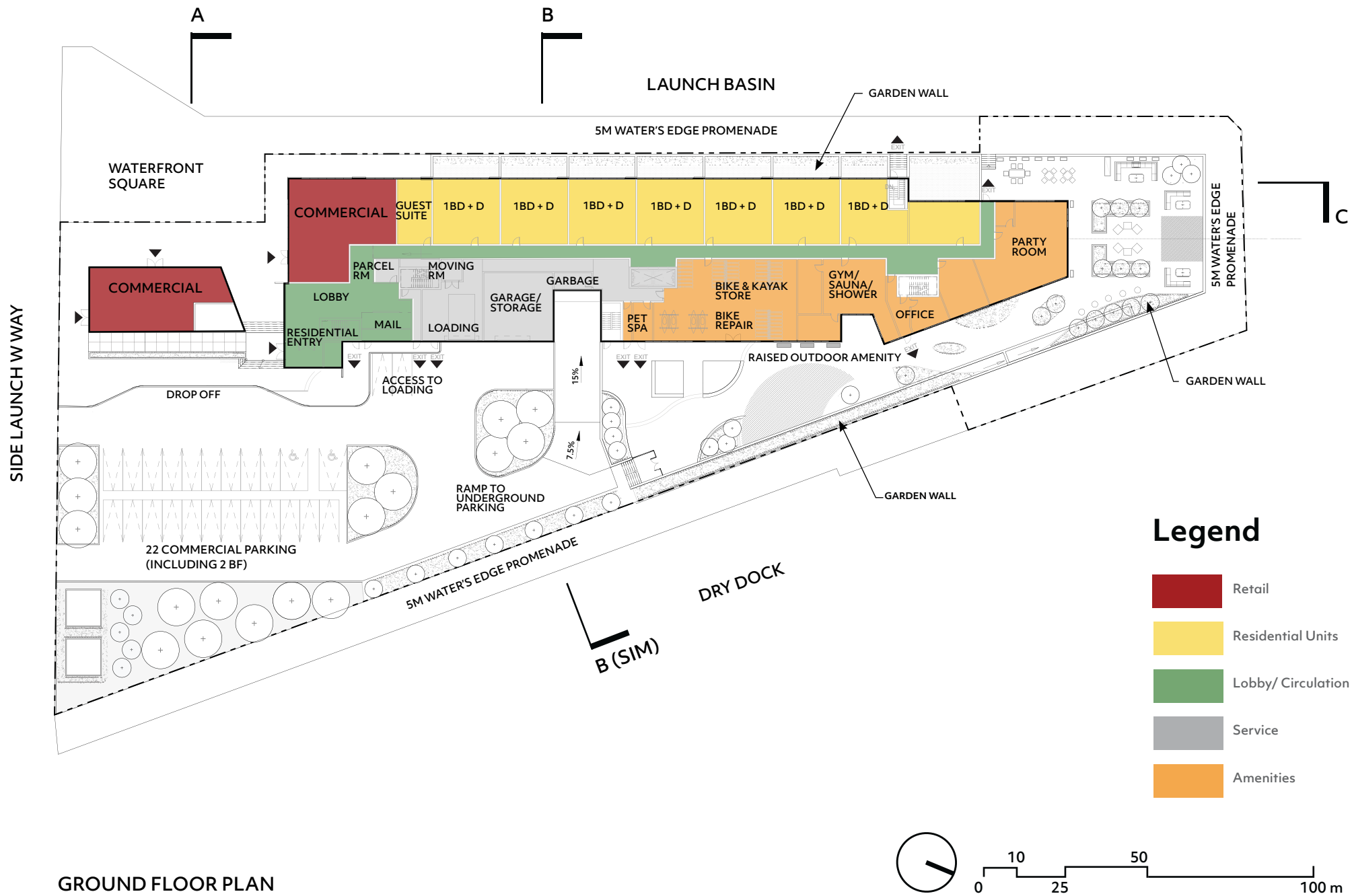
5.0 Detailed Design Direction / 5.1 Site Design

5.1.2 Site Layout

The irregular triangular shape site is generally oriented north south and is bounded by water on three sides with street access from Side Launch Way along the south boundary.

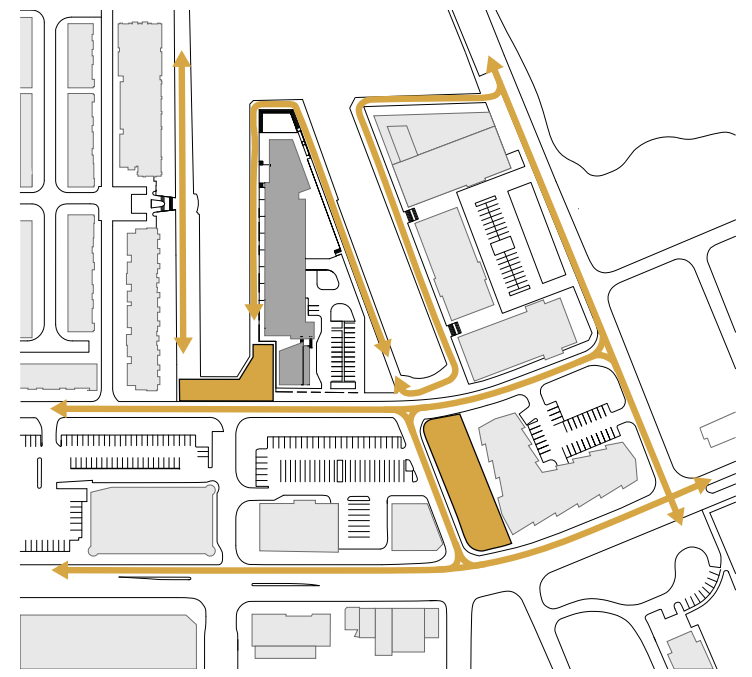
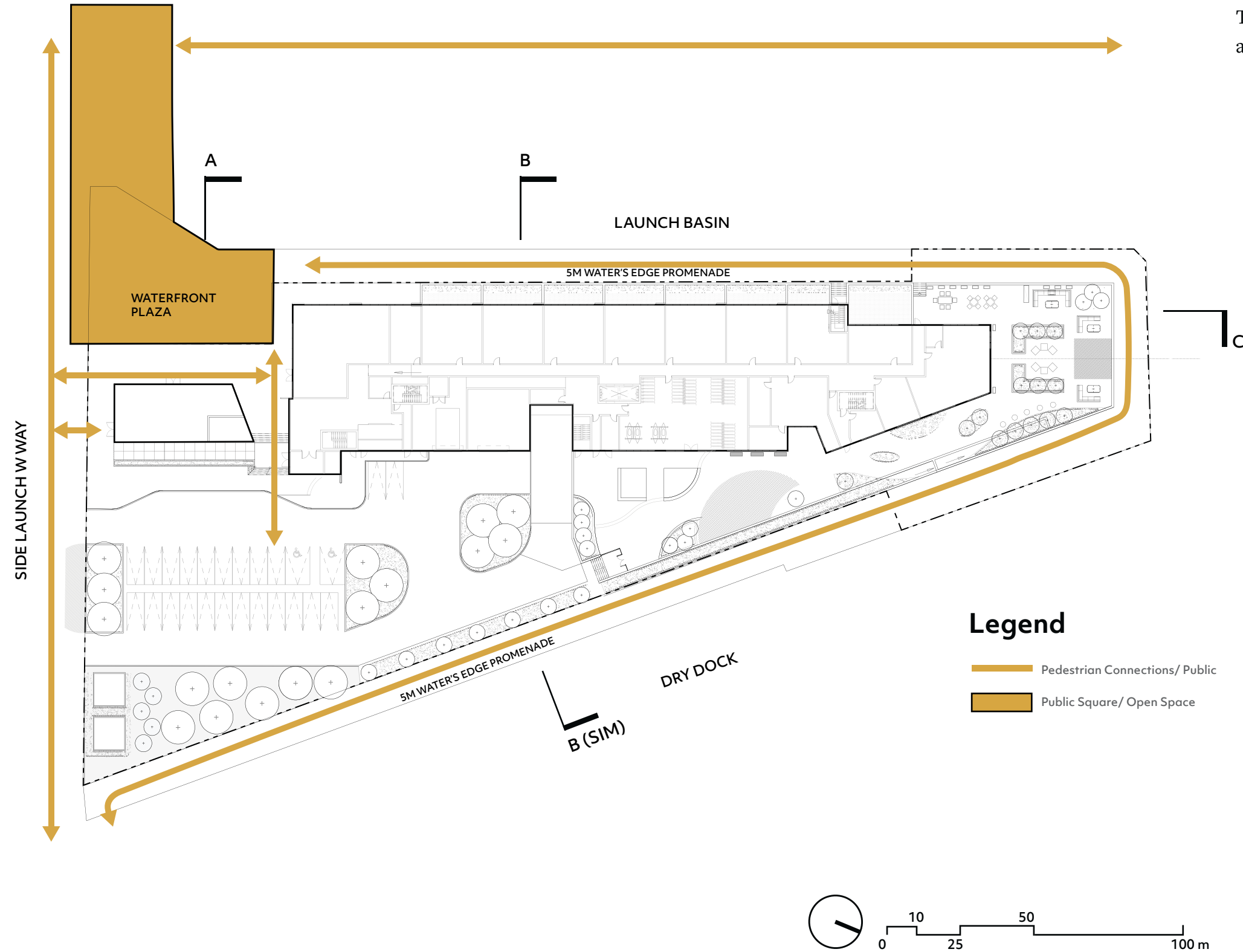
Proposed Site Features

1. A 5m wide public water's edge promenade is proposed around the entire west, north and east side of the site. The public promenade completes the waterfront path system between the launch basin and the dry dock.
2. The 6 storey mixed use building contains at grade retail with residential above. The building is biased along the west lot line framing the new waterfront plaza and launch basin.
3. Commercial space animates the new waterfront plaza and Side Launch Way.
4. The residential entry is located just north of the commercial space. The canopy and ramp lead pedestrians from Side Launch Way to the entry.
5. Commercial parking is located adjacent to Side Launch Way.
6. The service court and underground parking entrance are located north of the surface parking. Landscaping screens these areas from pedestrian view.
7. Residential common outdoor amenity areas are located to the north and east sides of the property. These areas are raised to provide separation from the water's edge promenade.



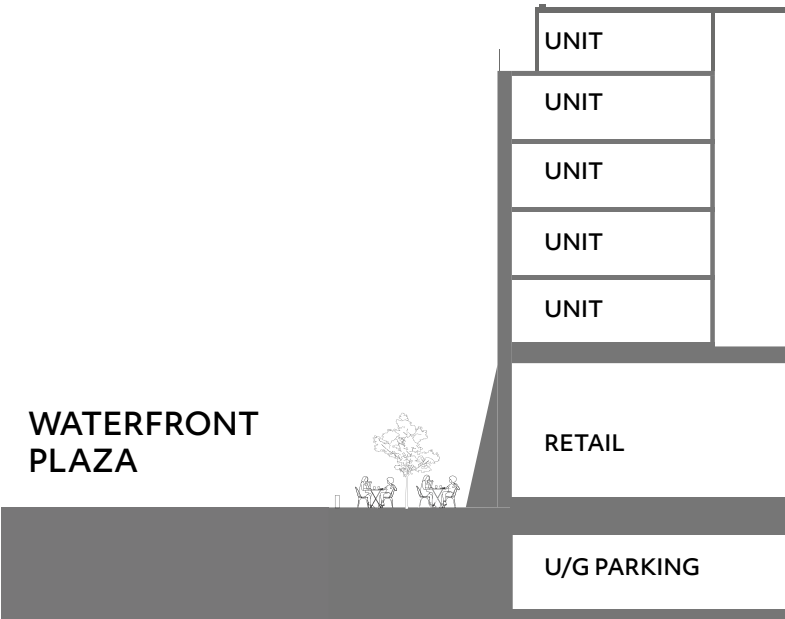
5.0 Detailed Design Direction / 5.1 Site Design
5.1.3. Pedestrian Access and Circulation

The new water's edge promenade links with the new waterfront plaza at the terminus of Hurontario Street and Side Launch Way.



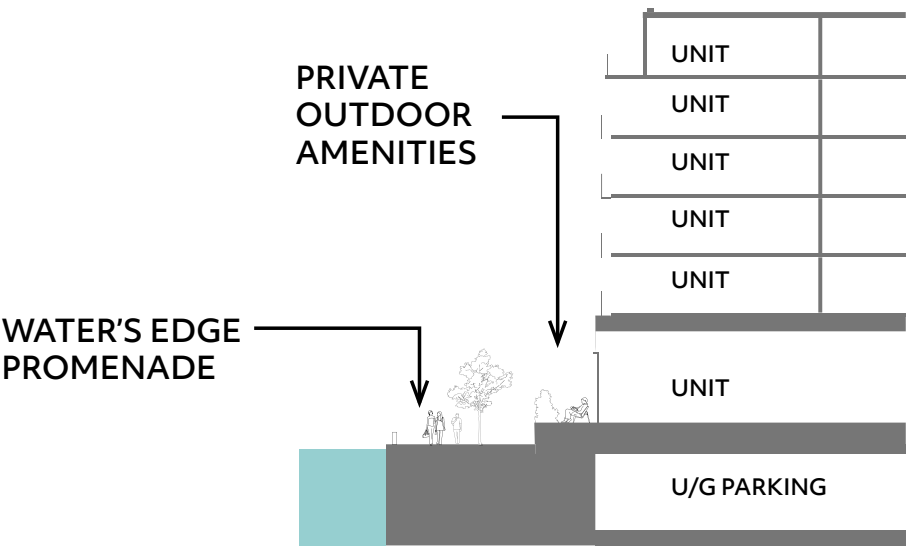
5.0 Detailed Design Direction / 3.1 Site Design

5.1.3. Pedestrian Access and Circulation



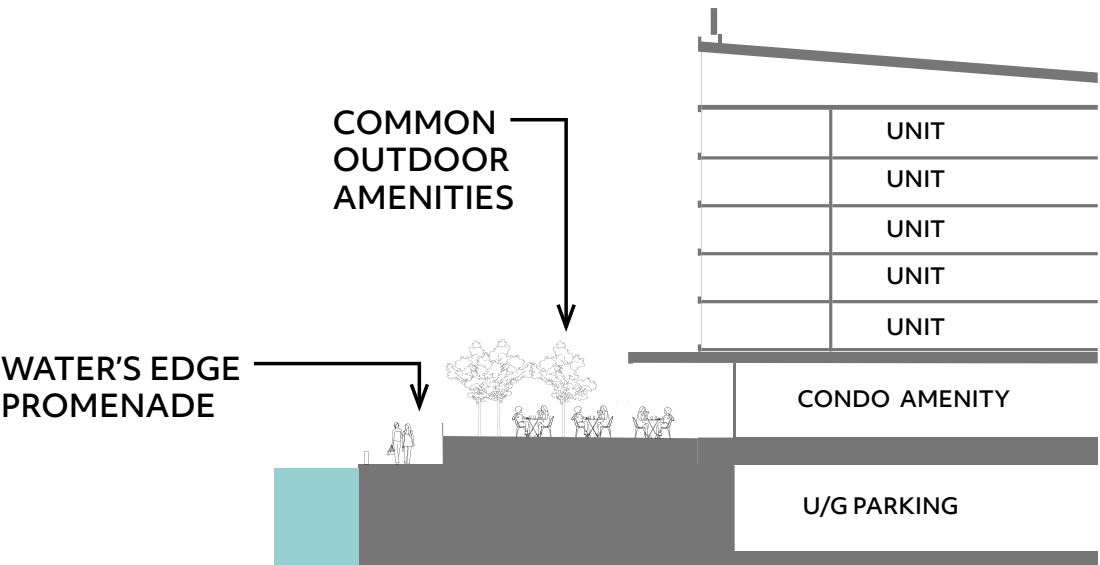
Section A

Retail/flexible space at grade with waterfront plaza and promenade.



Section B

1.2m tall grade separation of private outdoor amenities creates a clear public/private separation and the opportunity for the natural surveillance of the water's edge promenade.



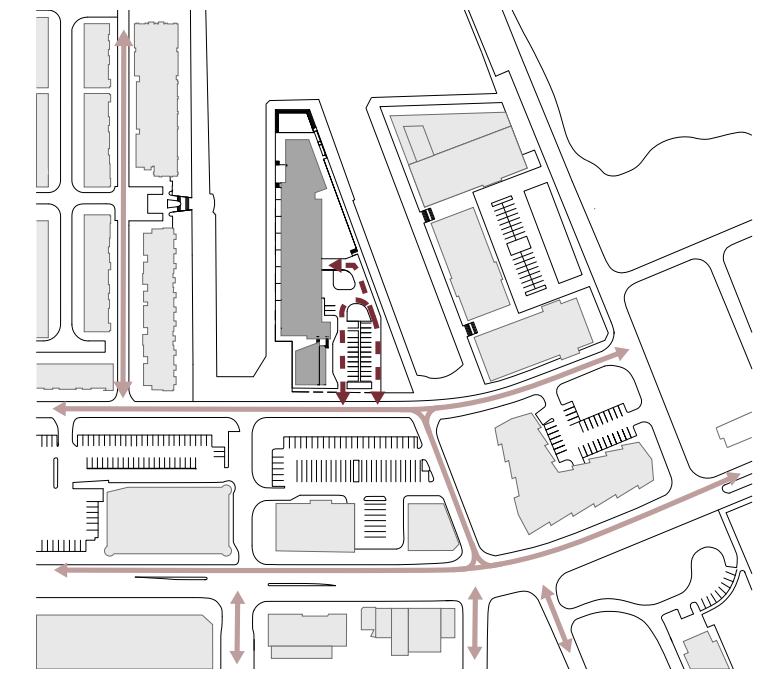
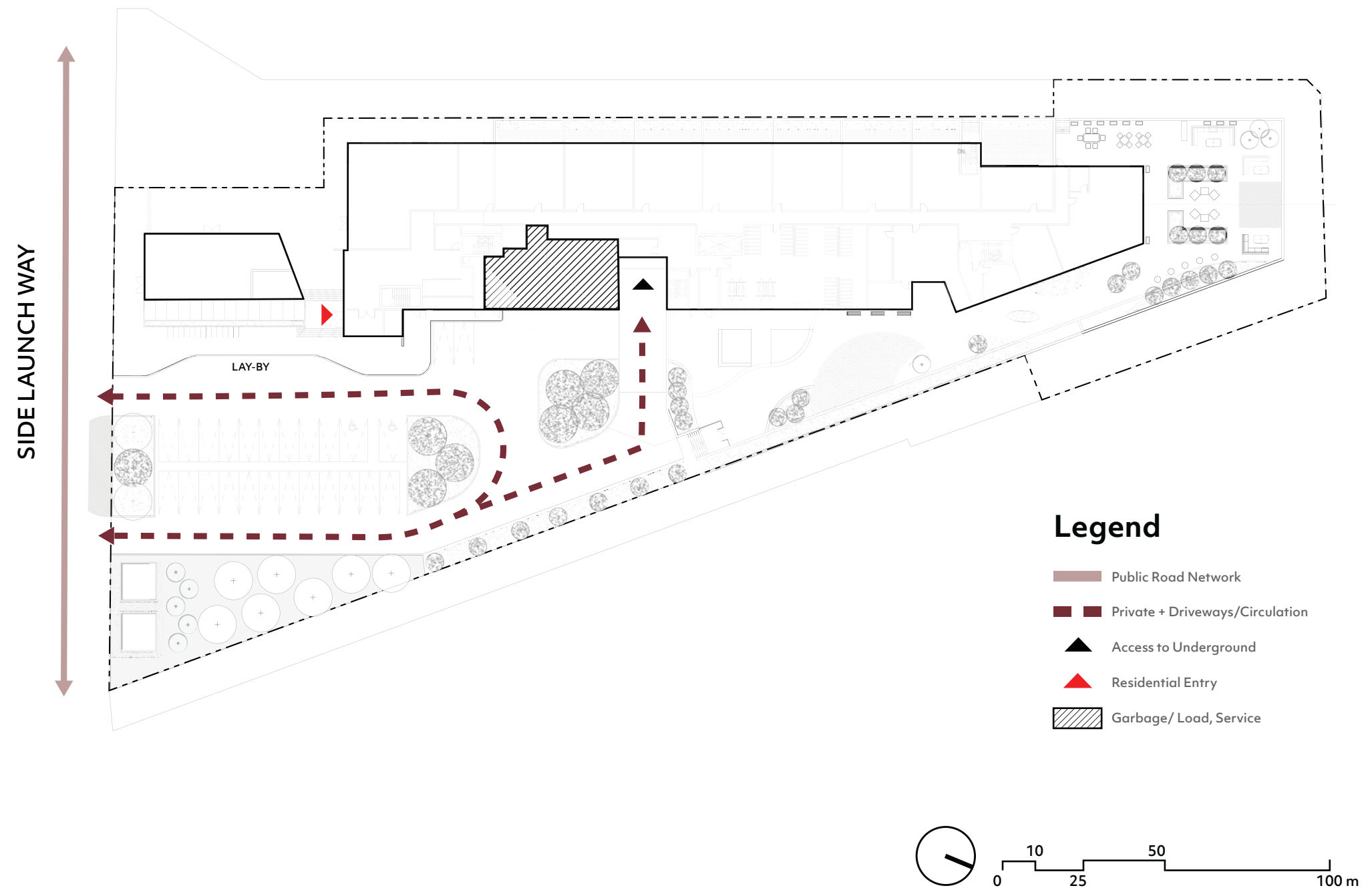
Section C

1.2m tall grade separation of terrace separates common outdoor amenities from water's edge promenade.

5.0 Detailed Design Direction / 5.1 Site Design

5.1.4. Vehicular Access and Circulation

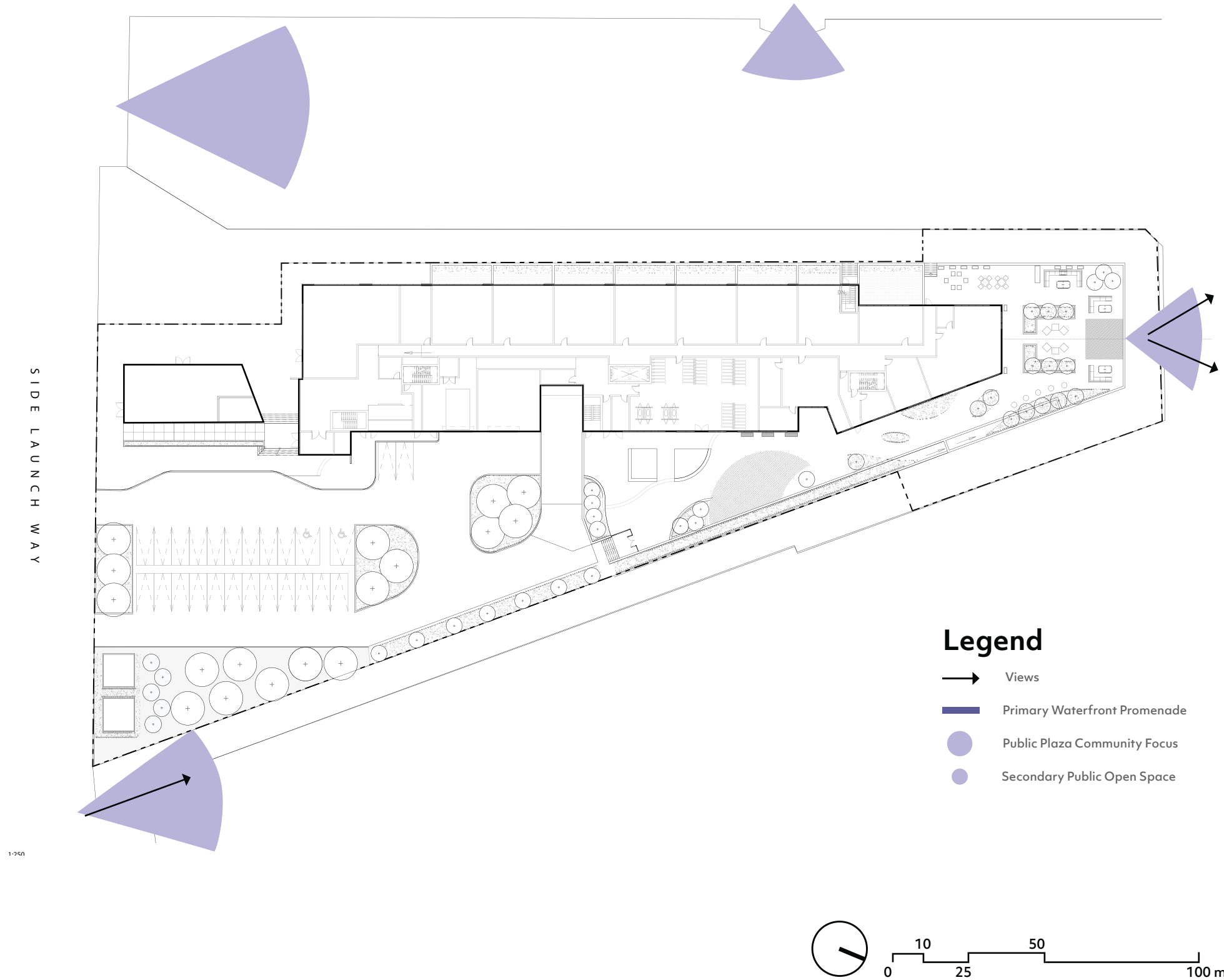
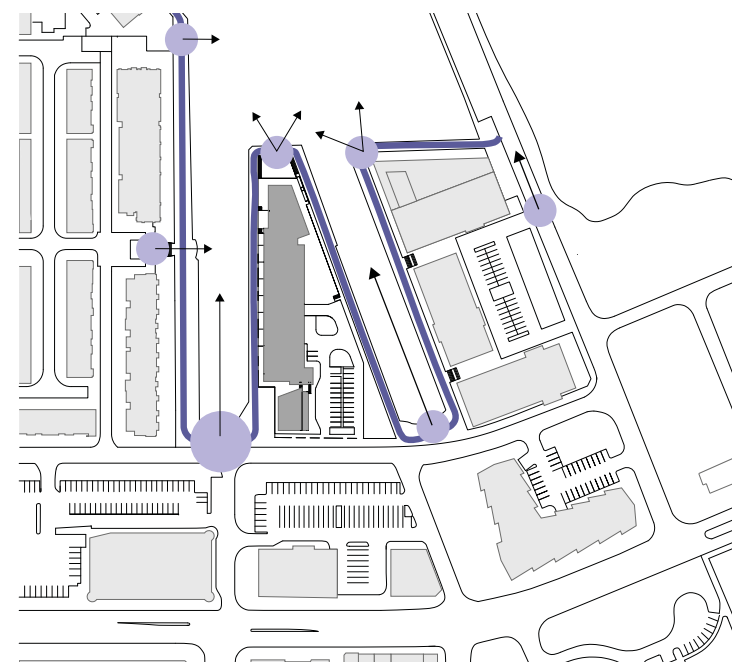
The vehicular circulation is biased to the east side of the site away from the waterfront square, minimizing the interaction between pedestrian and vehicular circulation. Service spaces/loading and the underground parking entrance are located just north of the surface parking away from pedestrian view. Lay-by/drop-off parking is provided adjacent to the residential entry.



5.0 Detailed Design Direction / 5.1 Site Design

5.1.5. Views, Vistas & Key Public Spaces

As per key map below, all views and vistas as outlined in the Shipyards Master Plan and Urban Design Guidelines are maintained.



5.0 Detailed Design Direction / 5.1 Site Design

5.1.6. Lighting

Site + Landscape Lighting



Waterfront Lighting



Pedestrian Lighting Standards

Building Lighting



Decorative Facade Lighting



Decorative Facade Lighting

Retail + Signage Lighting



Retail Store Front Lighting



Storefront lighting



Storefront Signage

Site and Landscape Lighting:

- Create safe circulation and outdoor spaces. The specified light standards will provide the required amount of illumination for the space.
- Provide safe outdoor parking areas with uniform lighting.
- Animate landscaped areas in the evening by lighting planting and trees while considering sustainable measures including bird safety.

Building Lighting:

- Highlight architectural materials and features.
- Work with the building facade design to provide complimentary light fixtures in critical locations: at entrances, balconies and outdoor amenity terraces.

Retail Lighting and Signage:

- Retail store fronts will provide evening light and animation to the street.
- Signage Designs should consider evening appearance through either lighting the sign or the sign to have integrated lighting.
- Canopies and soffits should have integrated lighting to emphasis light at a pedestrian scale.

5.0 Detailed Design Direction / 5.1 Site Design

5.1.7. Landscaping and Amenity Areas

Public Spaces

The landscape design for the waterfront square and public waterfront promenade will take their design inspiration from the existing design and will be an extension of the current promenade.

Private and Outdoor Amenity Areas

These areas on the north and east side of the property are inspired by the industrial heritage of the site. Materials include Corten steel, corrugated galvanized steel and concrete.

The north facing outdoor amenity terrace is laid out to allow for both larger scale gatherings as well as quiet contemplation and enjoyment of the views to the harbour and grain elevators.

The east terrace adjacent to the gym bike storage and kayak storage areas allows for more active uses such as outdoor fitness and yoga and the repair and maintenance of bikes.



Public waterfront plaza



Plaza landscaping



Corten steel roof



Private Amenity Area



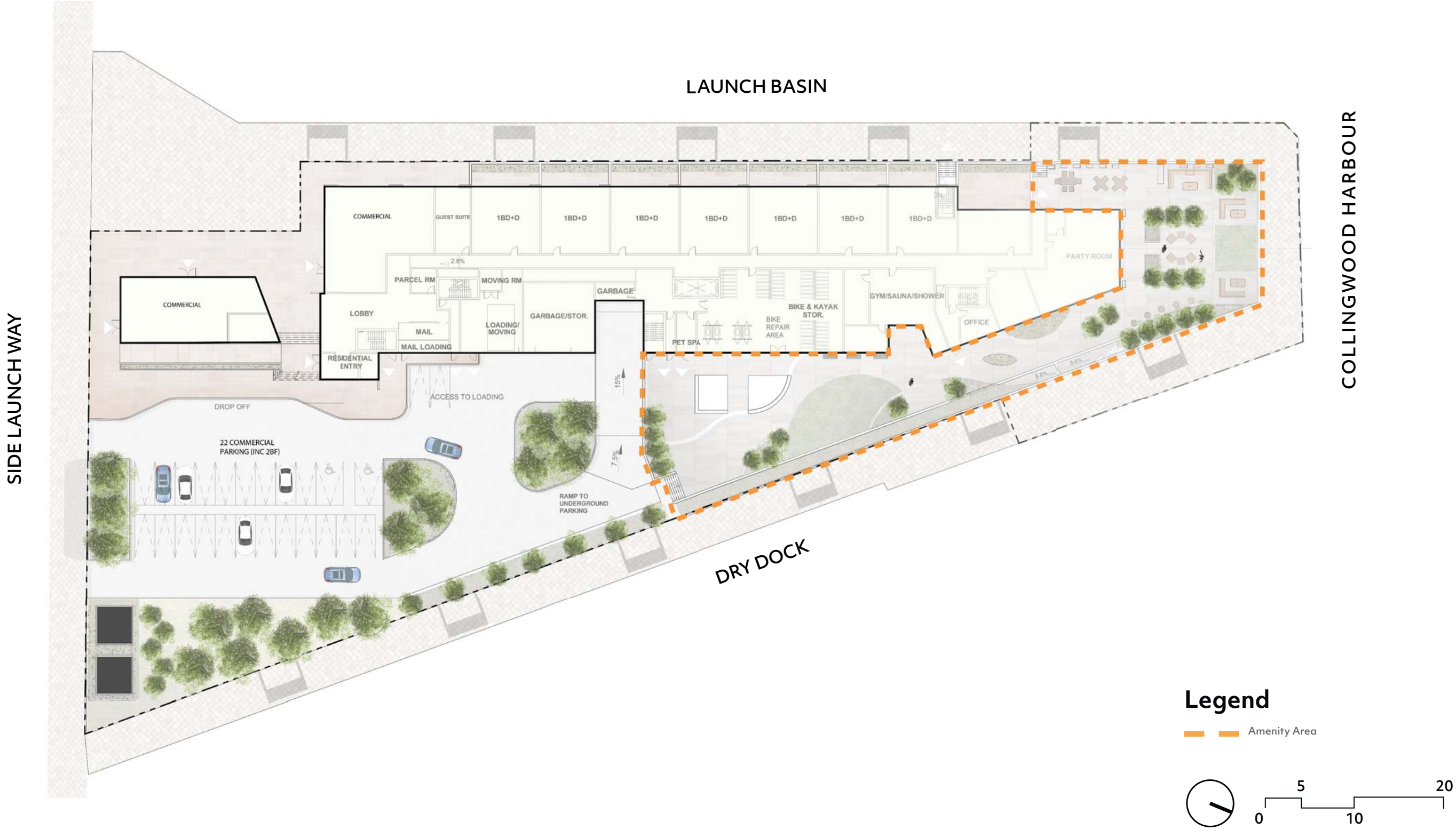
Amenity seating



Amenity landscaping

5.0 Detailed Design Direction / 5.1 Site Design

5.1.7. Landscaping and Amenity Areas

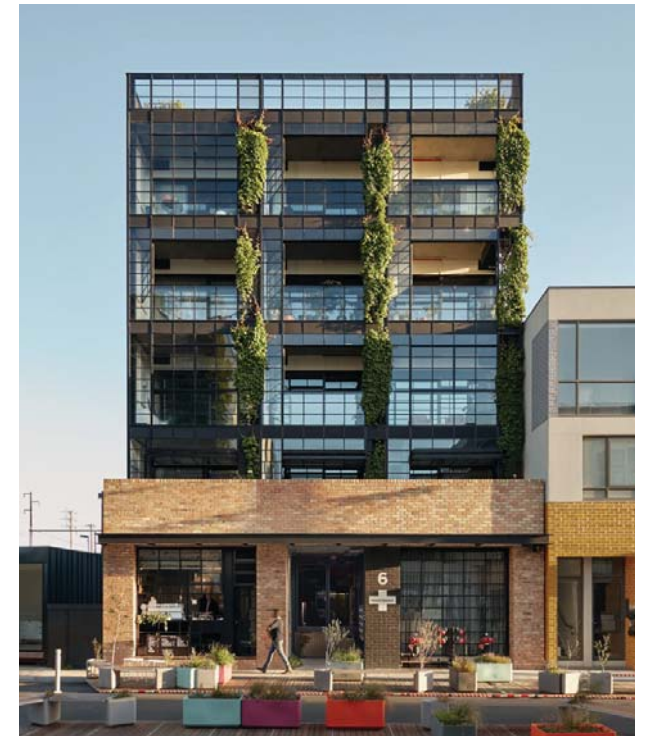


5.2 Built Form

5.0 Detailed Design Direction / 5.2 Built Form

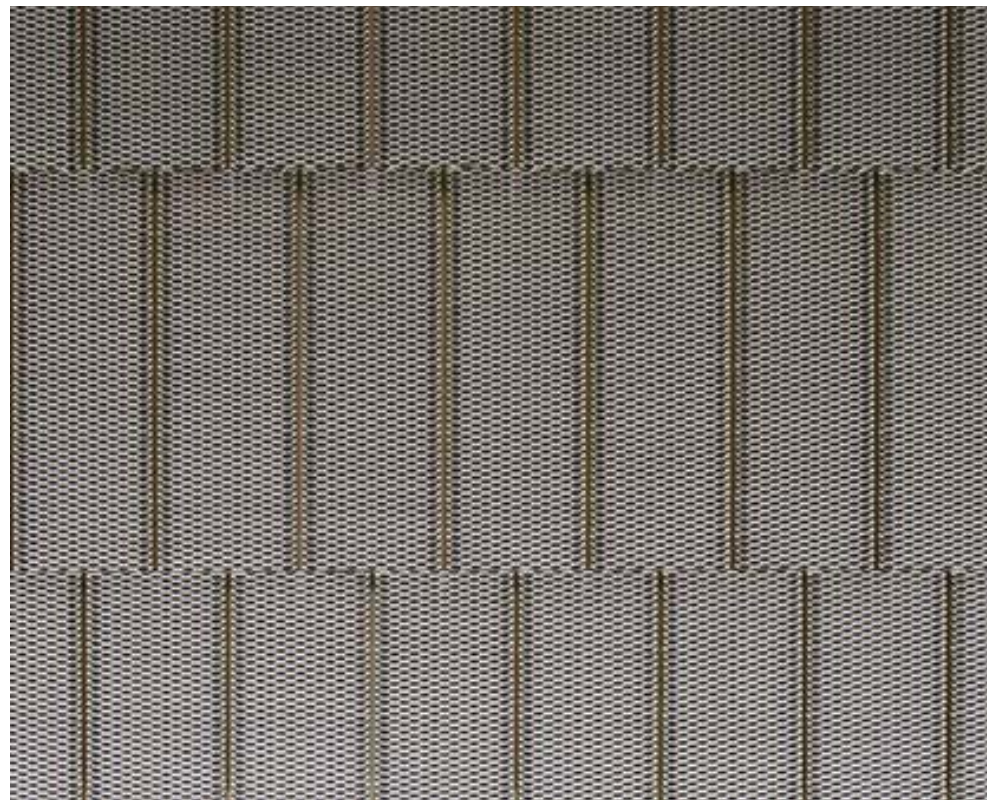
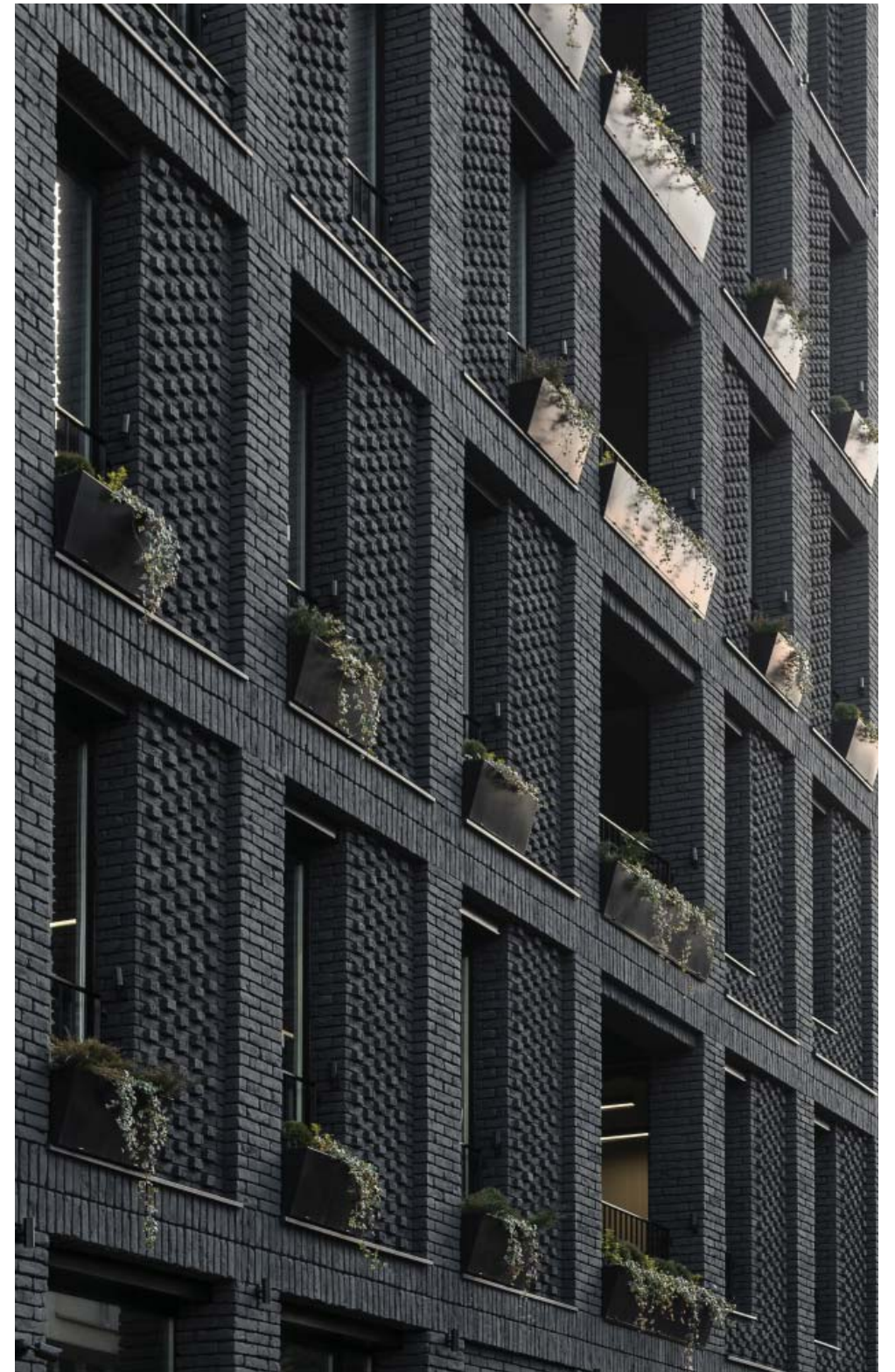
5.2.1 Building Articulation and Materiality

The building design takes its cues from the site's industrial heritage and its waterfront location. The form and massing are inspired by a modern interpretation of industrial waterfront buildings, similar to the examples shown here - simple, clean, strong, clearly defined forms with repetitive elements/bays. Materials including brick and metal cladding are used to define the individual forms, helping to create the appearance of the building or site adapting over time. Feature canopies and roof structures mark the significant elements of the building and create a relationship between the building and the surrounding public realm.



5.0 Detailed Design Direction / 5.2 Built From

5.2.1 Building Articulation and Materiality



5.0 Detailed Design Direction / 5.2 Built Form

5.2.2 Rendering 1 | Looking South



5.0 Detailed Design Direction / 5.2 Built Form

5.2.2 Rendering 2 | Aerial Looking North East



5.0 Detailed Design Direction / 5.2 Built Form

5.2.2 Rendering 3 | Looking South West



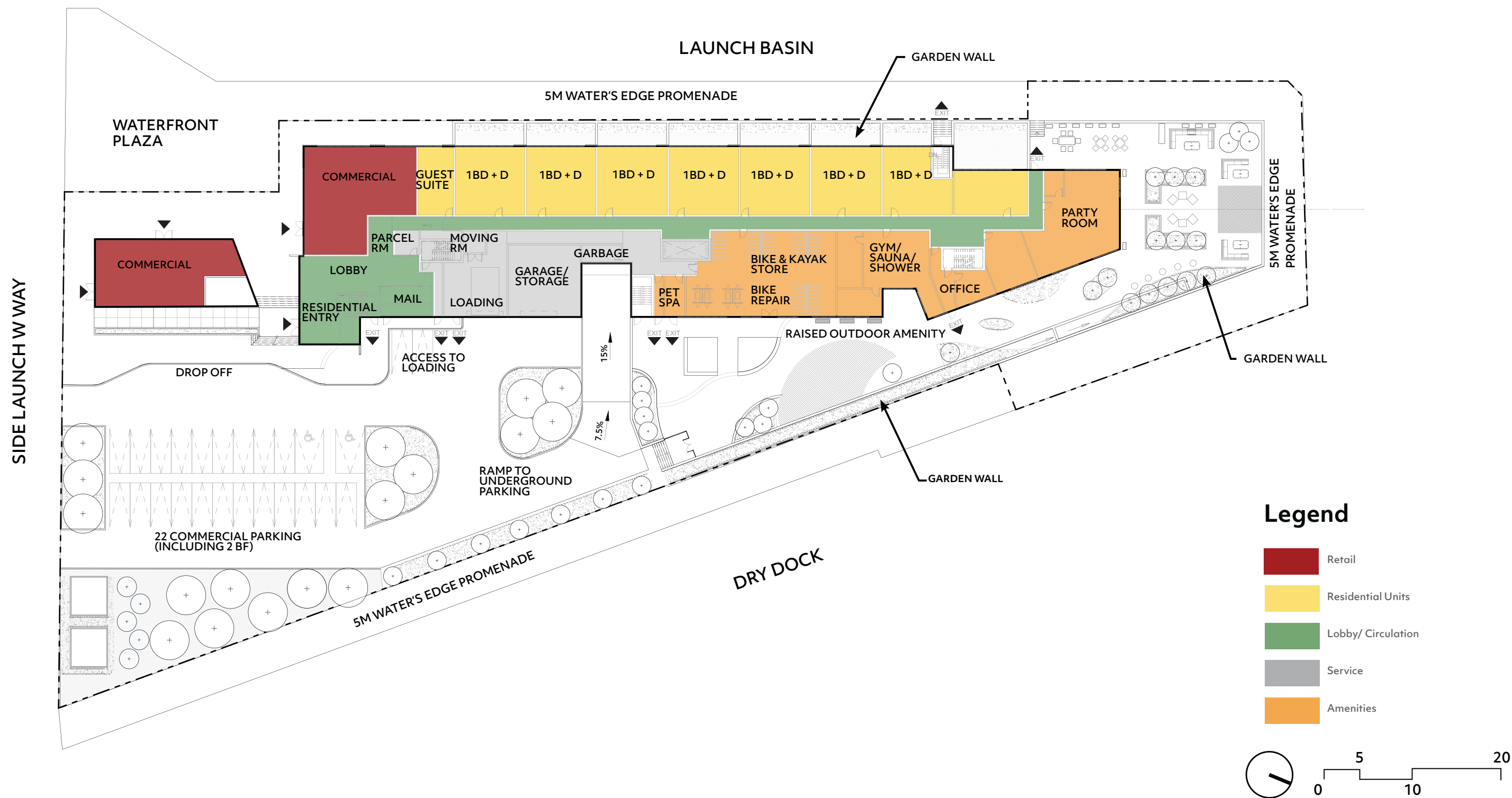
5.0 Detailed Design Direction / 5.2 Built Form

5.2.2 Rendering 4 | Looking West



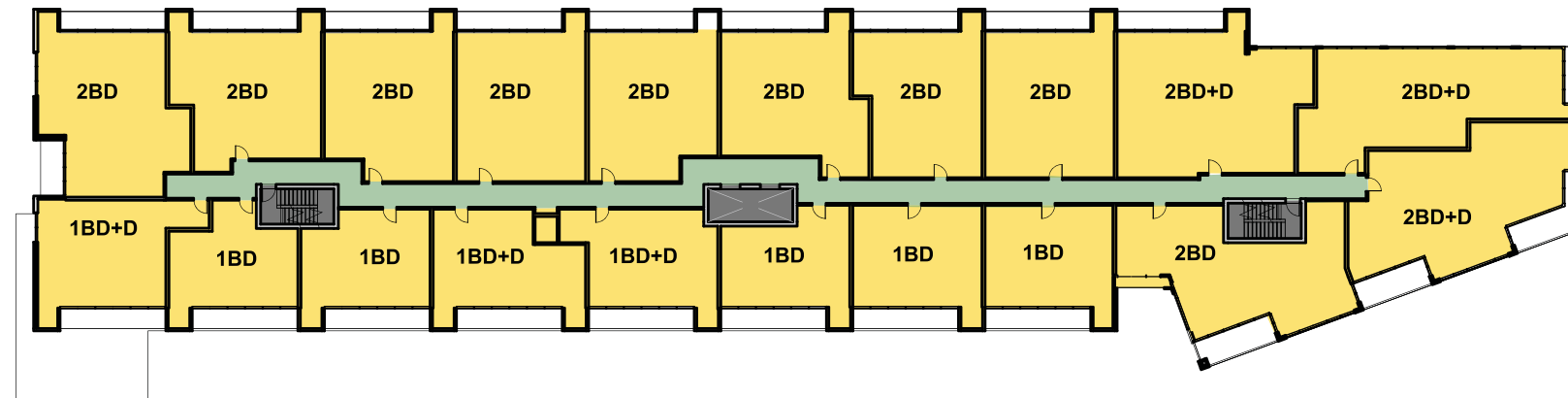
5.0 Detailed Design Direction / 5.2 Built Form

5.2.3 Plans | Ground Floor Plan

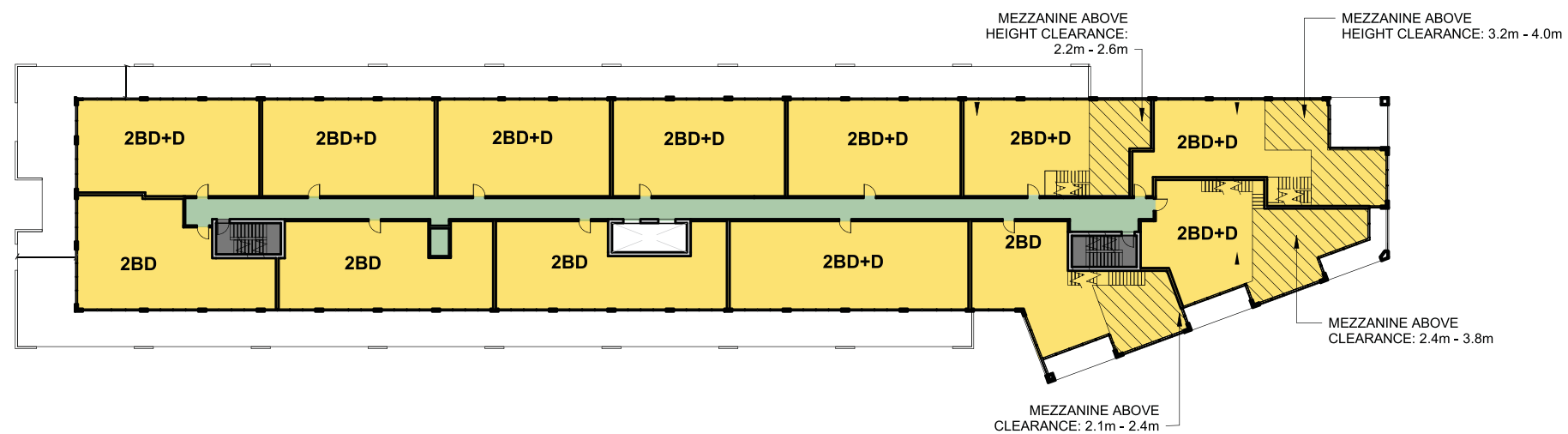


5.0 Detailed Design Direction / 5.2 Built Form

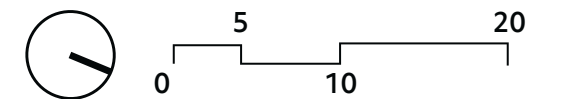
5.2.3 Plans | Typical Floors 2-5, Floor 6



Floors 2-5

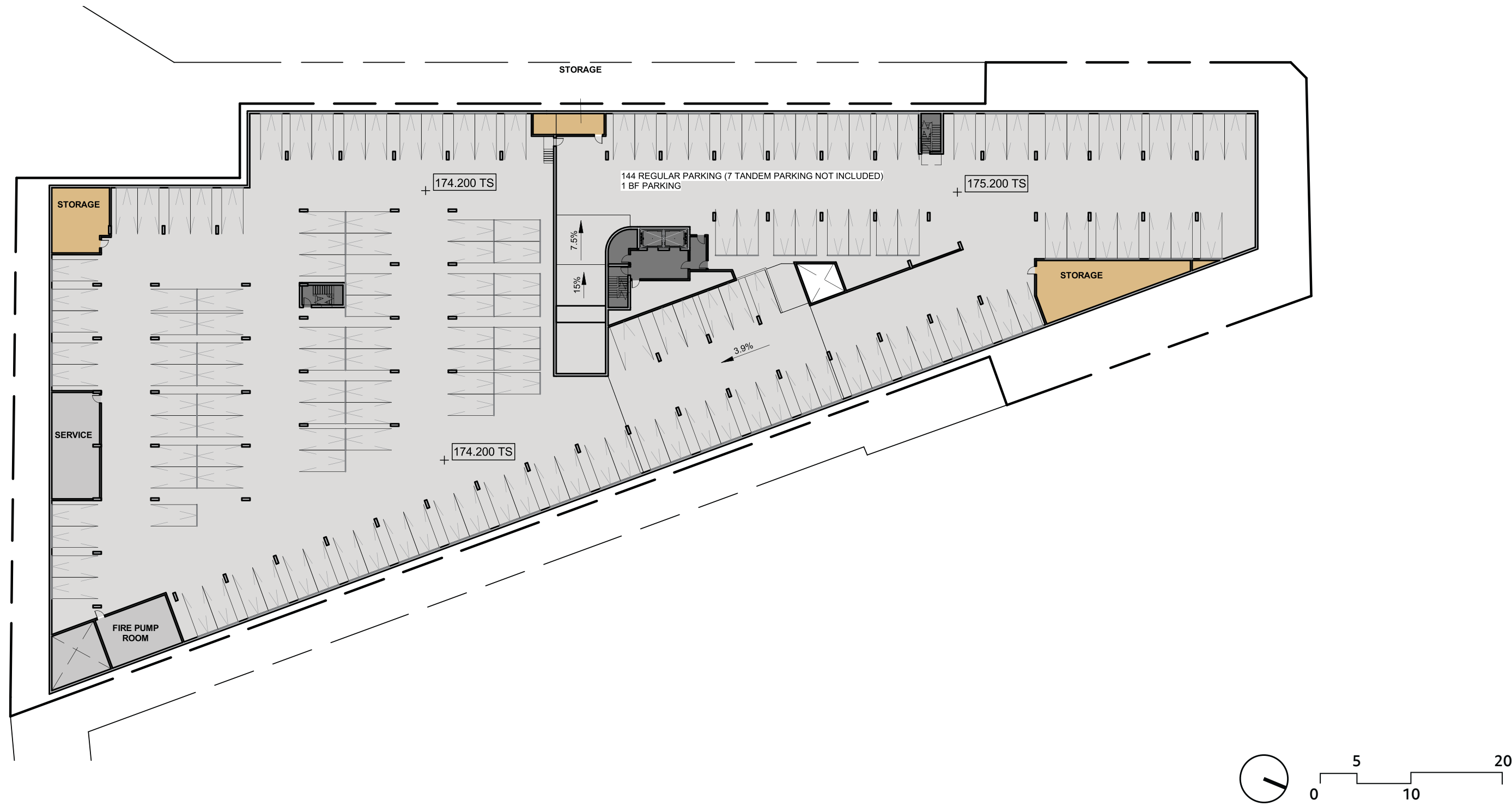


Floor 6



5.0 Detailed Design Direction / 5.1 Built Form

5.2.3 Plans | Underground Parking



6.0 Conclusion

6.0 Conclusion / 6.1 Summary

The proposed development marks the northern terminus of Hurontario Street and creates a distinctive edge to the new waterfront square. The building's form, massing and materiality respond in a thoughtful way to the site's industrial heritage and the surrounding context. The forms and massing take cues from the shape and location of/on the site with smaller scale elements located adjacent to the square and the taller elements addressing the view from the harbour.

The mix of uses adds to a vibrant community and attracts a variety of users throughout the day. The project enhances the existing streetscape, reinforces the edges along Side Launch Way and the new waterfront square extends public pedestrian access to the water's edge. The new plaza will provide landscaping, street furniture and lighting with a unique identity that responds to the built form and adds to the public realm. Active frontages will line the square and the street front providing animation throughout the day.

The development adds to Collingwood's Downtown urban character where residents and visitors can live, work and play in the same neighbourhood.



Appendix - A

Shadow Studies

Appendix - A / A.1 Shadow Study

As per the request of the Planning Department, the shadow studies have been prepared using the City of Mississauga’s Standards for Shadow Studies. The general criteria are as follows:

1. **Residential Private Outdoor Amenity Spaces** – shadow impacts from proposed developments should not exceed one hour in duration on areas such as private rear yards, decks, patios and pools of surrounding residential dwellings on June 21 and Sept 21;

2. **Communal Outdoor Amenity Area** – play areas, school yards, tot lots, park features and also public areas and common outdoor amenity areas that are part of the proposed or existing development. Shadows from proposed developments should allow for full sun at least half of the time or 50 % sun coverage all the time on each of the following dates: June 21, Sept 21, December 21;

3. **Public Realm** – sidewalks, open spaces, parks and plazas – Mixed Use, Commercial, Employment and High Density Residential Streets. The criteria for:

Streets – on Sept 21, a minimum of 5 consecutive hours of sunlight on the opposite boulevard and must include the hours of 12:12, 1:12, 2:12;

Open Spaces, Parks, Plazas – must provide a sun access factor of at least 50% on Sept 21;

4. **Turf and Flower gardens in Public Parks** – full sun must be provided on any 7 test times on Sept 21 from 1.5 hours after sunrise to 1.5 hours before sunset;

5. **Building faces to allow for the possibility of using solar energy** – shadow impacts from proposed development should not exceed 1 hour in duration on the roofs, front, rear and exterior side walls of adjacent low rise residential buildings (1-4 storeys) on Sept 21. The criterion is met if there is shadow impact for no more than 2 consecutive test times in the no impact zone. The Impact Zone is a line at grade 3m from the front rear or exterior side wall of the adjacent low rise buildings.

Criterion 1

There are existing low rise residential buildings to the west of the site. On June 21st the private amenity spaces of the residential development on the west side of the Launch Basin are shadowed starting at 7:07am and are clear by 8:20am. On September 21st the same residences are shadowed from 8:38am and are clear by 10:12am. We believe the intent of this criteria is met as the adjacent private amenity areas are in shadow for approximately 1 hour or less.

Criterion 2

As per the terms of reference, the common outdoor amenity for the development was analyzed for June 21, September 21 and December 21. The analysis found that at the Sun Access Factor for June to be 77%, September to be 70% and December to be 64%. Since the Sun Access Factors for all 3 dates are greater than 50% the criteria is met.

Criterion 3

Streets - there are no shadows cast on Side Launch Way at any time on Sept 21.

Open space, Parks and Plazas - less than 50% of the proposed waterfront trail and new public square are in shadow at any test time on Sept 21st.

The criteria is met.

Criterion 4

This criterion is not applicable as there are no adjacent public turf or flower gardens.

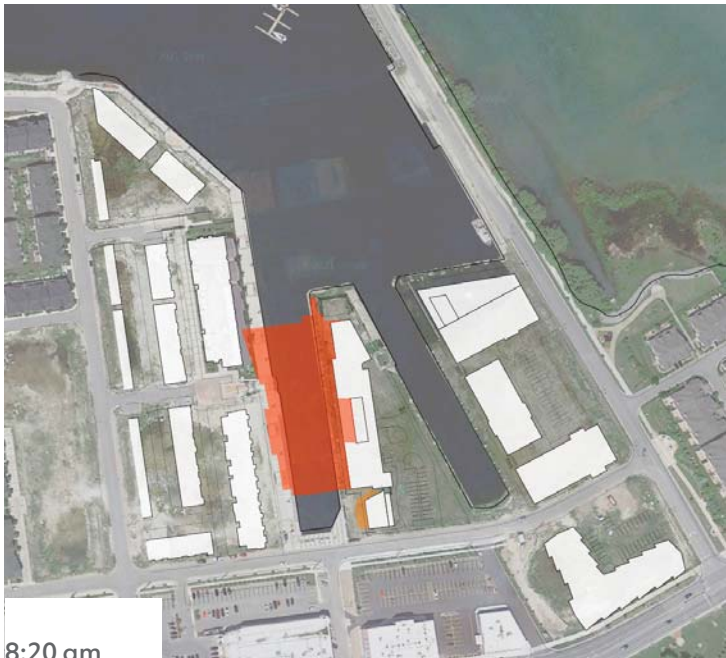
Criterion 5

There are existing low rise buildings to the west of the site across the Launch Basin. There are shadows present on Sept 21 in the No Impact Zone at 8:35am and 9:12am. The No Impact Zone is clear of shadow at 10:12am Sept 21. Since there is shadow in the No Impact zone for no more than 2 consecutive test times, the criterion has been met.

Conclusion

In summary, it is our opinion that the shadows cast by the proposal create very minimal impacts on the adjacent properties and the adjacent public realm and are therefore acceptable.

Appendix - A / A.1 Shadow Study
June 21st [UTC -4]



Appendix - A / A.1 Shadow Study

June 21st [UTC -4] Continued



Appendix - A / A.1 Shadow Study
September 21st [UTC -4]



Appendix - A / A.1 Shadow Study

September 21st [UTC -4] Continued



Appendix - A / A.1 Shadow Study

December 21st [UTC -5]

