



Report created to accompany Site Plan Approval Application
For **The Terrazzo Townhome Development**
Submission to Town of Collingwood

Urban Design Brief

Prepared by: Organica Studio + Inc.
Prepared for: Owner

organica
studio + inc.

architecture | interiors | design | research

7-145 Birmingham Street, Etobicoke ON M8V 3Z8
905-832-5758 www.organicastudio.ca

1.0 Application Overview

This Urban Design Brief has been written in support of the Site Plan Approval application by 1655570 Ontario Inc. The application is regarding a parcel of land located at 11283 Hwy 26, Collingwood ON, with an area 7,962 sq. m. The parcel is situated off Dawson Drive between Fairway Crescent and Oxbow Crescent. This application is seeking to develop the site into a townhouse subdivision with a total of 33 dwelling units, with a gross floor area of 8,229 sq. m. The project design meets the requirements/intent of the Collingwood Zoning by-law, Town of Collingwood Official Plan, and Urban Design Manual.

2.0 Design Vision, Guiding Principles, and Objectives

Located in the northwest section of the Town of Collingwood, this site is situated in a predominantly residential area with some retail, hospitality, and recreational uses surrounding it. This proposed development will be bordered by the proposed Waterstone development to the north and the existing Glenn III development to the south, further reinforcing the residential character of the area.

The main access point into the development is proposed on the west side (Dawson Road). Here, vehicular, bicycle, and pedestrian traffic can access the site on a local road, safely. A pedestrian sidewalk is being proposed running north/south on Dawson Road to increase the convenience and safety of accessing the site for pedestrians. The main spine on the site runs east/west and accommodates vehicular/pedestrian, fire truck and waste pick-up access. The development is composed of 4 storey townhome clusters with view of Lake Huron to the east and Blue Mountain to the west. The dwellings will have pedestrian entrances at the front and vehicular access at the rear. Vehicular parking is accessed through four (4) double loaded rear private roads. Additional visitor and accessible parking are provided at the east end of the site.

The site contains adequate soft landscaping, vegetation, and works with the existing site grading. All Townhome frontages are designed to include a paved walkway, soft landscaping, and coniferous/deciduous vegetation. Garbage/recyclable/compost collection is located centrally along with the mail collection area. There are four designated snow storage areas: one at the end of each rear lane. Bicycle storage is located on the east end of the site and nearby the mail collection area and connected to the main north/south pedestrian walkway. This walkway, being on the eastern edge of the site, also connects at two points to the existing Cranberry pedestrian Trail. The proposed network of vehicular, bicycle, and pedestrian routes creates a development with porosity and vitality, enhancing the character of the area.

Finally, the architectural character of the development will add to the richness and diversity evident in the Town of Collingwood. It will attempt to create simplified historical expression through its architecture. This will manifest itself through simple massing, roof lines, openings, materials, glazing, and details.

In the sections below, this document will explain how the project follows the Urban Design and Architectural guidelines. This will be explained by examining various aspects of the said guidelines and providing images and diagrams as required. Each part of the guidelines referenced will include a reference to the section of the guideline as well as direct quotes.

3.0 Context Analysis

The current site is an undeveloped greenfield lot. It has natural vegetation, both coniferous and deciduous as well and grading that has not been altered. There is no current front yard, side yard or rear yard setbacks to buildings as there currently no buildings on the site. The site has an irregular shape, has an area of 7,962 sq.m. and backs onto the Cranberry gravel trail alongside highway 26 (east). Currently, there are residential lots to the South and West of the site, and a proposed townhouse development to the North.

There is an existing on road bike route running through Dawson Road and the Cranberry pedestrian Trail as mentioned above running parallel to Hwy 26. The combination of this bicycle route, pedestrian trail, together with the vehicular access on Dawson and ease of connection to Hwy 26 presents opportunities for a well-connected and conveniently accessible site.

Existing Site Location:

The following four (4) diagrams illustrate the site location, context, general area, and view on Dawson Road.



Macro view of existing site



Micro view of existing site



Dawson Drive – View Towards North

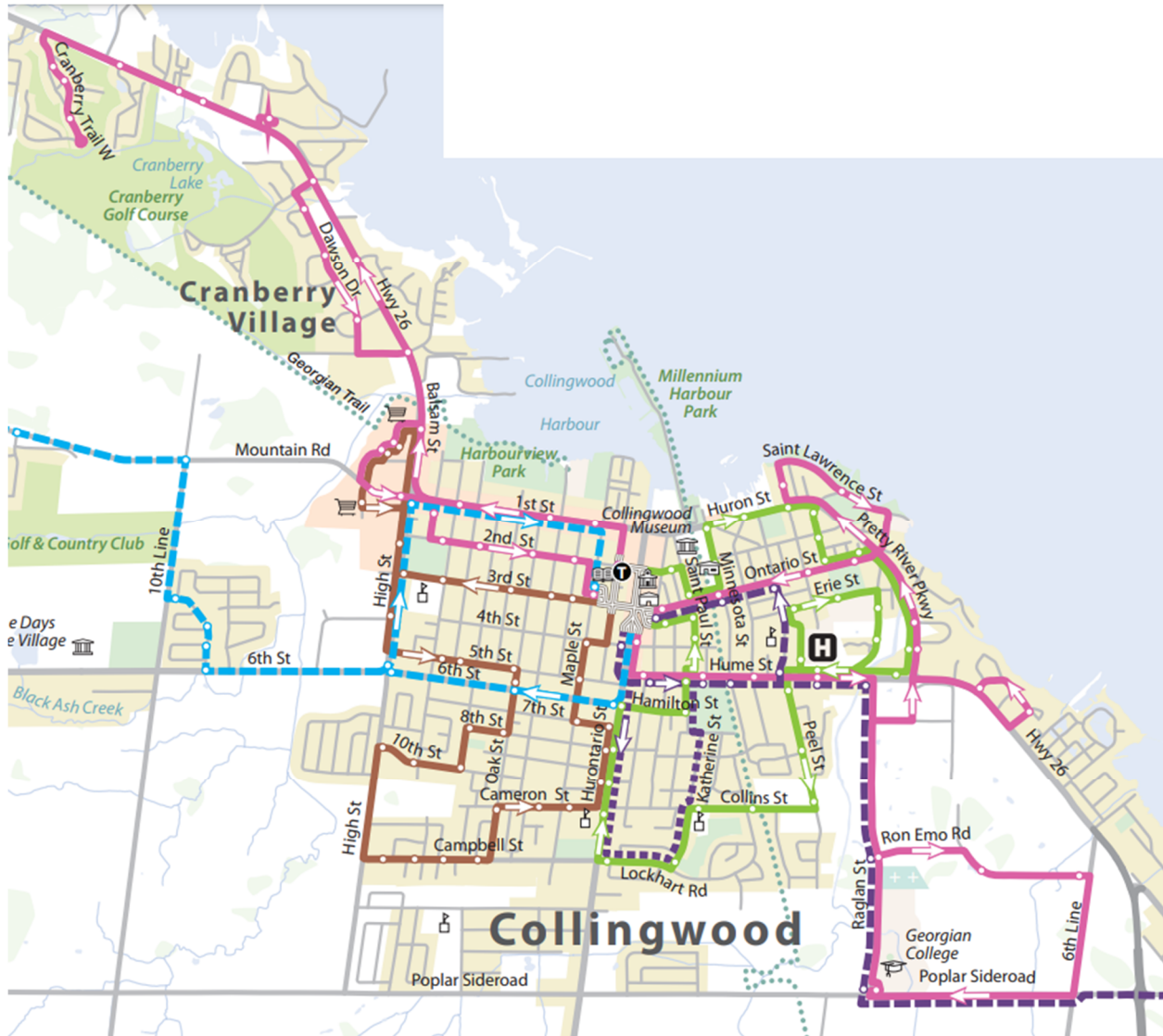


Dawson Drive – View Towards South

Transportation:

The following map and legend illustrate the public transportation routes in the Town of Collingwood. The site is serviced by the Collingwood Crosstown Bus Route that connects the northeast end of Collingwood from Cranberry Trail west to the Downtown core.

Legend			
	Collingwood Crosstown Route		Transit Hub
	Collingwood East Route		Bus Stops
	Collingwood West Route		Arena
	Collingwood Wasaga Beach Link		Community Centre
	Collingwood Wasaga Beach Link 5-6pm		Hospital
	Blue Mountain Transit Link		Library
	Wasaga Beach Route 1		Municipal Building
	Wasaga Beach Route 2		Museum
	Clearview Stayner Route		Point of Interest
	Clearview Wasaga Beach Link		School
	Multiple Routes		Shopping Centre

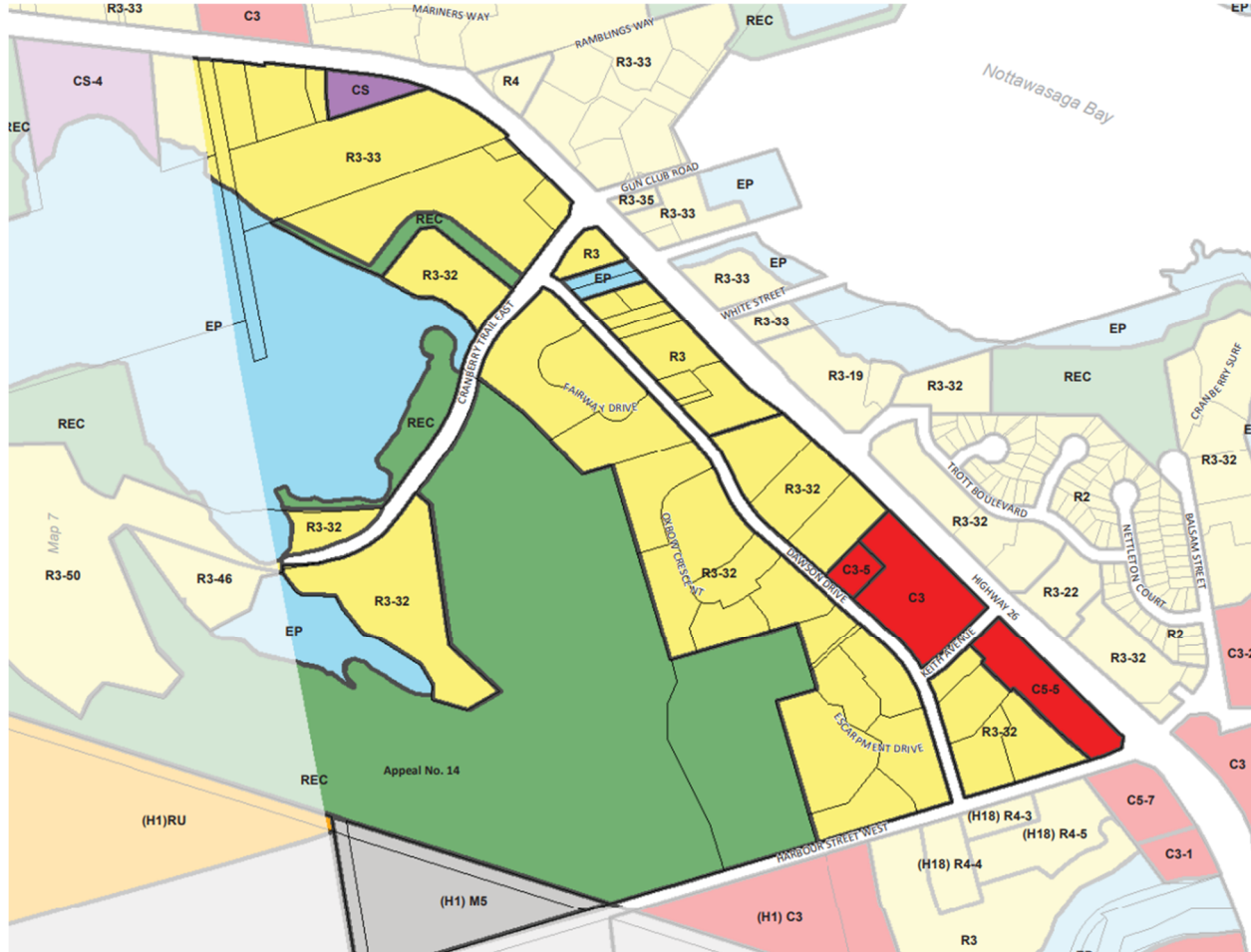


4.0 Policy Context

Guidelines for this site are founded off the Urban Design Manual, Zoning by-law, and Official Plan of Collingwood. The site is located in an R3 zone per the Zoning by-law and a Residential zone per the official plan.

References:

- Schedule "A" Land Use Plan* designates the subject property as Residential
- Schedule "C" Residential Density* designates the subject property as Medium Density
- Schedule "F" Urban Structure* designate the subject property as Inside Built Boundary
- Collingwood Zoning By-Law Schedule A* designate the subject property as R3 Zone



The council of Collingwood passed the Urban Design Manual (UDM) to ensure that applications meet the minimum standards of urban development required. This document helps to ensure that applications are complete and realized within the standards of the Town Collingwood. The UDM will be referenced directly to show the compliance of this townhouse development.

3 – Streets (F) Laneways: Where laneways are used to provide vehicle access for housing... pedestrian access shall be provided to lot frontages.

Laneways will be provided at the rear of units, allowing for the dwellings facing Dawson Drive to appear more attractive without being dominated by garages and driveways. The front of the units will be landscaped with pathways and entries for pedestrians.

6 – Site Layout (B) Parking: Parking and vehicle travel lanes shall not be located within the front setback area. Parking areas shall be designed to include direct and safe pedestrian linkages while maintain pedestrian safety, comfort, and access.

All parking for dwellings is provided within garages, and visitor parking is provided within all the setbacks. There are pathways provided leading from the visitor spaces to the trail, and from the visitor spaces to the front of the site, creating safe pedestrian paths, porosity, and vitality.

6 – Site Layout (L) Building Service Uses & (N) Utilities: Specifically designated areas shall be provided for uses such as... garbage and recycling... These shall be: Located behind buildings... screened from public areas and residential uses to reduce visual... Utility equipment such as electric and gas meters, electrical panels, and junction boxes should be located in a utility room within the building or screened from view of pedestrian areas.

The site design will provide a designated utility room for maintenance and utility equipment. The building will be designed to match the style of the townhouse units and will prevent such items from causing clutter or disturbing the aesthetic of the site. A molok system will also be provided for the waste collection and is designed to be visually pleasing and will not be visible from Dawson Drive.

6 – Site Layout (P) Trash & Recycling: Trash and recycling enclosure for multiple-unit residential uses shall allow convenient access for each resident.

The molok system will be located close to the center of the site to provide easy access to all residents. A walkway will be provided to allow pedestrian access from the dwelling units to the waste, recycling, compost area and collection location.

6 – Site layout (R) Snow Storage/Melt: Snow storage/melt areas should be located behind buildings.

Snow storage/melting areas are provided in 4 places on site, all of which are in areas that will not negatively impact any trees, transit facilities, views of buildings, or pedestrian circulation.

7 – Buildings (A) Buildings Placement & Orientation: Main entrances shall be visible from, and directly accessible from, the street.

The townhomes closest to Dawson drive and Highway 26 will face the street with pathways and pedestrian entrances to each dwelling unit.

7 – Buildings (F) Height and Mass: Buildings over 10m in height shall incorporate... Stepping back the building at the fourth storey a minimum of 3m from the front façade.

The fourth storey in these buildings will be a rooftop terrace. This means that the front façade will not continue up to the fourth floor but will rather go up to the top of the third floor, then step back with a guard placed at the fourth-floor level.

7 – Buildings (G) Building Façade: The design of individual residential buildings shall meet one of the three architectural themes identified for Collingwood listed below... Local Heritage Style, Lakeshore and Mountainside Recreation, and Contemporary New Urbanism.

The design for the townhouse will follow the Contemporary New Urbanism architectural Style. This will be achieved by the massing, roof lines, openings, details, and materials of the architecture.

7 – Buildings (S) Residential Standards: Upper floor residential units shall have functional balconies with a depth of at least 1.5m and a minimum area of 6m².

The fourth-floor terraces will be a minimum of 6 sq. m. in area each and will follow these provisions.

7 – Buildings (S) Residential Standards: Garage doors shall occupy no more than 50% of the front façade width of residential buildings.

The garage doors and access will not be provided on the front facades of the dwelling units, but rather through a rear laneway.

7 – Buildings (S) Residential Standards: Multi-unit residential developments over 15 units shall include a children’s play area. This shall be incorporated in the design of common outdoor areas.

A children’s play area has been provided on the North end of the site adjacent to Unit 22.

7 – Buildings (S) Residential Standards: Multiple-unit residential developments shall have useable open areas for recreation and social activities in a combination of common and private spaces.

Every unit will have an amenity space (terrace) located on the top floor of each dwelling unit. Pedestrian paths are also provided from the site directly to Dawson Road and the gravel path located at the back of the site. This encourages the use of the common walkways and encourages healthy and active lifestyles. Screens will be provided between terraces to allow for privacy. An amenity space is also provided on the east side of the development, enclosed by vegetation and fencing. This amenity space will be an area for residents to come together and encourage community participation. Finally, we have provided a children’s play area on the North side of the property adjacent to Unit 22.

8 – Active transportation (A) Pedestrian Circulation: Multi-unit residential developments, and residential subdivisions shall incorporate pedestrian connections to adjoining residential, recreation, open space, and commercial uses as practical.

The proposed site design will provide multiple methods for pedestrian, bicycle, and vehicular circulation. The gravel trail at the back of the site will be connected through 1.5m pathways for residents to easily access by walking or biking. There is a 1.5m pathway leading from the back of the site connecting to the sidewalk on Dawson Drive. Dawson Drive is in itself an open bicycle route and has access to public transportation. Bus stops on the road are easily accessible for residents. For vehicular transportation, there are laneways into the garages of the dwellings, and a main site access that is directly off Dawson Drive.

8 – Active Transportation (G) Bicycle Circulation: Bike racks shall be located at flat areas, parks, and trailheads, as well as at other locations as per the Zoning By-law requirements.

As per the by-law the required 18 bicycle racks are located near the center back of the site and in the center close to the mailbox collection area. This is close to the center of the site and has direct access to the gravel path encouraging usage of bikes and having two locations makes them more accessible for residents throughout the development.

10 – Landscaping & Public Spaces (A) General Design: All landscaped planter beds adjacent to vehicular areas shall be protected by a minimum 6-inch-high concrete curb.

All areas on site where soft landscaping is adjacent to street and vehicular paths there will be a 6” high curb provided to protect the landscaping and delineate the space.

10 – Landscaping & Public Spaces (G) Tree Canopy: All site shall provide sufficient tree cover to create tree canopy shade over at minimum of 30% of the site area, with particular attention to hard surface areas.

The landscape design for the site allows for mature trees, shrubs, and soft landscaping on every lot. In addition, there is more planting on the perimeter of the site.

5.0 Detailed Design Direction

The proposed townhouse development will follow the architectural theme of Contemporary New Urbanism. Exactly how the development will follow this theme is outlined below based on site design and built form.

Site Design

The site design incorporates a massing and scale to create a simplified historical expression. The massing is kept short with most building blocks containing 3-6 townhome dwelling units. This allows for greater separation and more opportunities for architectural articulation of building facades. The scale is also kept close and relatable to human scale as the 4th level of the townhome dwellings is setback 16'-0" from the front facade, making them appear as three storey high masses. This step back not only generates a more relatable scale but provides view to and from the terrace levels.

Built Form

The built form of the development will incorporate simple massing, low sloped rooves mixed with shed rooves, contemporary materials, and minimal fenestration. The massing of the architecture will be predominantly orthogonal. The roofs will be low in slope, with deep overhangs. Front porches will also incorporate the same roof style and overhang. The materials will be smooth in finish, incorporate a good amount of glazing and will be controlled in the colour palette. Simplified back windows will also be incorporated with site furnishing and adequate landscaping. See image below for approximate rendition.



Proposed Front Perspective



Proposed Rear Perspective

6.0 Sustainability Features

Different sustainability features for the site and buildings are currently under consideration.