



PANORAMA NORTH NEIGHBOURHOOD

URBAN DESIGN GUIDELINES

Ted North (295 Mountain Road) Ltd.
Town of Collingwood
Draft Plan of Subdivision & Zoning By-law Amendment

December 2020

CONTENTS

1. BACKGROUND	1	7. PUBLIC REALM GUIDELINES	24
1.1 Purpose and Scope	1	7.1 Streets	25
1.2 How to Use the Guidelines	1	7.2 Transit	27
1.3 Site Location and Conditions	2	7.2 Public Trails	30
1.4 Neighbourhood Development	3	7.3 Neighbourhood Park	33
1.5 Proposed Applications	3	7.4 Stormwater Management Pond	35
2. SURROUNDING CONTEXT	4	8. SITE DESIGN GUIDELINES	36
2.1 Streets	4	8.1 Private Roadways	36
2.2 Public Transit	4	8.2 Mid-Block Connections	37
2.3 Trails	4	8.3 Surface Parking	40
2.4 Parks and Open Spaces	5	8.4 Shared Outdoor Amenity Areas	42
2.5 Land Use and Built Form Patterns	5	8.5 Landscape Design	43
3. POLICY AND DESIGN MANUAL FOUNDATIONS	8	8.6 Service Areas, Elements and Utilities	44
3.1 Collingwood Official Plan	8	8.7 Site Lighting	48
3.2 Collingwood Urban Design Manual	8	8.8 Fencing and Screening	49
4. DESIGN GOAL, PILLARS AND OBJECTIVES	9	9. BUILDING DESIGN GUIDELINES	50
5. NEIGHBOURHOOD STRUCTURE	15	9.1 Architectural Inspiration and Influences	50
5.1 Street Pattern	16	9.2 Material and Details	51
5.2 Multi-Use Trails	17	9.3 Prominent Lots & Units	52
5.3 Neighbourhood Park	18	9.4 Detached & Duplex Dwellings	55
5.4 Stormwater Pond	19	9.5 Townhouses	60
5.5 School	20	9.6 Block or Cluster Townhouses	60
5.6 Transit Service	21	9.7 Linear Stacked Townhouses	69
5.7 Multiple Residential	22	9.8 Apartments	73
5.8 Detached Residential	23	9.9 School	77
6. DEMONSTRATION CONCEPT	24	10 IMPLEMENTATION	79
		10.1 Architectural Design Guidelines	80
		10.2 Neighbourhood Phasing	80
		10.3 Other Studies	81
		10.4 Control Architect	81
		10.5 Design Process for Detached Dwellings	81
		10.6 Design Process for Multiple Dwellings	82

1. BACKGROUND

1.1 Purpose and Scope

Ted North (295 Mountain Road) Ltd. has proposed planning applications for a new mixed-residential neighbourhood in Collingwood. The “Panorama North Neighbourhood” will add up to 600 new residential units on a greenfield site to the west of Collingwood’s established urban fabric. The Neighbourhood’s diversity of lifestyle options, recreation opportunities, and connections to major community destinations will contribute to a livable new neighbourhood.

Design guidelines were requested by the Town of Collingwood as part of the planning approvals for the development. They are meant to describe the Neighbourhood’s design framework and provide guidance for the subsequent detailed design processes. To this end, the organization of the Urban Design Guidelines includes the following progression:

- Section 2 describes the surrounding context that inform the new neighbourhood’s design.
- Section 3 describes the Town’s general urban design policy and urban design guidelines as informing the new neighbourhood’s design.
- Section 4 outlines the broad design goal and more specific principles and objectives for the neighbourhood that provide the basis for the design guidance.

- Section 5 outlines the elements that comprise the neighbourhood’s structure, including public realm and private realm elements, with references to the influences of the Urban Design Manual.
- Section 6 illustrates detailed site concept demonstrating the neighbourhood’s potential build-out based on the design guidance, meant as a tool to understand and visualize the principles of the design guidance.
- Section 7 provides design guidelines for site and block level considerations for blocks subject to Site Plan Approval, with references to the influences of the Urban Design Manual.
- Section 8 provides design guidelines for different building types, incorporating and expanding on the relevant guidelines of the Urban Design Manual.
- Section 9 provides general architectural directions for the new buildings, which will be detailed and refined through further design processes.
- Section 10 outlines the implementation approach for how the design direction and guidance in the Urban Design Guidelines will be applied.

1.2 How to Use the Guidelines

This Urban Design Guidelines are a design tool that assists the implementation of Official Plan design policy for Panorama North. Working with the regulations of the site’s proposed zoning, they outline the design expectations for the Subdivision registration (for lot/dwelling design and public realm design) and Site Plan Approval (for development blocks) moving forward. Regarding the interpretation and application of the guidance offered, the Urban Design Guidelines:

1. Recognize the need for balance between design expectations and flexibility of application recognizing other innovative design ideas could also meet the broader design goals of the Town’s design policy.
2. Reference the Urban Design Manual but build on that guidance in providing contemporary design standards for Panorama North.
3. Include demonstration concepts that explain and visualize the guideline intent, which are meant as illustrations of one way to address the guidance and not as proposed “plans”,
4. Are supported by reference photos that support the text, representing design ideas and best practices but not inferring proposed building design or architectural styles.
5. Are meant to be read in their totality for application and evaluation purposes, rather than be used as an urban design “checklist”.

1.3 Site Location and Conditions

The Panorama North Neighbourhood (referenced as the “Neighbourhood” or “site”) is situated mid-point between Downtown Collingwood to the east and the Blue Mountain Resort to the west. It sits at the northwest corner of Mountain Road and Tenth Line within the growing outer residential areas of Collingwood. It faces the Panorama subdivision on the south side of Mountain Road, which is planned as a mixed residential neighbourhood of detached and townhouses dwellings.

The site is approximately 20 hectares (49 acres) in area with 744 metres (2,440 feet) of frontage on Mountain Road and 292 metres (958 feet) on Tenth Line. The site’s rectangular shape has a direct influence on the design and configuration of the development plan. There are no existing buildings or structures on the site. Existing vegetation is principally grasses and scattered trees, although there are denser tree-covered areas in the northeast corner and along the western edge. Topographically, the site sits on two plateaus: a smaller lower plateau to the east and a larger higher plateau to the west, divided by a ridge rising diagonally mid-site in a north-westerly direction.

A small existing commercial property (All Stone Landscaping) is carved out of the site’s Mountain Road frontage. The previous commercial activity on this property spilled over to the north onto the Panorama North site creating informal paths.



1.4 Neighbourhood Development

The Panorama North Neighbourhood will be a mixed-residential development containing different residential living options together with supporting community and park facilities. The “Demonstration Concept” for the Neighbourhood illustrates 550 to 600 new residential dwelling units including:

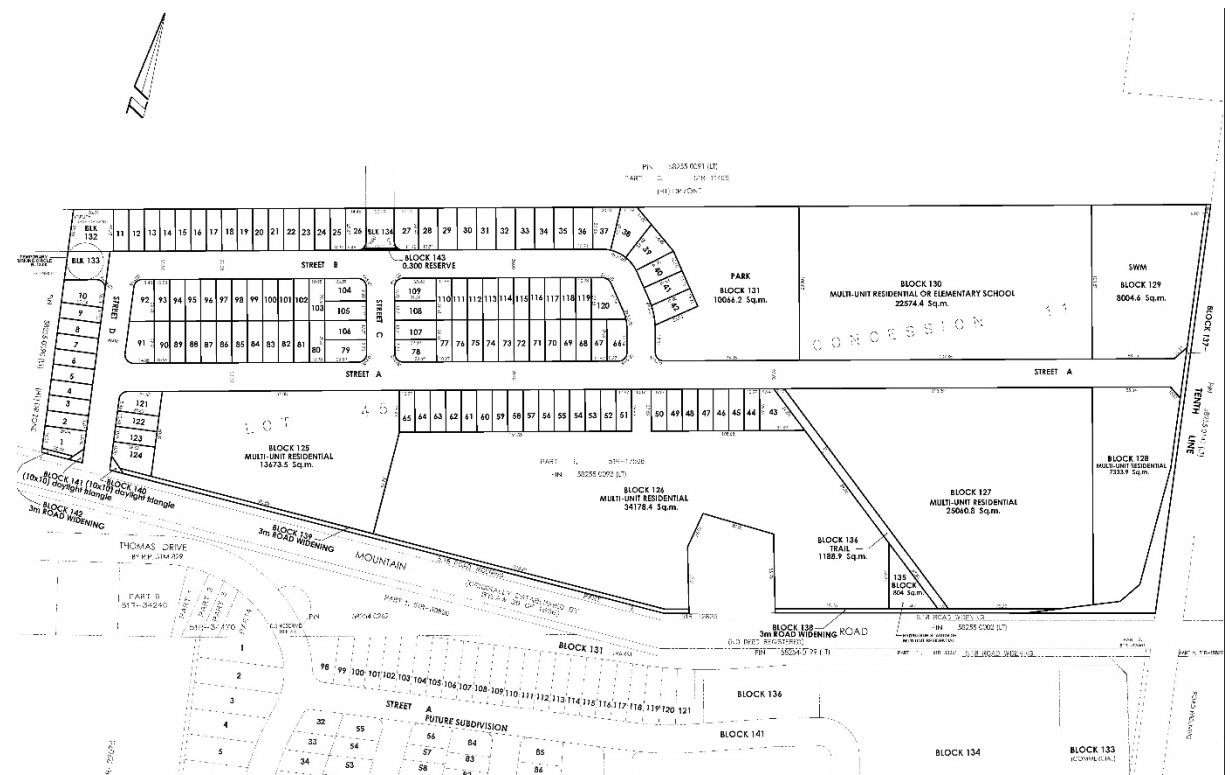
- › Single-detached dwellings,
- › Block/cluster townhouse dwellings (including those for the alternative use of school block),
- › Rear-garage block/cluster townhouse dwellings,
- › Linear stacked townhouse dwellings, and
- › Apartment dwellings.

New public streets will connect to Tenth Line and Mountain Road. Four new public streets will provide access to the detached dwellings directly and multiple residential blocks. New private roadways will provide the circulation pattern from townhouse blocks to the public streets.

A series of new greenspaces will weave through the site. These include a new neighbourhood park set centrally within the neighbourhood’s fabric and a stormwater management pond at the entrance from Tenth Line. Public trails and walkways lead through the new neighbourhood, connecting to the multi-use trail planned for the northern side of Mountain Road and existing trails on Tenth Line.

1.5 Proposed Applications

The Panorama North Neighbourhood is proceeding through a Draft Plan of Subdivision and Zoning By-law Amendment. The Draft Plan of Subdivision divides the site with new public streets, detached dwelling lots, multiple residential blocks, park and school blocks, and trail blocks. The Zoning By-law Amendment refines the existing zoning on the site to reflect the structure of the Subdivision, which also includes new zones and regulations for multiple residential dwellings.



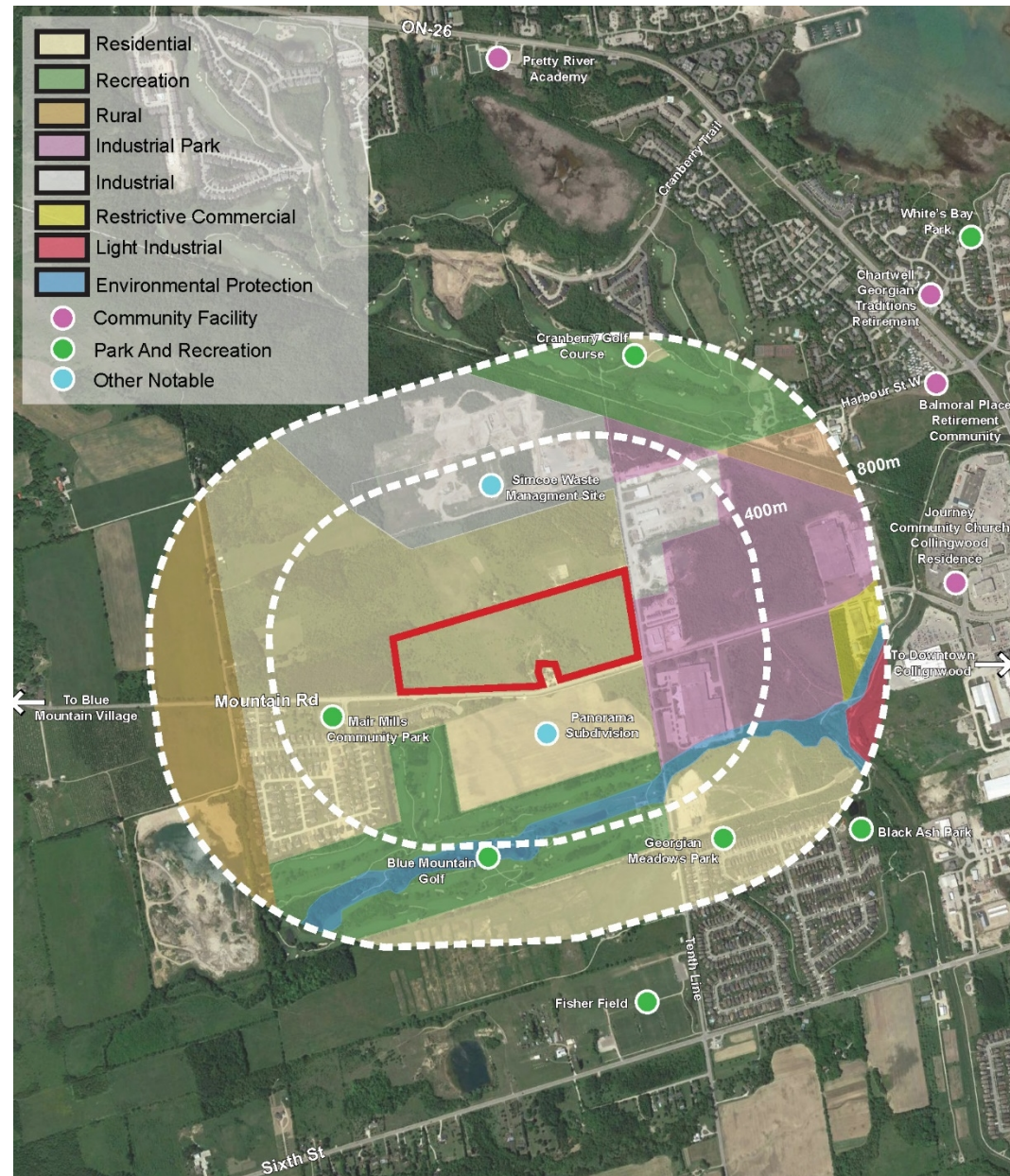
2. SURROUNDING CONTEXT

2.1 Streets

The site sits at the intersection of two major routes within Collingwood's street system. Mountain Road is an east-west "Arterial Road" serving as the direct traffic route from Downtown Collingwood to the Blue Mountain Resort. Tenth Line is a north-south "Collector Road" providing a connection corridor through the rural area to the west of the urban and urbanizing edge of Collingwood. Presently though, Mountain Road and Tenth Line both are rural cross-sections, carrying one lane of traffic in either direction. The Mountain Road and Tenth Line intersection is anticipated to be a future roundabout, reconfigured from the existing signalized intersection.

2.2 Public Transit

Coltrans provides bus service between the Village at Blue Mountain and Downtown Collingwood. The "Blue Mountain Link" route runs along Mountain Road facing the site. The bus ride from the site is about 25 minutes to Downtown Collingwood and 15 minutes to the Village at Blue Mountain, running throughout the week and weekends. Existing bus route stops are west of the site, near the Mountain Road and Kells Crescent intersection and surrounding the Tenth Line intersection.

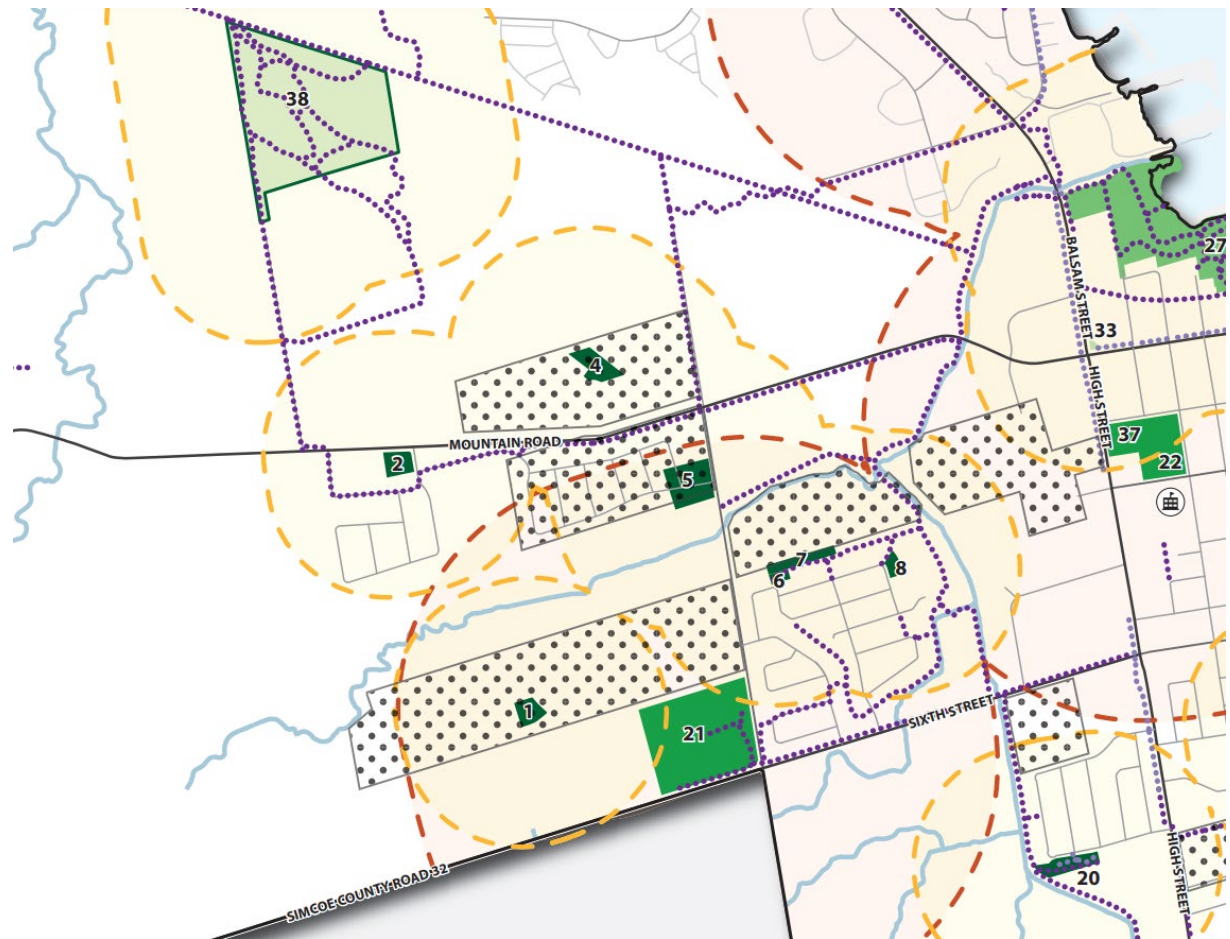


2.3 Trails

The south side of Mountain Road from Tenth Line has a stone-dust trail leading between Thomas Drive to the west and First Avenue to the east. The north side of Mountain Road abutting the site is planned for a multi-use trail as well, the preferred route from the 2017 Collingwood to Blue Mountain Village Trail Study. The west side of Tenth Line has an existing stone-dust trail that ultimately leads up to the Georgian Trail to the north. These connect to others in the broader area, including the Eleventh Line Trail, Stynie Trail, Georgian Trail, and the Christie Nature Trails. These trails provide active transportation linkages and connectivity within Collingwood and to Blue Mountains.

2.4 Parks and Open Spaces

There are two neighbourhood parks (one existing, one future) within the immediately surrounding context, both on the south side of Mountain Road. Mair Mills Park is an existing neighbourhood park to the west at the southwest corner of the Mountain Road and Kells Crescent intersection as part of that residential subdivision. Mair Mills Village Park is a proposed future neighbourhood park at the southeast corner of the Panorama subdivision, along Tenth Line. Fisher Fields is the closest community park to the site, situated at the northwest corner of Tenth Line and Sixth Line and containing multiple sports fields.



Excerpt of Collingwood Parks, Recreation & Culture Master Plan

Legend		
— Town Boundary	● Neighbourhood Parks	■ Community Parks
--- Trails	1 Linksview Park*	21 Fisher Field
--- Multi-Use Sidewalks	2 Mair Mills Park	22 Heritage Park
● 400m Walking Distance to Neighbourhood Parks, Green Spaces, Parkettes, & Dog Parks	3 Princeton Shores Park	23 Sunset Point Park/Enviro Park
● 800m Walking Distance to Community Parks & Waterfront Parks	4 Todco Property*	24 Central Park
● Schools	5 Mair Mills Villages Park*	25 Old Village Park
● Proposed Development	6 Georgian Meadows Park	26 Eden Oak*
● Areas for Further Assessment	7 Red Maple Park*	
	8 Black Ash Park	
	9 Friendship Gardens	
	10 Cedar Park	
	11 Nip Spooner Park	
	12 Morbay Park	
	13 Bell Boulevard Park	
	14 Riverside Park	
	15 Kinsmen Park	
	16 Walnut Park	
	17 Mountaincroft Park	
	18 Summit View Park 1*	
	19 Summit View Park 2*	
	20 JJ Cooper Park	

2.5 Land Use and Built Form Patterns

North

Two large properties are to the site's north. Both contain a residence but are within a bigger property that is largely vegetated with significant tree cover. Further to the north of these properties is the Simcoe County Landfill No. 2 site for Collingwood.

East

Existing industrial operations, including a self-storage facility and Lafarge, are to the east and south of Tenth Line. These properties have low-rise industrial buildings with large building footprints and surface parking areas and generally located with large setbacks from the street lines. The southeast corner of the intersection of the Mountain Road and Tenth Line intersection has a large footprint industrial/commercial building, containing the Agnora Glass factory as well as commercial uses including the Side Launch brewery and commercial recreation facilities.



Neighbourhood's Tenth Line context (view looking north)

South

An undeveloped property directly across Mountain Road is approved for a residential subdivision development (the “Panorama” subdivision). It is approved for townhouse, single-detached and multiple unit residential building typologies. Generally, the lotting plan of the approved subdivision to the south is back-lotted along Mountain Road. A multiple unit residential block and commercial block are approved along Mountain Road, near the corner of Tenth Line. The plan does not have any public street connections to Mountain Road opposite the site.

An existing residential subdivision of detached and townhouse dwellings is west of the Panorama subdivision extending to Eleventh Line. This subdivision is on public streets accessed from Mountain Road. Front-lotted townhouses on a window street (Thomas Drive) are visible on the opposite side of Mountain Road. This residential development and the Panorama subdivision abut the Blue Mountain Golf Club to the south, which partly separates the two developments.

West

Extending to Eleventh Line, the land to the site’s west is undeveloped and has substantial tree cover and vegetation.

Neighbourhood’s Mountain Road context (view looking west)



3. POLICY AND DESIGN MANUAL FOUNDATIONS

3.1 Collingwood Official Plan

Section 3.8 of the Collingwood Official Plan contains general urban design policy for all development in Collingwood. The overarching direction is to ensure compatible development through *“high quality urban form and public open spaces in keeping with the direction of the Places to Grow, Growth Plan of the Golden Horseshoe”*. Section 3.8.1 sets general design objectives for evaluating new developments that strive to:

- Maintain existing topography, vegetation and grades.
- Encourage mixed-use developments to improve working and living options.
- Use community design that emphasizes public access, safety and health.
- Orient buildings to emphasize pedestrian access and accessibility for transit services, with screened on-site parking lots.
- Blend landscape details on individual lots or sites with surrounding properties and the area character of the area.
- Use building materials and building designs that blend with the landscape and context.
- Scale buildings to be appropriate to their surroundings.

The site is within the “Residential” designation in the Collingwood Official Plan. Section 4.3 directs such designations to include residential uses assisting with long-range housing needs, complete communities and compact urban form. Section 4.3.2.2 emphasises that urban design is a key component of this direction: *“This Plan recognizes that high quality urban design is essential to achieving compact and complete communities, helping to create an attractive, accessible, walkable and safe built environment.”* Recognizing the role of the Urban Design Manual for establishing standards for development review, Section 4.3.2.2 specifically notes:

“Of particular importance is looking at how urban design can provide for a greater degree of flexibility and innovation in addressing potential conflicts between land uses, housing types and densities, and how it can contribute to enhancing existing and proposed neighbourhoods.”

3.2 Collingwood Urban Design Manual

The Collingwood Urban Design Manual (2010) contains design guidance for new development. The Urban Design Manual is intended to provide a comprehensive design framework for new development while at the same time encouraging design creativity and imaginative approaches for different sites and development. Generally, the Urban Design Manual contains design guidance progressing from broader site level considerations, through block/lot considerations, and onto building level considerations. The following topics in the design guidelines are relevant and explored in more detail in the following sections of the Urban Design Guidelines for Panorama North:

- Site Character & Context
- Blocks
- Streets
- Subdivisions
- Lots
- Site Layout
- Buildings
- Active Transportation
- Landscape & Public Spaces

4. DESIGN GOAL, PILLARS AND OBJECTIVES

Translating the Town's design policy direction and guidance, the following nested Design Goal, Pillars and Objectives establish the design foundations for the Panorama North Neighbourhood. These collectively are the basis, or “principles”, for the formulation and application of the specific design guidelines.

DESIGN GOAL

LIVEABILITY: A livable neighbourhood that is safe, comfortable, affordable, attractive, and active for a diversity of residents.

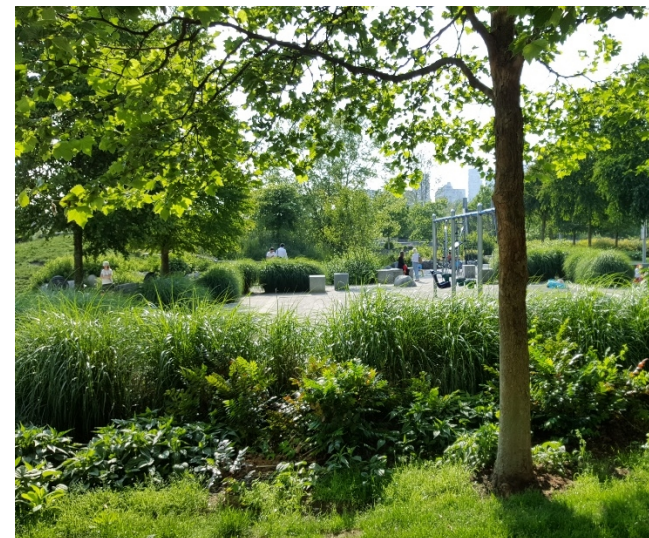


PILLAR 1

Attractive and cohesive public realm.

Objectives

- Repetition of unifying elements within a coordinated public realm.
- Attractive entry features signaling the neighbourhood presence and arrival.
- Regular and continuous pattern of street trees for an urban canopy.
- Stormwater pond integrated as part of attractive public realm addition.
- Park design that pulls streetscape treatment into the recreation space.



PILLAR 2

Street-oriented building forms and private realm

Objectives

- Continuous building massing along public streets to animate and frame streetscapes.
- Surface parking area and service areas strategically positioned behind the build edge and out of public views.
- Building “faces” oriented to public streets with pedestrian connections to public sidewalks.
- Landscape treatments providing interest and colour facing public streetscapes.
- Attractive fencing options where properties interface with the public realm.





PILLAR 3

Comfortable and safe walking network

Objectives

- a. Coordinated, connected, and accessible series of walking and multi-use routes.
- b. Direct and continuous connection to the bounding public sidewalks, the park, the school, and transit stops.
- c. Options for residents to “meander” through the neighbourhood with different route options.
- d. CPTED natural surveillance considerations as for circulation routes as part of design.
- e. Traffic-calming measures incorporated into street design, where deemed necessary.



PILLAR 4

Coordinated roadways, parking and service areas

Objectives

- a. Private roadway configurations and widths that promote intimacy and traffic calming.
- b. Organize surface parking areas into smaller pods dispersed throughout residential blocks.
- c. Smaller divisions of parking areas emphasized with landscaped islands to soften the area.
- d. Connected private roadways leading from internal streets to multiple residential block interiors.
- e. Accommodation of snow storage areas throughout multiple residential blocks.
- f. Waste collection and utility equipment situated in non-prominent locations.



PILLAR 5

Diversity of housing choice

Objectives

- Housing attainability achieved through more compact housing forms, building and unit choices, and reduced parking requirements.
- Mix of housing types and tenures to cater to different purchasers and needs.
- Diverse multiple residential options, through different residential types, forms, arrangements, and sizes.



PILLAR 6

Compatibility of form and transitions

Objectives

- Thoughtful transition of density between bounding public streets and the neighbourhood's interior.
- Compatible interface between adjacent residential forms in the neighbourhood.
- Attractive screening details of landscaping and fencing surrounding noise sources.
- Incorporation of building mitigation measures concerning stationary noise sources.
- Incorporation of compatibility measures, interim or ultimate, to the landfill site.





PILLAR 7

Attractive and cohesive architectural character

Objectives

- a. Architectural character relevant and appropriate to the Collingwood context.
- b. Contemporary thrust to architectural style and materiality.
- c. Consistent and coordinated style and approach across all building types and forms.
- d. Variety of materials and colours on individual buildings and between buildings.
- e. Publicly prominent lots and buildings having enhanced architectural treatment.



5. NEIGHBOURHOOD STRUCTURE

The Neighbourhood Structure Plan organizes the layout and composition of the Panorama North Neighbourhood. The Neighbourhood's organizing structure embraces the directions of the Urban Design Manual relating to broader subdivision design of streets, blocks, lots and community spaces (generally Sections 2 through 5 of the Urban Design Manual). Building from this general neighbourhood structure, the design guidelines in the later sections of the Urban Design Guidelines set a general expectation for the design of streets, parks and opens spaces, and built form building on the Urban Design Manual guidance.

The Neighbourhood Structure Plan is founded on the following sequential elements:

1. Street Pattern.
2. Multi-Use Trails.
3. Neighbourhood Park.
4. Stormwater Pond.
5. School.
6. Transit Service.
7. Multiple Residential.
8. Detached Residential.

Neighbourhood Structure Plan

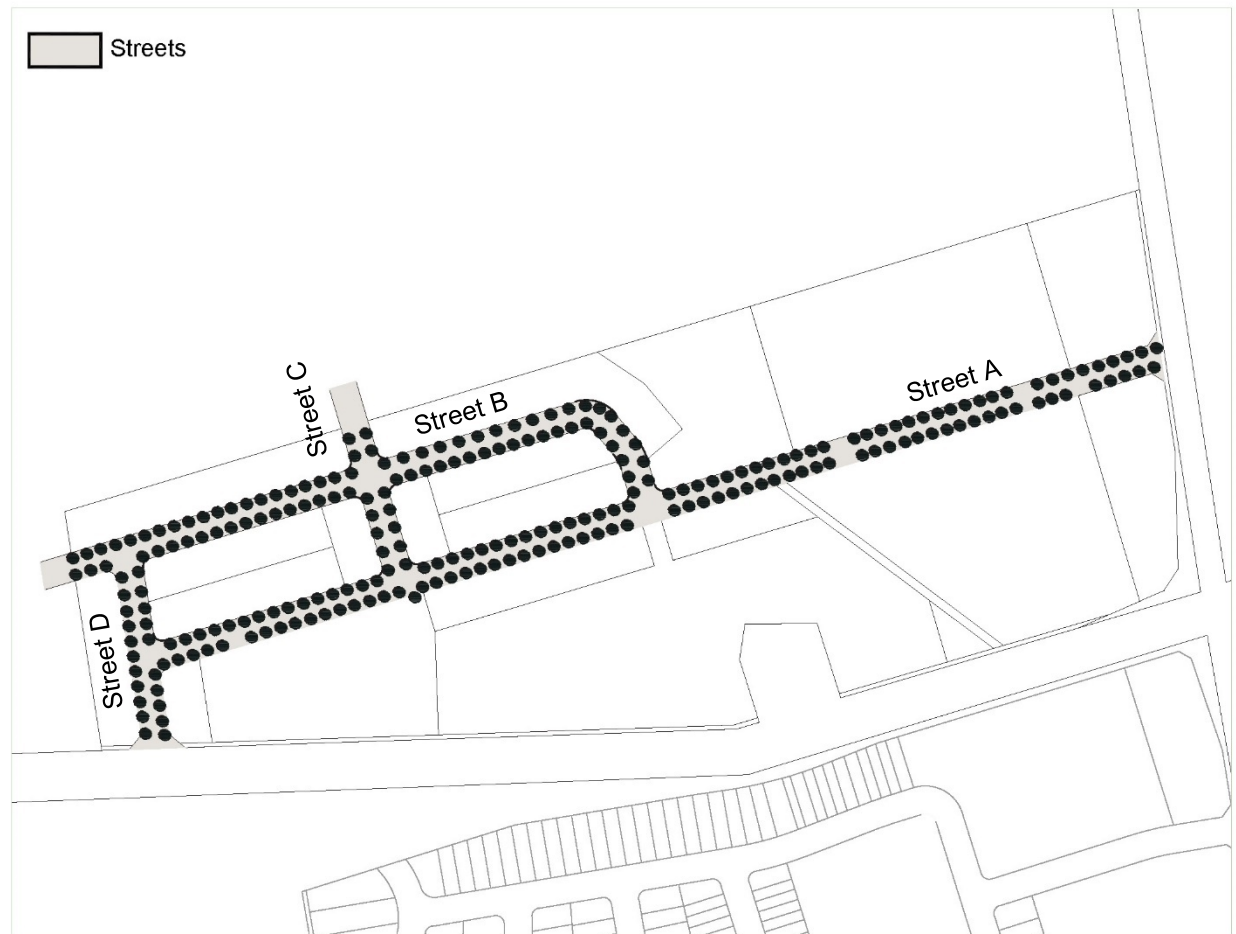


5.1 Street Pattern

UDM Reference 3A, 3D, 3G, 4A, 4E, 8A, 8D

New public streets will be the core for the Panorama North Neighbourhood's circulation system. This series of local streets extend from these in a connected fashion. They are arranged in a connected fashion to provide for permeability of movement for drivers, pedestrians and cyclists. These new streets access the bounding major streets in two locations, one from each of Mountain Road and Tenth Line. The main entry Street A and D have sidewalks on two sides; Streets B and C, will have sidewalks on one side.

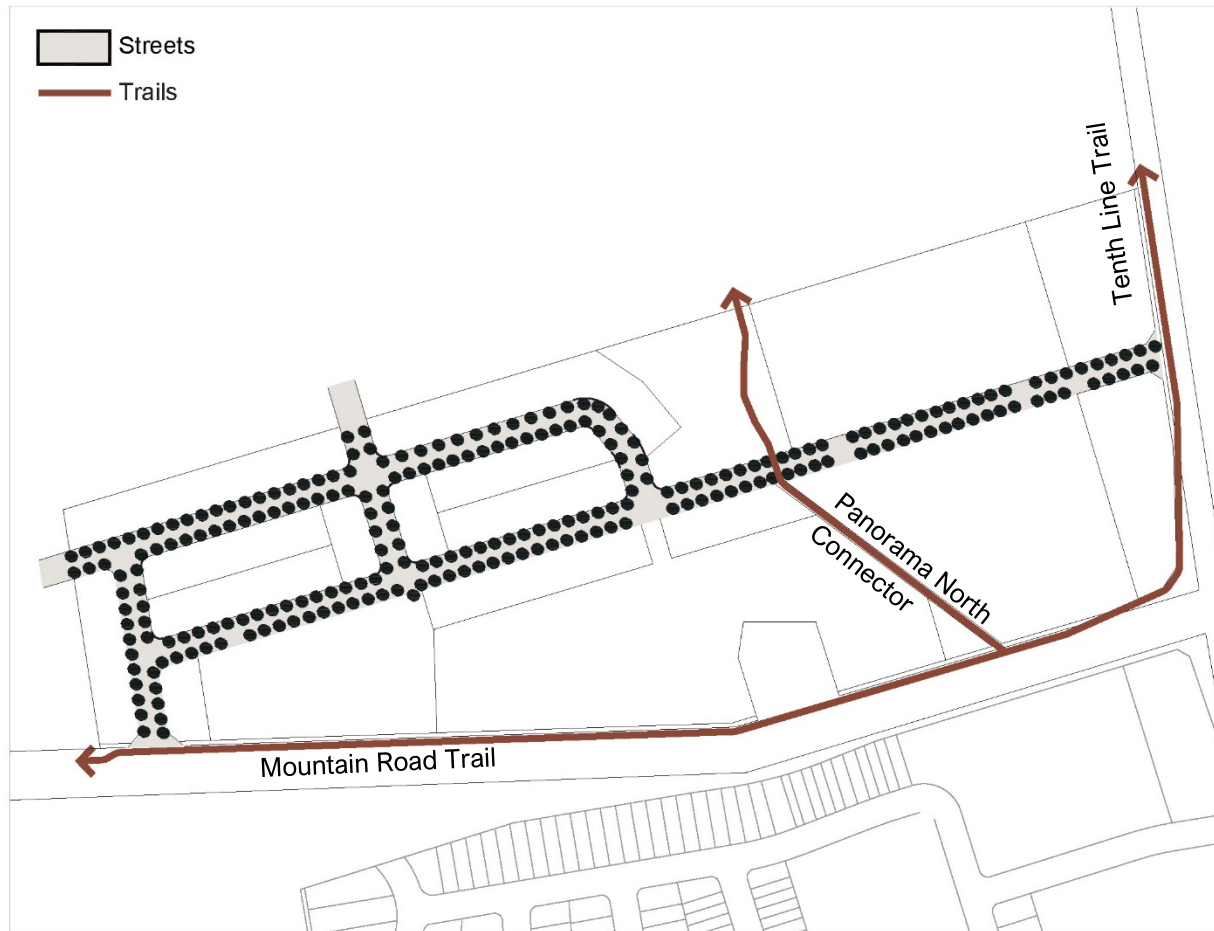
Although each street has a similar design within right-of-way of 20 metres, each local street brings a somewhat different function. Street A is the principal local street extending through the heart of the neighbourhood and providing the direct access to the park, school, multiple residential blocks and many of the detached dwellings. Street B connects to and parallels Street A to provide direct access to the remainder of the detached dwellings and a potential future street connection to the abutting property to the west. Street C is a short segment that breaks up the longer stretches of Streets A and B to enhance connectivity, while also accommodating a future connection to the abutting property to the north. Street D is another short segment providing neighbourhood access to Mountain Road.



5.2 Multi-Use Trails

UDM Reference 8A, 8F

The Panorama North Neighbourhood is structured with a comfortable, safe and continuous walking system connecting bounding streets, internal streets, community facilities and spaces, and dwellings. The new local streets will have sidewalks as the core walking route, particularly connecting to the park and school sites. New and existing multi-use trails will complement the public sidewalk network. A new diagonal public trail running diagonally bisects the site's middle connecting the future multi-use trail along Mountain Road to the neighbourhood park within the site and leading into abutting property to the north. A new multi-use trail will run along the north side of Mountain Road abutting the development; this new trail mirrors the existing trail on the south side of Mountain Road. Complementing these publicly accessible walking facilities, a series of internal walkways throughout the multiple residential blocks will connect to the circulation routes for residents.

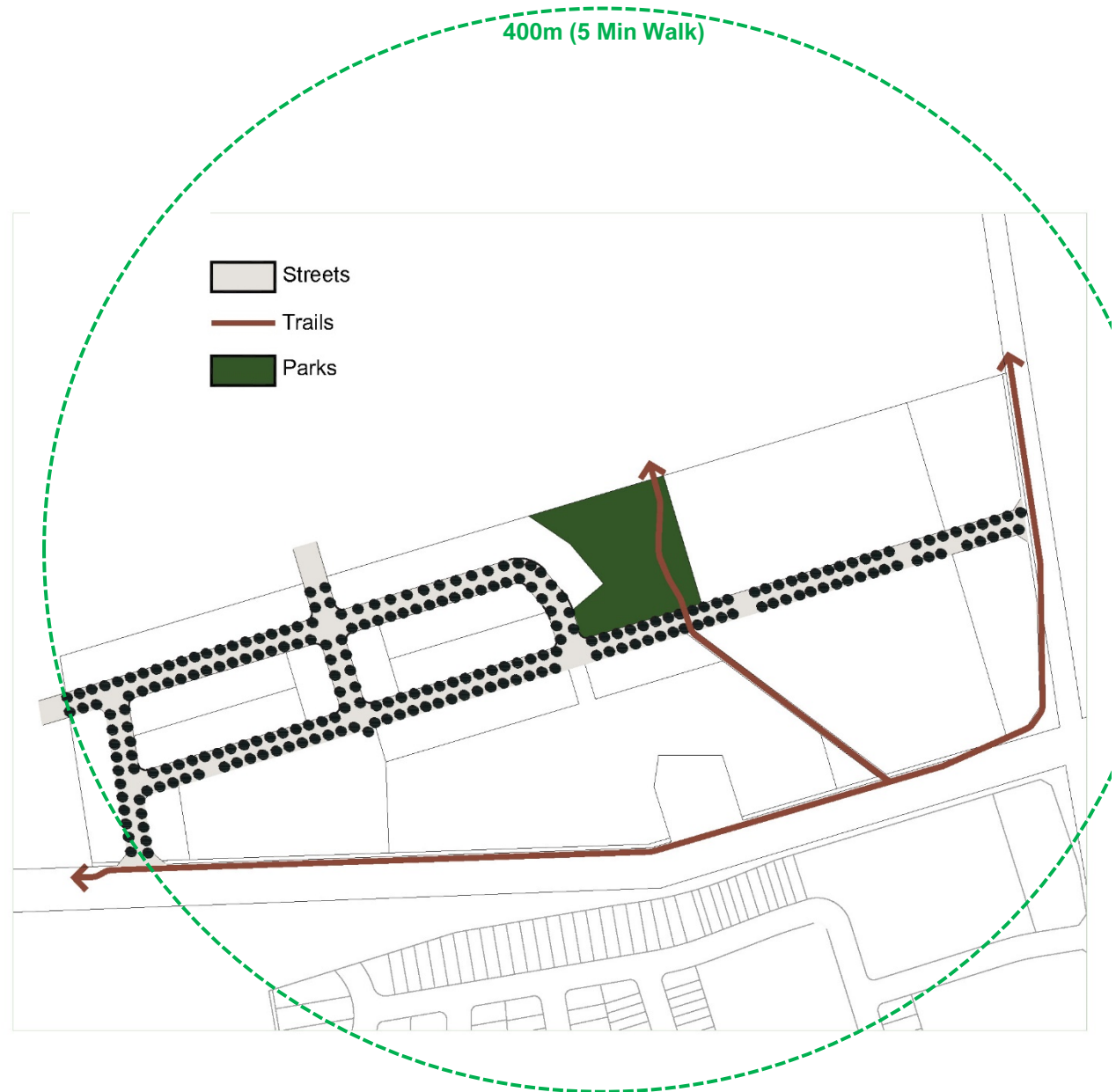


5.3 Neighbourhood Park

UDM Reference 4B, 4C

A new neighbourhood park at the core of the Panorama North Neighbourhood will provide ample space for different recreation facilities. This 1-hectare park is located on the north side of the principal Street A, co-located with the abutting school site. It is situated in a prominent, easily accessible location with open lengths of public street frontage. Centrally located, it is within a short (less than five minute) walking distance from most residential dwellings. As well, it will also be within a reasonable walking distance of future development to the north. It is connected and accessible from the residential units in the subdivision via a network of trails and sidewalks.

The park is sized and configured to provide a diversity of the structured and unstructured play spaces and other design functions to serve immediate recreation needs. It will be designed to include several design elements including play structures and courts, pedestrian lighting, seating, shade (either built canopy or trees), garbage and recycling receptacles and bicycle racks. The detailed landscape design of the park will include a balance of hardscaping and landscaped area, suited to the intended programming and function.



5.4 Stormwater Pond

UDM Reference 4E, 6S

A “wet” stormwater management pond serves the Panorama North Neighbourhood, situated at the northeastern corner along Tenth Line. The 0.8-hectare block for the pond is situated prominently at the Street A entrance. It forms part of the neighbourhood’s public focus together with the abutting school site and public park. The pond has significant public street exposure with 50% of the perimeter open to Street A and Tenth Line, contributing to a quality landscaped entrance feature from Tenth Line.

Design-wise, this block will be composed of pond and slope area. It is meant to be lined by a combined service roadway and trail (and potentially benches). The intent is that the pond will be designed as an attractive feature connected to the larger greenspace network and streetscape context. The landscape design will balance between creating an attractive neighbourhood space and open interface for residents while recognizing the need for safety and preventing direct access to the pond area recognizing its utility function.



5.5 School

UDM Reference 4A, 4B

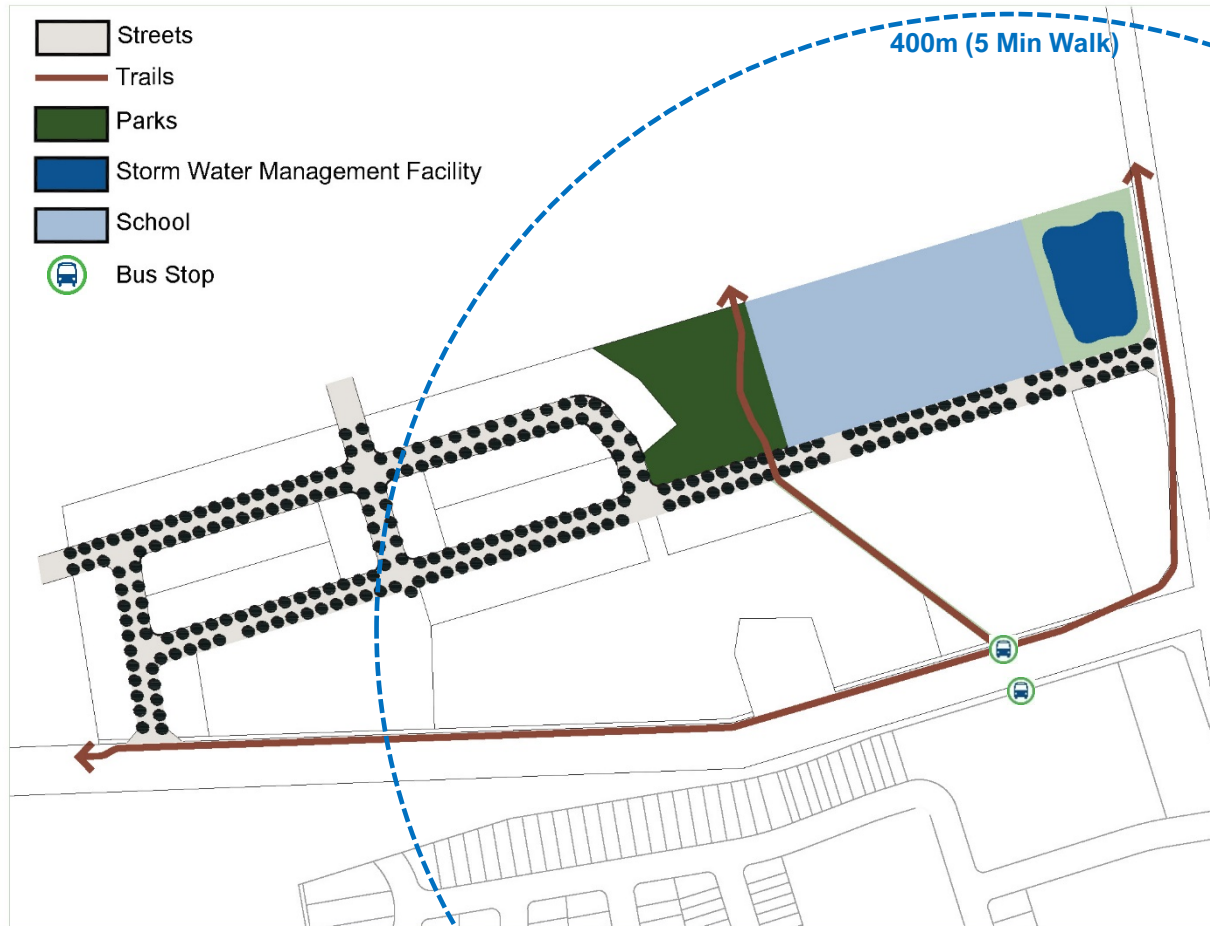
A new elementary school is co-located with the neighbourhood park at the core of the Panorama North Neighbourhood, establishing a community focus for residents. The school is prominently located on Street A near the entrance to the neighbourhood from Tenth Line. This prominence provides convenient access to neighbourhood residents, within a short walking distance from the bulk of dwellings, as well as access from other neighbourhoods. As well, the building's placement can provide for a civic building presence along the neighbourhood's principal streetscape. While a school is desirable from a neighbourhood perspective, ultimately the decision resides with the School Board; the school block site is configured to accommodate multiple residential buildings in an alternative option should an elementary school not be constructed.



5.6 Transit Service

UDM Reference 8H

Public transit service currently runs along the site's Mountain Street frontage with existing stops on Mountain Road around the Tenth Line intersection. The planned concentration of mixed residential types around this intersection, collectively between among Panorama North and the Panorama subdivision, warrants more formalized stops to encourage comfortable transit use. With a new roundabout at the Mountain Road and Tenth Line, ideally new transit stops are within 100 to 150 metres of the roundabout centre to provide comfortable access to either side of Mountain Road for the multiple residential blocks on either side of the street. The proposed circulation system in the Neighbourhood with sidewalks on new local streets and the diagonal public trail provides safe and direct connections to such a transit stop location.



5.7 Multiple Residential

UDM Reference 4A, 4D, 5A, 5B, 6A-6E

A range of different multiple residential building forms in the Panorama North Neighbourhood provide the bulk of the living options. Two large multiple residential clusters are situated at the intersection of Mountain Road and Tenth Line and extending along the Mountain Road frontage, divided by the diagonal public trail. There is a transition in density and form moving east to west from the intersection, moving generally from apartments to stacked townhouses to standard townhouses, before transitioning to detached dwellings to the northwest.

Bisected generally by the diagonal public trail, the eastern cluster (Blocks 127 and 128 on Draft Plan) contains the higher density of low-rise apartments and linear stacked townhouses; the western cluster (Blocks 125 and 126) principally contains standard townhouse forms. These larger clusters and individual blocks are organized to support and frame the abutting public streets and concentrate intensity near the intersection to support public transit use. A connected pattern of private roadways, surface parking areas, walkways, and shared outdoor spaces and amenity areas connect these clusters.



5.8 Detached Residential

UDM Reference 4A, 5A, 5B

Detached dwelling lots comprise the remainder of the Panorama North Neighbourhood's residential fabric. The organization of detached dwellings completes the graduated transition of density and form from the public street frontages and multiple residential blocks. As well, this pattern transitions into potential future residential development on abutting properties to the west and north, which are provided with future public street connections.

The connected local street pattern provides for shorter block lengths (150 to 200 metres generally) within the detached dwelling blocks to better accommodate walking options. The lotting pattern of these blocks consist of 11 metre (36 foot) wide lots throughout and 13.7 metre (45 foot) lots focused along the northern property line and abutting the park. This variety is meant to round out the diversity of housing options in the Neighbourhood together with the multi-residential blocks, providing a full range from apartment forms through to detached dwelling forms.



6. DEMONSTRATION CONCEPT

Building on the neighbourhood fabric established by the Structure Plan, the Demonstration Concept illustrates the ultimate build-out potential of the Panorama North. The Demonstration Concept is an illustration of the application of the design guidelines; it is not the final proposed plan, which will be refined and will evolve through the detailed design process. The Concept is meant to assist with explaining and visualizing the general intent of the design guidelines in the following sections of the Urban Design Guidelines and it is meant to be read in conjunction with those sections.

Neighbourhood Demonstration Concept



7. PUBLIC REALM GUIDELINES

7.1 Streets

UDM Reference 3A, 3D, 3G, 4A, 4E, 8A, 8D, 10C

Intent

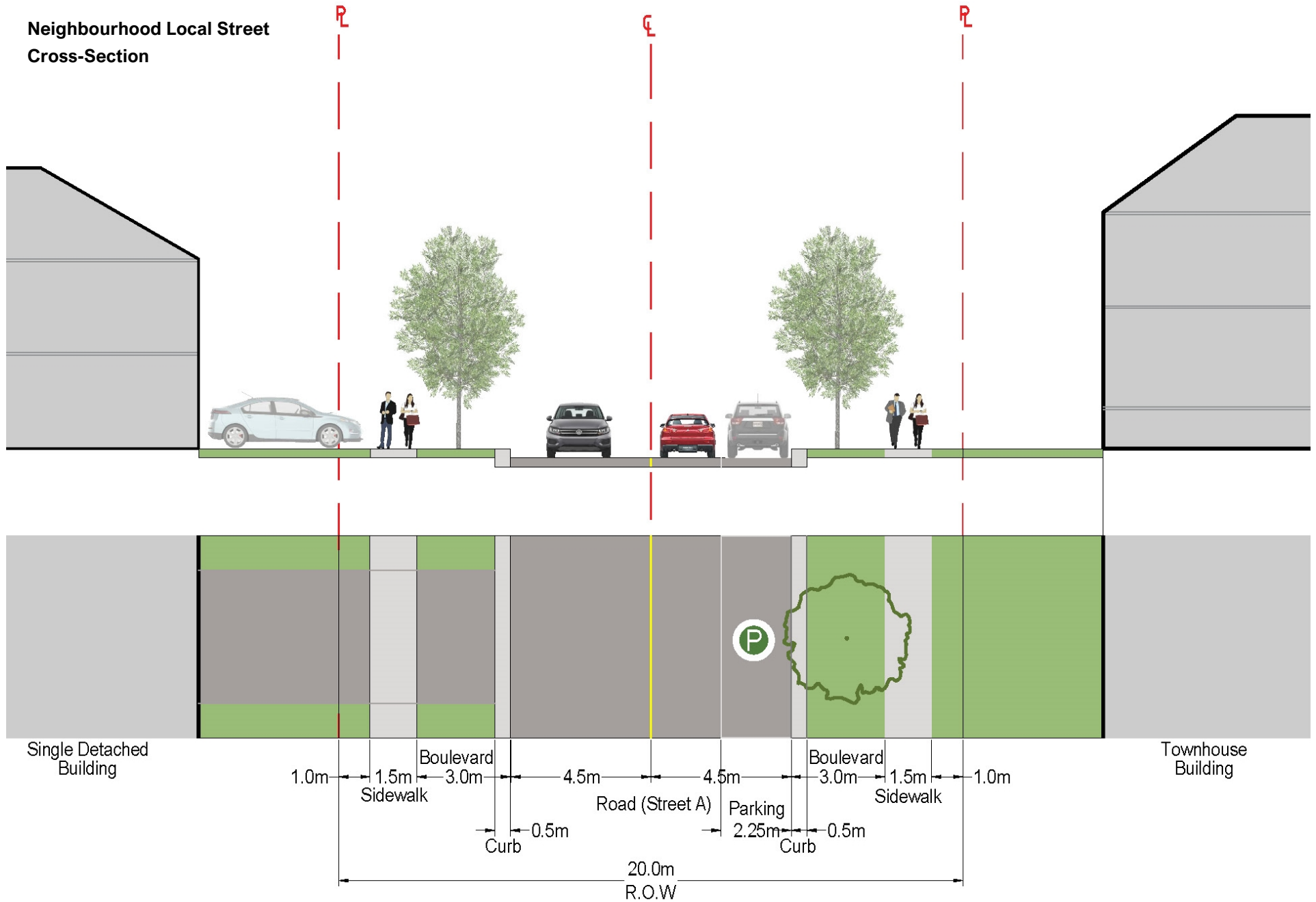
1. Streets A, B, C and D should be designed as attractive streetscapes for pedestrians and comfortable walking.
2. All streets should have public right-of-way of 20 metres in keeping with Town standards for neighbourhood local streets.

Street Configuration

3. Neighbourhood local streets should contain the following elements:
 - › Lanes: two travel lanes no wider than 4.25 metres each (preferably 3.5 metres for traffic calming).
 - › Boulevards: curb-side boulevards should be at least 3 metres wide and planted with street trees, depending on tree stature and driveway and utility locations.
 - › Sidewalks: Sidewalks on both sides of Streets A and D and one side of Streets B and C should be at least 1.5 metres wide.
 - › Curbs: barrier curbs should be provided along this section.
 - › Property Buffer: A transition strip between the sidewalk and property edge no more than 1 metre wide.
4. Curb radii should be 5 to 6 metres to encourage pedestrian safety.
5. Utilities should be buried below grade, in the boulevard. The use of a joint utility trench is encouraged for maintenance benefits.
6. Street trees should be consistently spaced along the street. A target of one street tree for every two detached dwellings is appropriate.
7. Street tree planting should include a variety of native, hardy, broad leaf deciduous species with a straight trunk. A variety of species should be planted on each street to avoid a monoculture on any given street.
8. Street infrastructure (poles, lights and signs) should be consistently located along the street tree planting line, coordinated with tree placement, to minimize cluttering.
9. Utility boxes should be placed in spaces where they can be screened with plantings.
10. Detached dwelling driveways should be paired on the same lot side to maximize on-street parking opportunities. A target of at least one on-street parking space for every two detached dwellings on the parking side is appropriate.



**Neighbourhood Local Street
Cross-Section**



Pedestrian Crossings

11. Demarcated pedestrian crossings of Street A should be provided at the intersections of Street B and Street C intersection and where the public trail crosses mid-block.
12. Demarcation of these pedestrian crossings should be through a textured and coloured surface treatment; raised crossings or intersections providing vertical deflection can provide enhanced traffic calming effects and pedestrian visibility.

Traffic Calming

13. The need for additional calming measures along Street A should be investigated through detailed street design, given the street length and alignment as well as the abutting community facilities on the north side.
14. At the intersection of Street A with Streets B and C, two options should be considered:
 - › Smaller traffic circles providing for subtle horizontal deflection of traffic; or
 - › Curb extensions with stop controls to physically reduce the crossing distance and make pedestrians more prominent.
15. Curb extensions should be considered at the public trail crossing of Street A.
16. Siting and spacing of street trees, driveways, and signage in the above areas should ensure appropriate visibility and limited interference of the pedestrian crossings.





Entrance Features

17. Neighbourhood entrance features should be explored as part of the street and block design surrounding the entrances from Mountain Road (Street A) and Tenth Line (Street D).
18. The Tenth Line entrance feature should be an integral part of the stormwater management block's landscaped design. Matching entrance features flanking the Street A entrance should also be considered with a similar feature on the apartment block.
19. The Mountain Road entrance feature should form part of the noise mitigation wall required at Street D, forming a dual aesthetic and utility function; it could be matching features or a stand-alone inbound entrance feature.
20. Neighbourhood entrance features should be designed as aesthetic elements forming part of the neighbourhood identity established by building architecture and landscape design, including use of similar building materials and colouration.
21. Entrance features should be a low in height to relate to human-scaled proportions and to limit obscuring visibility (located outside any corner visibility triangle).
22. Lighting of features should also be considered to add emphasis to the entrances, but only where it can be accomplished sensitively and unobtrusively.

7.2 Transit

UDM Reference 8H

1. Space for future transit stops should be reserved as part of the Mountain Road street design. Stops close to the diagonal public trail entrance from Mountain Road would provide appropriate coverage and focus for the Panorama North Neighbourhood.
2. Transit stops should be located as close to intersections as possible, and their location coordinated with sidewalks, neighbourhood trail connections, and building entrances.
3. Transit stops should be designed to offer amenities such as seating areas, weather protection and waste receptacles.
4. Transit shelters should be designed with transparent open sides for maximum visibility to and from approaching buses and maximum user safety.
5. Transit shelters should be located on the boulevard adjacent to the pavement to maximize passenger convenience.
6. Curbside loading areas should be a clear, hard surface area 1.5 to 2 metres wide in front of a shelter to permit safe exit by passengers, including wheelchair users, set back at least 0.5 metres from curbs and sidewalks.
7. Surface texture changes should be provided at transit stops to assist transit users with visual impairments in locating the stop and/or shelter location.



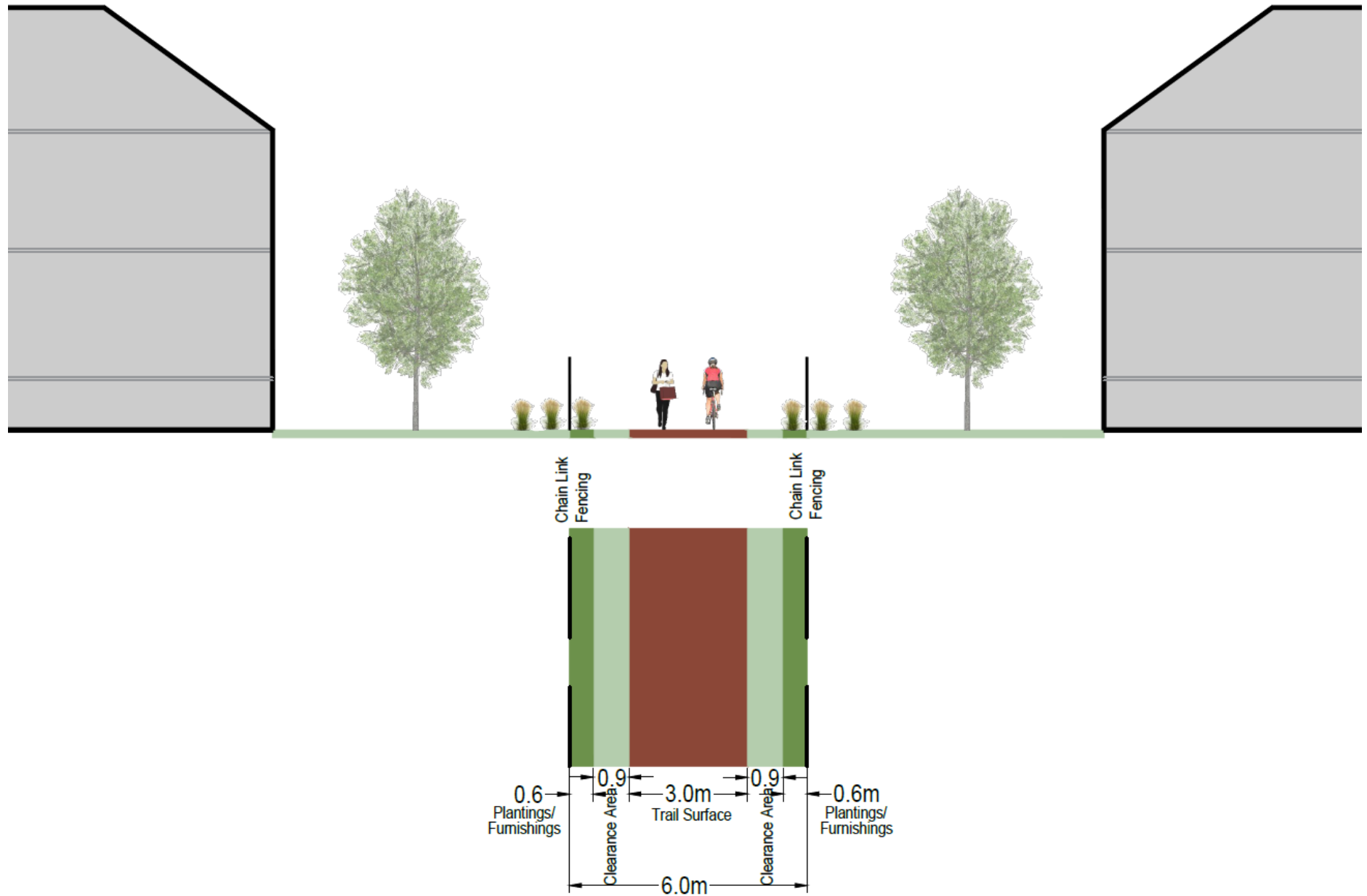
7.3 Public Trails

UDM Reference 8F, 8G

1. Trail surfaces should be 3 metres wide to accommodate safe and comfortable two-way cyclist and pedestrian passage.
2. Trail surfaces should be a firm and durable hard-surface material that satisfies accessibility requirements can be explored through detailed design.
3. The trail edges remaining in the corridor width (1.5 metres on each side) should be designed with an unobstructed clearance area abutting the trail (at least 0.9 metres wide) followed by a zone for potential trail furnishings or plantings (at least 0.6 metres wide).
4. Subtly meandering the trail surface through the trail corridor should be considered, provided the clearance area minimum is met on both sides for safety purposes. This is particularly true for the trail within the neighbourhood park, preferably a more meandering and natural setting.
5. The maximum trail running slope should be 5% and the maximum cross-slope should be 4%. Continuous, sustained grades should be limited to 3%. The cross-slope of the clearance area should match the trail surface, where possible.
6. Amenities for trail users should be distributed strategically through the trail network, including opportunities for seating, shade trees, garbage receptacles, and lighting.



Public Trail Cross-Section (in trail corridor)



7. Where townhouses or detached dwellings abut the trail corridor:
 - › Fencing should be used only along the rear yards of individual units.
 - › Chain link fencing should be used rather than wood privacy fencing to avoid a confined “canyon” feel.
 - › Landscaping on both sides of the fences (public and private) should be used where additional screening to rear yards is needed.
 - › Plantings and low decorative walls should be used to demarcate private/public boundaries of shared outdoor amenity areas abutting the trail corridor.
8. Walkway connections from the abutting multiple residential blocks to the trail corridor should be provided to enable permeability of movement. Such walkways should:
 - › Provide at least one connection on each trail side into the abutting multiple residential blocks, either in the same location or offset along the trail.
 - › Intersect at 90-degrees with the trail surface.
 - › Provide a suitable transition within the trail corridor between the trail surface and the connecting walkway surface, in terms of grades and material treatment.
 - › Accommodate visibility between trail users (particularly cyclists) and those on the connecting walkways for safety reasons.



Snapshot of demonstration of interface between multiple residential blocks and trail corridor

7.4 Neighbourhood Park

UDM Reference 8A, 8C, 8F, 8G, 10A, 10K

Programming

1. The neighbourhood park should be designed with opportunities for active and passive recreation for all age groups, play facilities for younger children and specific programming for residents. For this park, the Collingwood Parks, Recreation and Culture Master Plan contemplates such elements as a shade structure or feature, play structures, benches and bike racks, a multi-use court, a natural playground and trail connections.
2. Other activities such as community gardens and barbeque areas should be considered as well to further the diversity of use and activity in the space.
3. Playgrounds, courts and other forms of active recreational uses should be sufficiently setback abutting residential properties to limit privacy and nuisance impacts.
4. Community mailboxes and community bulletin boards, where needed, should be incorporated into neighbourhood parks in prominent locations supported by shade or weather protection structures, as focal points.



Access and Circulation

5. Multiple park accesses should be provided directly from abutting public sidewalks.
6. Walkway and trail surfaces through parks should safely, directly and comfortably accommodate a full range of users including those with wheelchairs and other mobility aides.
7. Pedestrian access to and through parks should be clearly defined using landscape elements to ensure an appealing park presence, particularly at the entrances to park from abutting public sidewalks.
12. Park edges abutting the side or rear lots of detached or townhouse dwellings should ensure visual privacy for adjoining residents using fencing and deciduous trees.
13. Park design should incorporate sitting areas with shade trees in compact groups around shade structures, seating areas and playgrounds.
14. The interface of park edges abutting any off-site natural areas should be planted with a diverse selection of indigenous plant species and designed to provide habitat for local flora and fauna.



Landscape and Plantings

8. Using CPTED principles, vegetation should not restrict visibility into the park, and active park uses should be located within view of passive areas.
9. Topography and plantings should be used to clearly define the park's functional areas, as appropriate and warranted.
10. Street trees should be planted along the edge of the park along the abutting public street frontage to flank the public sidewalk with a row of trees on each side while enhancing views into the park.
11. Landscaping within the park should incorporate indigenous species for trees, shrubs, and ground cover planting.
15. Pedestrian-scaled lighting within parks should be designed specific to the intended park function to emphasize pedestrian activity areas while minimizing over-lighting and light spill-over.





7.5 Stormwater Management Pond

UDM Reference 6L, 8F, 10A

1. Recognizing that the stormwater pond first and foremost serves as a functional area for controlling drainage, the pond block should also be designed to contribute to the overall greenspace network as attractive landscaped features and a neighbourhood amenity.
2. Walking routes should be incorporated surrounding or along ponds, whether stand-alone walkways or trailway connections as part of pond access routes.
3. Ponds should be designed to avoid the need for security fencing to improve aesthetics while ensuring safe access to any surrounding walkways or trails.
4. Where direct access needs to be prevented given slopes surrounding ponds, pond design should utilize alternative methods to discourage access, such as densely planted areas, terracing, and railings.
5. All soft portions of the slope measuring 3 metres from the permanent pool height to the property line should be planted.
6. Landscape design for ponds should use diverse schemes of native and non-invasive trees, shrubs, groundcovers and aquatic plants as part of a low maintenance planting program.

8. BLOCK DESIGN GUIDELINES

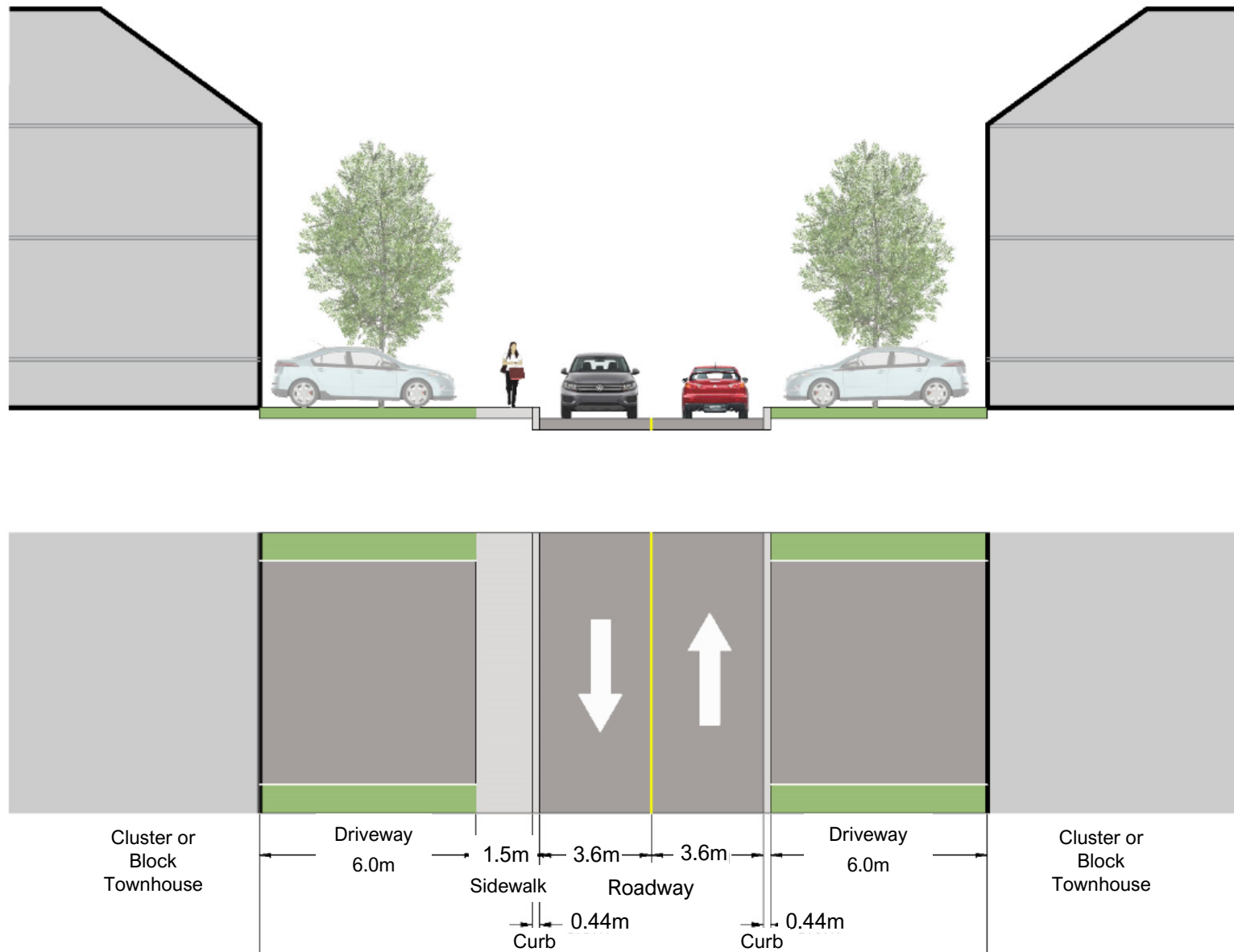
8.1 Private Roadways

UDM Reference 3E, 3F, 8E

1. Multiple residential blocks should have direct, connected, and safe circulation routes within the block for driving and walking.
2. Multiple vehicular accesses to a block from abutting streets should establish a connected or looped internal roadway system to avoid the need for turnaround or dead-end situations, to the extent efficiently possible.
3. Roadway pavement should be 7.2 metres wide, plus curbing.
4. Internal walkways leading to the bounding public sidewalks should be provided on at least one side of the internal roadway. Internal walkways should be at least 1.5 metres wide.
5. Individual unit driveways from the private roadways should be at least 6 metres in length from the inner walkway edge (or inner curb edge where there is no walkway).
6. Utility corridors along the edges of the roadways should be considered (for instance 2.5 to 3.5 metres wide) to limit the need for wider roadway widths.



Typical Private Roadway Cross-Section



7. As an alternative to “standard” roadway and walkway design, detailed design of the private roadways should consider a “Woonerf” approach for a shared space for drivers and pedestrians. This includes seamless curbs as well as distinct surface treatment in strategic locations, such as at pedestrian crossing areas or entrances to private roadways.



**Examples of Woonerf
Approach to Shared Streets**

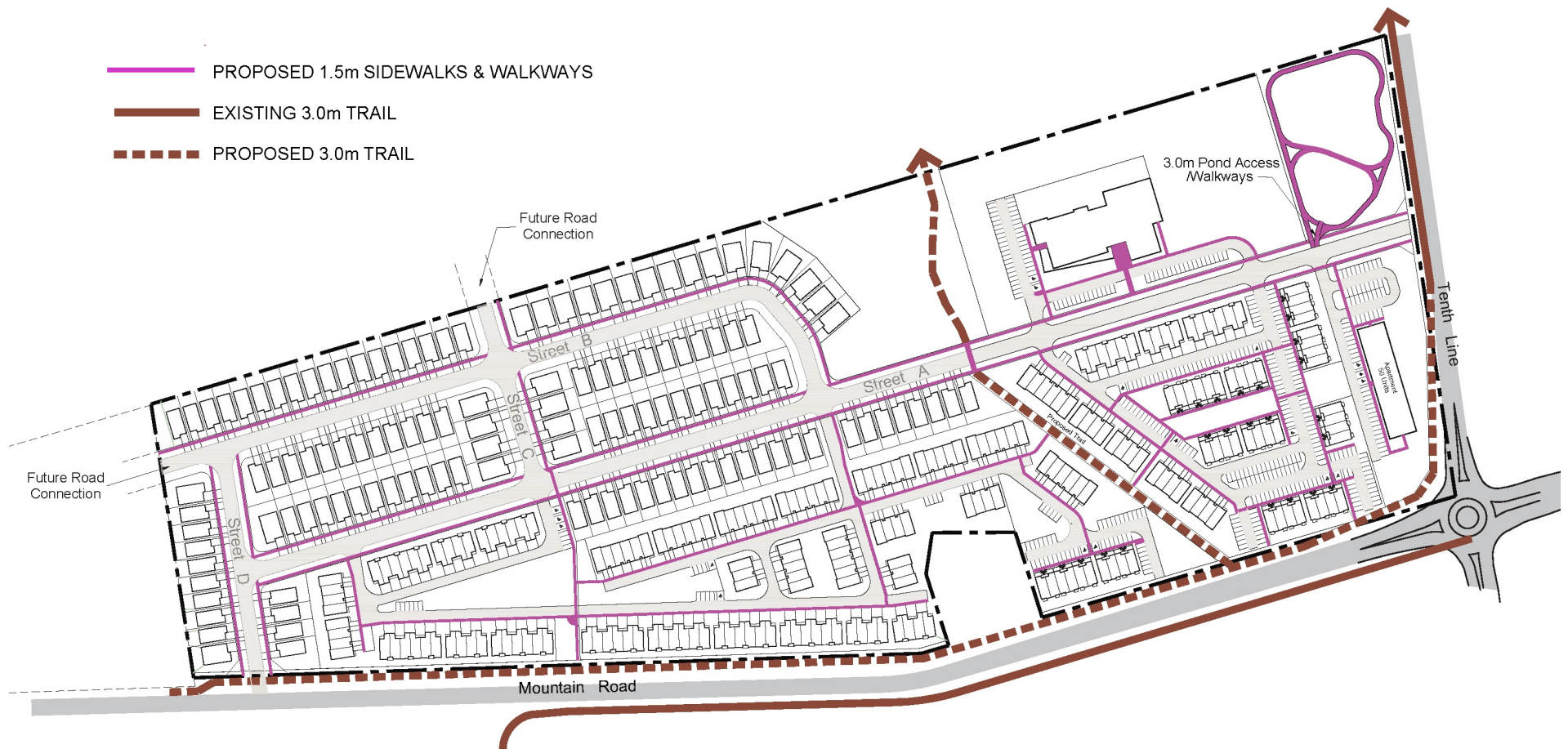
8.2 Pedestrian Walkways and Connections

UDM Reference 8A, 8B, 10A, 10H

1. Direct pedestrian connections should be coordinated throughout multiple residential blocks to facilitate accessibility and circulation to transit stops, parks and outdoor amenity areas, and connections outside to the neighbourhood.
2. Site walkways should be at least 1.5 metres wide; more prominent main pedestrian routes could be wider.
3. Walkways should incorporate a surface treatment that is firm, stable, slip resistant and capable of withstanding winter maintenance.
4. Walkways through surface parking areas should be at least 2 metres wide and defined with distinct surface materials and colours where they cross vehicular routes.
5. Walkway connections between buildings should be considered where groupings of buildings are longer than 150 metres in length without a break.
6. Walkway connections between buildings should be at least 5 metres in width, 1.5 metres of which is dedicated for a walkway and which is flanked by soft landscaping with a mix of low plantings and trees.
7. Pedestrian lighting, building fenestration and other lookout opportunities for safety and security should be part of the consideration for the design of walkways between buildings.



Neighbourhood Pedestrian Circulation System



8.3 Surface Parking

UDM Reference 6B, 7S, 8A, 8E, 8G, 10A, 10B, 10J

1. Surface parking areas should be internalized on blocks with the buildings and landscaping screening public views
2. Small parking areas to the side of buildings along street edges should be allowed in limited circumstances, where layout efficiency dictates.
3. Parking should be located and designed to allow natural surveillance from buildings
4. Parking areas servicing visitor requirements for block townhouses should be distributed throughout the block as smaller pockets of parking. Longer stretches of parking should be divided by landscaped peninsulas/islands, sized to accommodate trees.
5. Visitor parking throughout such blocks should be arranged in smaller “pockets” close to the units they serve, rather than one large central area further away.
6. Parking areas for linear stacked townhouses and apartments should be designed in lengths of 10 to 15 spaces before a break created by treed peninsulas/islands. Visitor spaces in such areas should be distributed as well.
7. The edges of surface parking areas where they interface with a public street, trails, or abutting properties should be buffered with a minimum 3 metre landscaped strip, per the landscape design guidelines below.



8.4 Shared Outdoor Amenity Areas

UDM Reference 7S, 8G, 10A, 10B, 10L, 10M

1. Shared outdoor amenity areas should be incorporated into multiple residential blocks to provide outdoor spaces for residents, complementing the park's function.
2. Different forms and functions for outdoor areas should be considered depending on the abutting built form, whether softer park-like spaces to more urban common mews.
3. Targets for the provision of shared outdoor amenity area should be:
 - › 30 square metres per apartment unit,
 - › 10 square metres per linear stacked townhouse unit, and,
 - › 5 square metres per townhouse (condo) or cluster and block townhouse units.
4. Shared outdoor amenity areas should be located prominently within the multiple residential block and connected to walkways.
5. Shared outdoor amenity areas should be principally framed by buildings and walkways, rather than bound within parking areas.
6. Shared outdoor amenity areas should include spaces for gathering and/or play activities and defined by landscape treatments.
7. Common elements like community mailboxes and bicycle parking racks should be incorporated in amenity areas. Mailboxes should be functional and attractive with supporting landscape elements.



8.5 Landscape Design

UDM Reference 8A, 10A – 10N

General Landscape Design

1. Within the landscaped open spaces for multiple residential blocks required by zoning, soft landscaped areas should comprise a significant proportion of such areas. They should be designed as comfortable pedestrian spaces that accommodates tree and shrub growth and that establish suitable transitions between the public and private realms.
2. Site landscaping should be used to reinforce pedestrian circulation routes, frame outdoor amenity areas, maximize shade and stormwater benefits, and assist with softening and screening services areas.
3. Soft landscaped areas should consist of an open area that supports the growth of vegetation, amenity areas, grass or raised planters.
4. Existing trees, vegetation, slopes and native soils should be retained where appropriate, feasible, and/or healthy.



Tree Soil Volumes

5. For new deciduous tree plantings, sufficient soil volume should be provided to ensure healthy root growth and survival of planted trees. Suitable volumes generally vary between 10 to 30 cubic metres of soil for small to medium stature trees, depending on the stature and whether soil volumes are shared between trees. For instance, soil volumes of 17m³ per small stature tree (or 11m³ shared) and 28 m³ per medium stature tree (or 18 m³ shared) are common targets.

Planting Species

6. Tree and shrub material should be selected considering its suitability to the site's growing environment, including its characteristics regarding soils, sun, root spread, growth rate, canopy size and salt tolerance, with a general preference for native species.
7. Soft landscaped areas should feature a diversity of plant materials that are low maintenance, drought resistant, native stock, including a mix of trees, gardens, grasses, perennials and shrubs.
8. A balanced variety of deciduous and coniferous trees and shrubs should be used throughout to ensure year-round interest, texture, shape, seasonal colour and variety.

Pedestrian Routes

9. Combinations of bollards, trees, continuous paving materials, signage and lighting should be used to define pedestrian routes on multiple residential blocks.

Building Entrances

10. Groupings of plant materials should be used to frame building elevations, accentuate building entrances, and soften walkways.
11. Where space is limited, free-standing planters should be used to reinforce the mentioned areas and where ownership and maintenance arrangements are likely to be worked out.

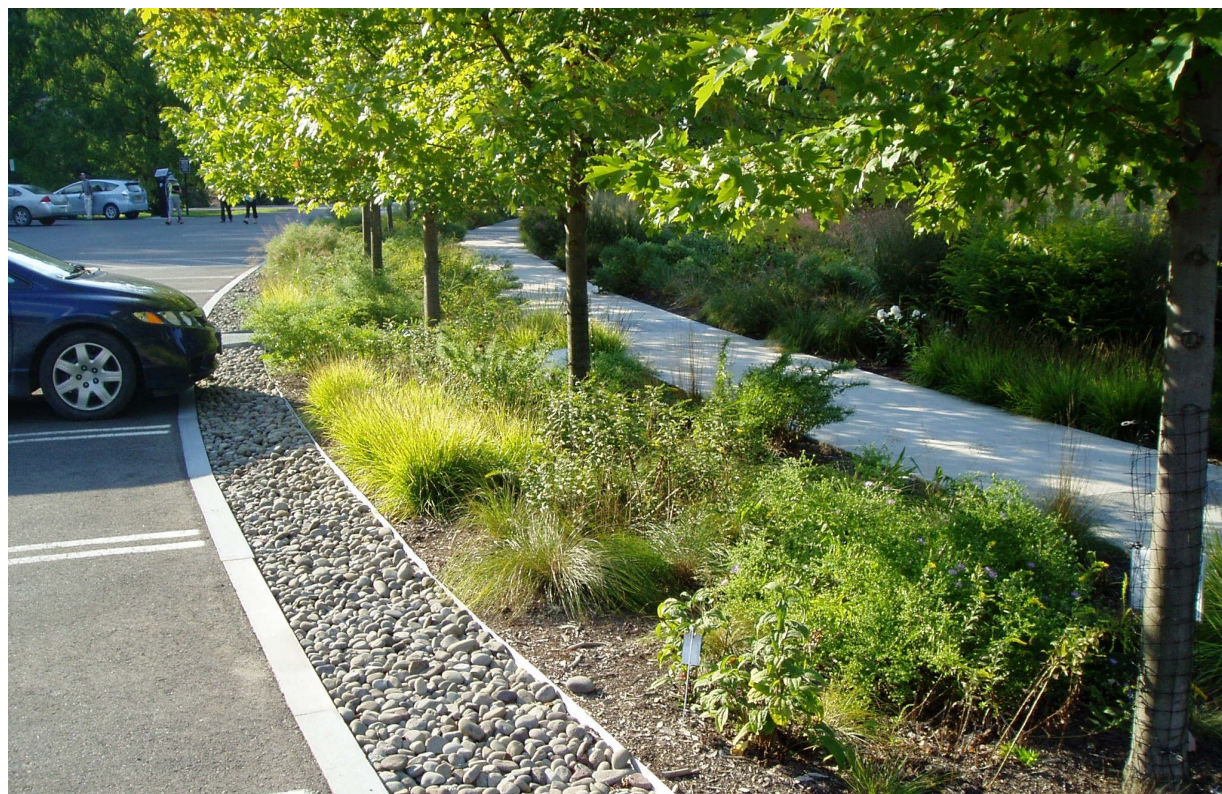
Buffer Strips

12. Landscaped buffer strips should be used between the public street edge and surface parking areas or building edges to screen views, soften the streetscape and provide privacy to dwelling units.
13. Landscaped buffer strips between building and street edges should be the extent of the setback, but no less than 2 metres in depth.
14. Landscaped buffer strips around surface parking should be at least 3 metres deep where they abut property lines or streets.
15. Hedges, berms, and/or low walls, should form a continuous screening element above the parking area grade (0.75 to 1 metre in height)

16. Landscaped buffer strips should consist of soft landscaping and deciduous trees spaced every 10 to 12 metres of buffer strip length, the spacing depending on the tree stature.
17. Landscaped buffer strips should consist of plant material that, at maturity, will balance visual screening and visual permeability to and from the street.
18. Fencing or walls in buffer strip should be low in height (1.5 metres at most) and contribute to the broader streetscape aesthetic, while maintaining visibility to and from the street.
19. Changes in grade along street frontages, parks, and other public realm areas should include subtle transitioning rather than taller retaining walls, where feasible.

Parking Islands

20. Parking islands should be at least 2 to 3 metres wide to accommodate tree bases, the former the minimum for small stature trees and the latter for large stature trees. These minimums could be reduced if enhanced rooting techniques are employed providing for the long-term growth of the tree.
21. As a target, one deciduous tree should be planted for every eight parking spaces within the parking field.
22. Landscape areas should include tree and understory planting, such as shrub, perennials, ornamental grasses and groundcover.



Sustainable Approaches

23. Structural soils for tree planting should be explored to establish a healthy canopy of trees along all streets and within multiple residential blocks over time.
24. Deciduous trees should be planted in strategic locations surrounding buildings to provide natural shading.
25. Xeriscape planting practices, including the use of drought-tolerant plant species, should be used to avoid the need for irrigation systems and maximize water conservation efforts.
26. Landscape schemes that use groundcover plants and mulching of plantings beds to reduce weeds and maintain soil moisture should be used, in lieu of sod that would require intensive watering and maintenance.
27. Opportunities for utilizing non-potable water sources where irrigation is required should be explored, such as roof capture, in combination with efficient, centralized drip irrigation systems.
28. Rainwater practices for ground infiltration where re-use is not needed should be explored, such as permeable surfaces, drainage swales, infiltration trenches, or soakway pits.

8.6 Service Areas, Elements and Utilities

UDM Reference 6L, 6N, 6P, 6R, 10I

Waste Collection Areas

1. Waste collection areas should be placed out of public view and screened with attractive architectural features and landscaping where more visible.
2. Access to such servicing areas should not disrupt comfortable walking routes.
3. For apartment forms, garbage collection and storage areas as well as loading areas should be incorporated within the building.
4. For all townhouse types, deep well garbage systems should be used where municipal service is not provided. Such deep well facilities should be in discrete locations that are easily accessed by collection vehicles, including movements in and out of the site.
5. For group or cluster townhouses, space within garages should be allocated for the storage of private refuse and recycling bins.



Snow Storage Areas

6. Snow storage and melt areas should be accommodated internally on blocks and away from public street frontages and views.
7. Such areas should be smaller areas distributed throughout rather than single larger areas for quicker snow melt.
8. Such areas should be located to avoid interference with pedestrian routes and allow for easy maneuvering for vehicles, preferably at the terminus of private driveways.
9. Design for such areas within outdoor amenity areas should be hardscaped or sodded areas rather than planted or furnished areas.
10. Designated spaces in parking lots for on-site snow storage should be in areas that maximize sunlight and melting and accommodate drainage considerations.





Utilities and Services

11. Transformers, switching boxes, telecom pedestals and other utility boxes should be situated away from public view. Where the utilities are publicly visible, the utilities should be screened with landscaping. Clustering of utility meters should be encouraged.
12. Utility locations should be coordinated to avoid siting conflicts with street trees, fencing and streetscape elements.
13. Utility and service meters on detached and townhouse dwellings should be discretely located away from public view with the following considerations:
 - › Interior side locations are preferred where unit design permits (where not possible utilities should be screened or concealed).
 - › Exterior side locations with screening and/or landscaping are also appropriate.
 - › Front wall locations should only be where they are creatively recessed or integrated into the building design (for townhouses), where possible.
14. Central air conditioning units should be discretely located in the rear yard of units or on interior side yards (away from any public walkways or public spaces to the side), where there is space between buildings.
15. For apartment forms, mechanical units or equipment rooms on building flat roofs should be screened through placement and architectural features.

8.7 Site Lighting

UDM Reference 60

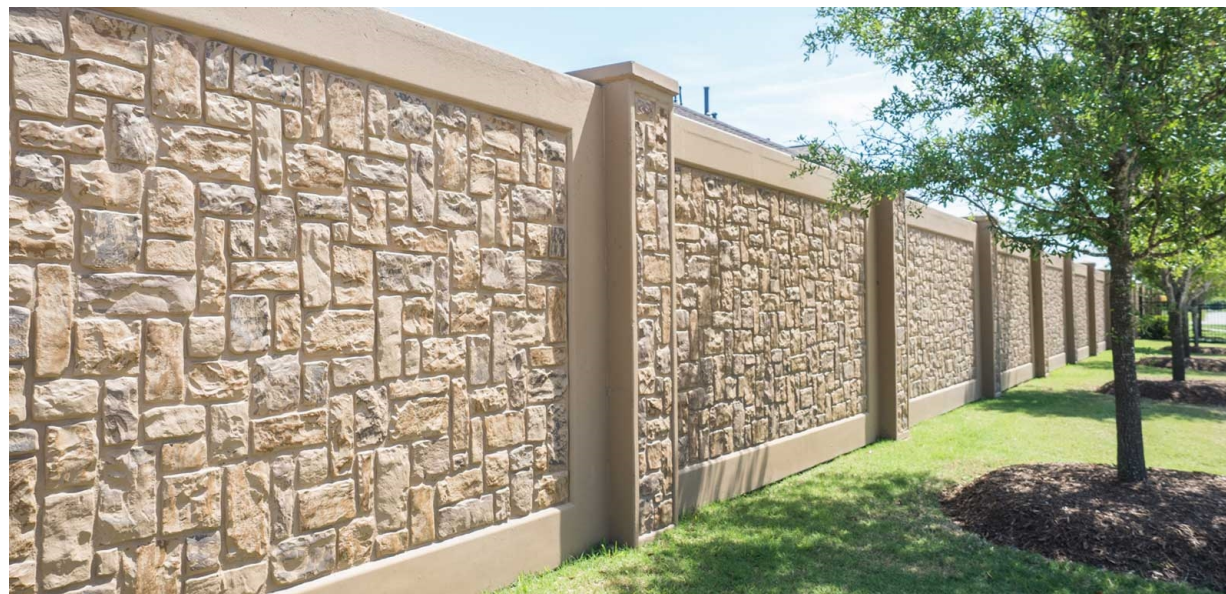
1. Collectively, site lighting should be “dark sky” friendly to minimize light pollution in the neighbourhood and on adjacent properties; lighting studies at detailed design assist determining this.
2. Site and building lighting should assist in creating an identity and enhancing the pedestrian-oriented public domain.
3. Lighting on private properties should ensure well-lit pedestrian areas, including parking areas, building entrances and amenity areas where evening use is encouraged.
4. Lighting locations, levels, and fixture types should be appropriate to the specific context, scale, and function of the areas being lit.
5. The style and form of lighting fixtures should be cohesive and coordinated on site and tied to lighting for public realm spaces, including streets and the park.
6. Building lighting should complement the site lighting through the landscape design in accentuating building entrances, outdoor amenity areas, and pedestrian walkways as principal lit areas.



8.8 Fencing and Screening

UDM Reference 6A, 7A, 10A, 10E

1. Publicly-visible fencing throughout the neighbourhood, whether along streets or along public open spaces, should be designed in a cohesive and coordinated manner in terms of forms, materials and style.
2. Masonry features used in fencing should follow the building design's cladding.
3. In yards abutting public streets (including Mountain Road perimeter), low decorative fencing or walls should be used as a visually attractive demarcation of the public versus private realms while maintaining visibility to sidewalks or trails from ground floor windows.
4. For detached dwellings, wood privacy fencing is expected for the perimeter of the rear yards of lots; where such lots back onto the public park, other fencing options and supporting landscaping efforts should be considered that balance an attractive, transparent park perimeter with privacy for abutting lots.
5. For the perimeter of townhouse dwellings, wood privacy fencing should be used on corner units, abutting detached dwelling lots, and abutting the school block
6. Between townhouse units, fencing should either be partial privacy screens lining at-grade rear yard patios for a more open aesthetic, supported by landscape screening where visual buffering is preferred.



7. On corner lots or units facing a flanking public street, any rear yard privacy fencing (up to 1.8 metres high) should be limited to the building's rear yard and not extent past the rear building corner
8. The park and school blocks should be demarcated along the public street through low decorative fencing and/or plantings or demarcation survey monuments (pre-cast, wood or plastic bollard-like posts), rather than perimeter fencing.
9. Landscape design surrounding the stormwater pond should be used instead of fencing where conditions allow; if fencing is

required for safety reasons, ideally it should be lower decorative fencing together with landscaping rather than chain link fencing.

10. Surrounding the Hydro Substation block and elsewhere where attenuation is required:
 - › The selection of any noise barriers should balance aesthetics with mitigation ability, particularly those providing distinctions and variety along the length of walls.
 - › The length of noise barriers facing the protected side should be lined with a linear landscaped area at least 3 metres wide to accommodate a tight pattern of trees and shrubs to provide screening of the barrier.

9. BUILDING DESIGN GUIDELINES

Within Panorama North, it is anticipated there will be a range of housing types and tenures that collectively will be designed to be attractive, compatible, and inspiring. This section of the Urban Design Guidelines outlines the fundamental building elements needed to meet this intent.

9.1 Architectural Inspirations

UDM Reference 7G, 7O, 7P

The Panorama North Neighbourhood will embrace a mountain-inspired and small town-inspired architecture as part of the prominent Mountain Road entrance to Collingwood. This broad architectural approach will pull influences and ideas from four architectural styles: “West Coast Modern”, “Mountain Chalet”, “Victorian Village”, and “Modern Farmhouse”. Each style harmoniously embraces a cohesive use of traditional natural materials with contemporary touches, accents and flare.

Architectural Design Guidelines for the Panorama North Neighbourhood will be developed to satisfy a condition of Draft Plan of Subdivision approval. The Architectural Design Guidelines will translate this general architectural intent and guidance expressed throughout these Urban Design Guidelines to more specific design guidance for detailed design.

West Coast



Mountain Chalet



Victoria Village



Modern Farmhouse



9.2 Material and Details

UDM Reference 7E, 7G - 7K, 7N, 7O, 7P, 7S

Materials

1. A range of high-quality cladding materials should be employed to promote visual diversity in texture and colour.
2. Cladding materials should be selected for their visual quality, energy efficiency, durability, and ease of maintenance qualities.
3. Naturally-based materials such as brick, stone, and wood are typical core cladding materials that should be considered; this is not to meant to preclude other materials or products that present a similar characteristic, such as quality siding and cladding materials.
4. Changes in wall materials should occur in the wall plane (projections or recessions) to avoid appearing as veneers.

Detailing

5. Regardless of architectural style, building materials, finishes and architectural details should be consistent and complementary to reinforce a strong neighbourhood and streetscape image.
6. Variations in architectural details should be provided along the street, including considerations for varying rooflines, window placement, materials, colour, porches and architectural features.

7. Identical building elevations, or identical flipped elevations, with the same architectural arrangement, colour and materials should not be used on abutting lots or facing lots to avoid repetition within the streetscape. Preferably there should be a spacing of two to three intervening building elevations between identical elevations.



9.3 Prominent Lots & Units

UDM Reference 5B, 7C

Dwellings in certain prominent locations, both detached dwellings and townhouse dwellings, have a greater degree of visibility within the public realm. This prominence warrants special design considerations for publicly exposed elevations of these dwellings. There are five prominent location types within the Panorama North Neighbourhood.



Corner Lot Dwellings

1. Corner Lot Dwellings are those on lots at the corner of two public streets or a public street and a private driveway.
2. Garages and driveways should be located on the lot's far side from the intersection.
3. The flanking and rear building walls should extend a similar application of cladding materials and details from the front elevation, including continuation of windows patterns.
4. A main entrance facing the long side of the lot or the daylight triangle (angled entry) should be encouraged; alternatively, main entrances facing the front lot line are still appropriate provided appropriate architectural attention on the flanking wall is achieved.
5. Porches should extend around the flanking side elevation from the front elevation ("wrap-around" porches).
6. Backyard fencing should be limited to the rear yard's perimeter and should not extend past the corner of the exterior side and rear walls to avoid obscure the flanking wall elevation.



Entrance Dwellings

1. Entrance Dwellings are corner lot dwellings at the entrance from Street D at Mountain Road.
2. Garages and driveways should on the lot's far side from the intersection.
3. The garage should be recessed from the front porch or wall face.
4. The flanking and rear building walls should extend a similar application of cladding materials and details from the front elevation, including continuation of windows patterns.
5. A main entrance facing the long side of the lot or the daylight triangle (angled entry) should be encouraged; alternatively, main entrances facing the front lot line are still appropriate provided appropriate architectural attention on the flanking wall is achieved.
6. Porches should extend around the flanking side elevation from the front elevation ("wrap-around" porches).
7. Porches should be sufficiently setback from any neighbourhood gateway entry feature to avoid conflicts.
8. Backyard fencing should be limited to the rear yard's perimeter and should not extend past the corner of the exterior side and rear walls to avoid obscuring the flanking wall elevation.
9. Distinctive architectural elements should be considered to define the entrance dwelling, such as pronounced vertical elements.

Dual Face Dwellings

1. Dual Face Dwellings are townhouses with the “front” onto a private roadway and the “back” onto a public street (see Page 65).
2. Garages and driveways should face the internal private roadway.
3. Elevations facing the private roadway should contain a stand-alone entrance door
4. Elevations facing public streets should be designed as fronts with a similar application of cladding materials and details from the elevation facing the private roadway.
5. Elevations facing public streets should include an entrance door with an individual walkway leading to a public sidewalk or trail.
6. Fencing or walls in the yards along the public streets should be low, decorative and permeable for visibility purposes.



View Terminus Dwellings

1. View Terminus Dwellings are those at the top of a ‘T’ intersection, where one road terminates at a right angle to another.
2. Garages and driveways should be located to the outside of the pair of View Terminus Dwellings to reduce visual prominence and increase terminating front yard landscaping opportunities.
3. Distinctive architectural elements should be considered to define the terminus, differentiating the dwellings from “standard” models throughout the neighbourhood.
4. A subtle front yard setback from adjacent dwellings should be encouraged where lot depth permits to further distinguish the dwellings.



Park/Open Space Dwellings

1. Park/Open Space Dwellings are those on lots backing on parks and trail corridors
2. Garages and driveways should be located on the lot’s far side where flanking the park or trail.
3. The flanking and rear building walls should extend a similar application of cladding materials and details from the front elevation, including continuation of window patterns.
4. Additional fenestration on the exposed side elevation and rear elevation should be considered.
5. Fencing details should balance an attractive, transparent park perimeter with privacy for abutting lots.



9.4 Detached & Duplex Dwellings

UDM Reference 6A, 7A

DETACHED: Building with a single unit and permitting an accessory unit.

DUPLEXES: Building with two units that are under one roof and divided horizontally with separate entries.

Siting and Setbacks

1. Detached and duplex dwellings should use the following minimum building setbacks:
 - › Front yard of 4.5 metres to the dwelling's wall and 6 metres to an attached garage.
 - › Interior side yard of 0.6 metres on one side, 1.2 metres on the other side, and 1.8 metres between buildings.
 - › Interior side yard setback of 3 metres abutting the park.
 - › Exterior side yard of 4.5 metres.
 - › Rear yard of 7.5 metres.
2. Notwithstanding the above, garages should not project past the dwelling's porch, or front wall where there is no porch.
3. Subtle variation in front yard setbacks along a street should be considered to assist with providing depth, variety and interest.



Garages and Driveways

4. Attached garages should be integrated in with the overall block and unit architecture.
5. Attached garages should be no more than 60% of the dwelling's front wall width.
6. Regarding multi-car garages, a mixture of elevations with either a single larger garage door or two individual garage doors separated by columns should be used along streets.
7. The width of driveways should be limited to that of the garage that they access, measured to the outer edge of the exterior garage wall.



Detached and Duplex Dwellings - Lot Frontages



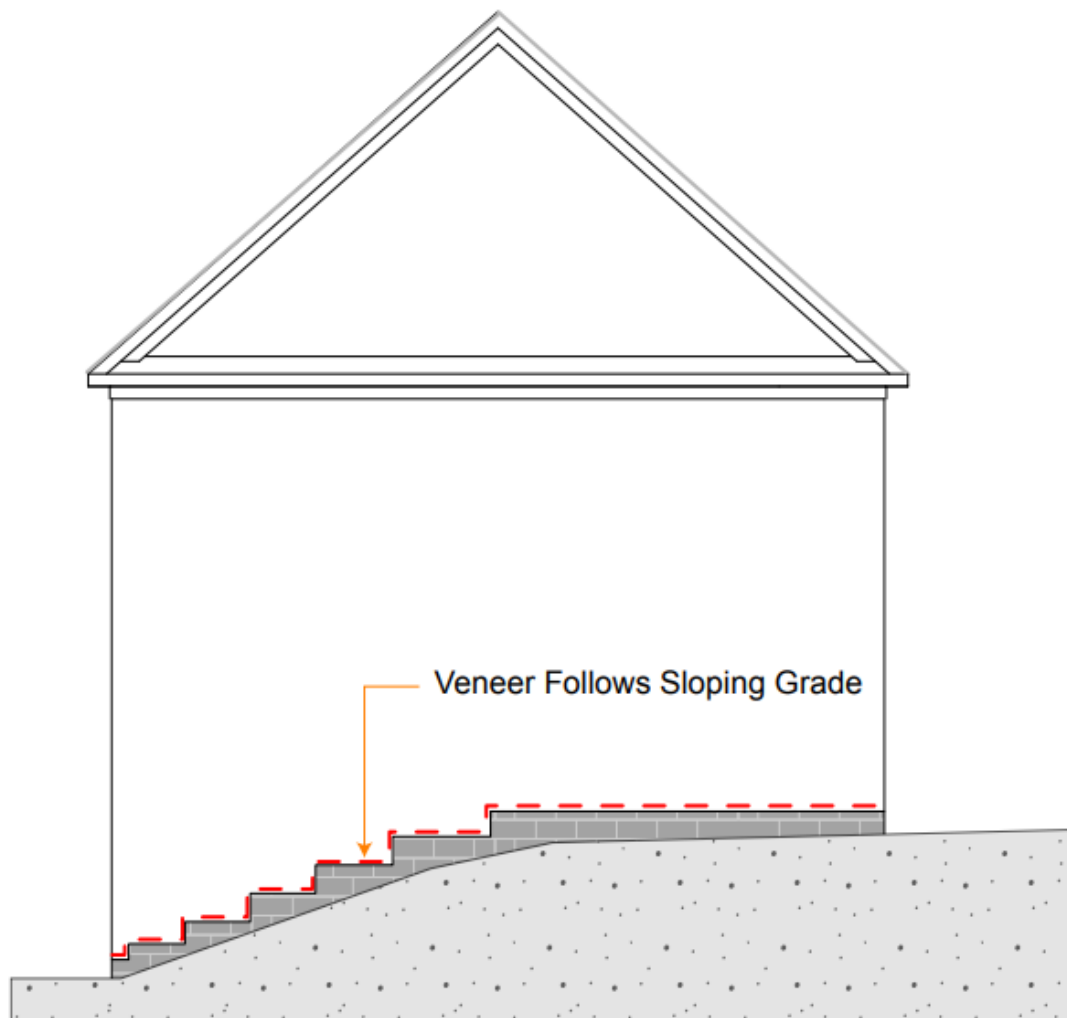
Front Yard Plantings

8. Where trees are not accommodated within the street boulevard, lot and building design should target one medium stature deciduous tree for every two dwelling lots.
9. Front yard trees should have adequate soil volume (per Section 8.5 guidance above) to allow for proper growth conditions in contiguous spaces unencumbered by buildings, structures, and hardscape or impervious features.

Porches

10. Front porches, verandahs or porticos should be generously used to provide opportunities for 'eyes on the street' as well as social interaction among neighbours.
11. Building design should include porches for weather protection and covered dwelling access.
12. Porch depths should be sufficient to provide useful seating space.
13. Porch columns and hand railings should be consistent with the character of the house.
14. Front porch design should generally be continuous between dwellings in terms of scale and proportions along the streetscape, recognizing that material and detail variations may occur between dwellings.





Example of stepping materials with foundation heights

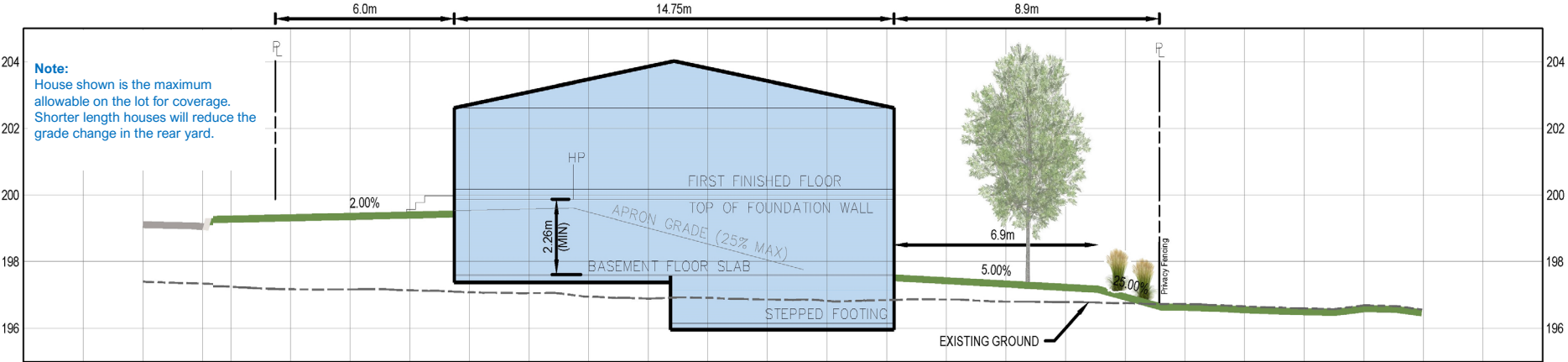
(Source: City of Brampton Architectural Design Guidelines, 2008)

Grades

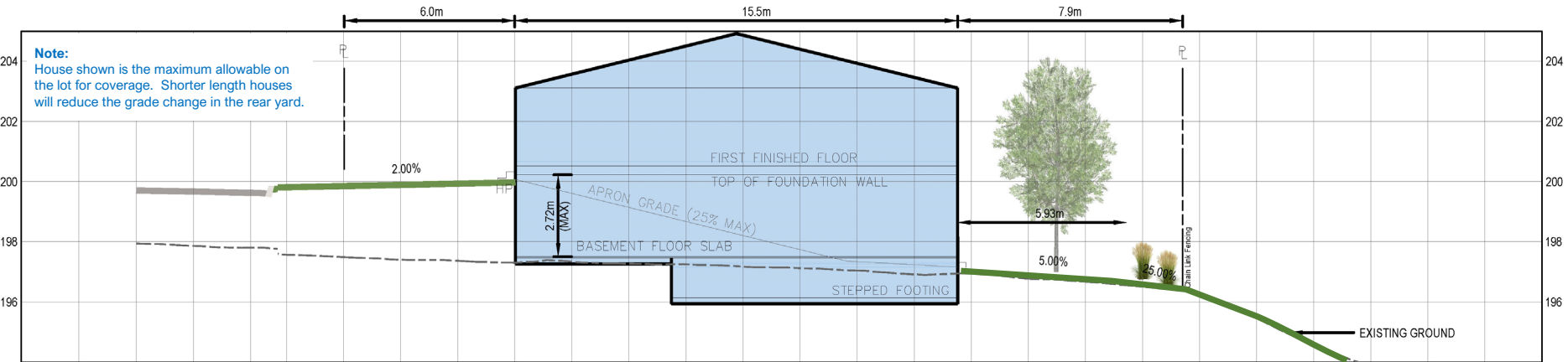
15. Options for reducing the height of elevated front entries and the impact of the large number of exterior steps should be explored. This includes options for:
 - › Integrating groups of steps into the front walkway over the length of the front yard.
 - › Turning steps toward the driveway.
 - › Providing a dwelling design having a lowered foyer and internal steps up to the main living level.
16. Lot grading should be coordinated with dwelling foundation design and constructed so that generally minimal portions of foundation walls above finished grade is exposed on exposed dwelling elevations. Generally, no more than 0.3 to 0.5 metres of exposed foundation is appropriate.
17. For sloping finished grades, the finished wall materials and foundations should be stepped with the changing grades to minimize exposed foundation walls.
18. Where slopes change substantially from one side of the lot to the other side, garages should be located on the lot's higher side.

Sample Cross-Sections for Lots on Northern Property Line (Lot 11) and Abutting Park (Lot 40)

LOT 11



LOT 40



9.5 Townhouses

UDM Reference 6A, 6C, 6D, 6E, 6J, 6K, 7A, 7D

TOWNHOUSE: Building with 3 to 8 units, under one roof with separate entries to each unit (typically freehold lots if fronting onto public street, or freehold POTL's if part of a Common Elements Plan of Condominium).

Application

1. Townhouses fronting onto and taking access from public streets with no ties to a condominium should use the Townhouses guidelines in Section 9.5.
2. Townhouses as POTL's within a Common Element Condominium should use the guidance of Section 9.6 for Group or Cluster Townhouses.

Massing

3. Townhouses should generally be sited in a perimeter fashion to enclose surface parking areas and service areas internally on the multiple residential blocks.
4. Building orientation should generally be parallel to street edges or internal roadways.
5. Building orientation face and feature bounding streets, which includes entrance doors facing streets.
6. Block lengths should be limited to 8 units; lengths of 8 units should be used more sparingly where lotting efficiencies warrant.

7. Varied block lengths should be considered along streets or internal roadways for distinction, preferably 4-unit and 6-unit.
8. Unit widths should be at least 5.5 metres.

Building Setbacks (Perimeter Block Lines)

9. Minimum setbacks for townhouses should be:
 - › 6 metres to the garage wall
 - › 4.5 metres to the front building wall for units with attached front garages facing the street.
 - › 6 metres to the rear lot line.
 - › 1.5 metres to the side lot line.
 - › 3 metres where a unit flanks the public trail block line (or 7.5 metres where backs).
10. Notwithstanding the above, garages should not project past the dwelling's porch, or front wall where there is no porch.



Garages and Driveways

11. Attached garages should be integrated in with the overall block and unit architecture.
12. For units with single car garages, garages should be no more than 55% of the unit's front wall width.
13. For units with larger garages (1.5 or double car), garages should be no more than 70% of the unit's front wall width.
14. To maintain streetscape quality and achieve landscaping targets, units with larger garages (1.5 or double) should not be the majority of unit types within a townhouse block but instead should be distributed throughout a townhouse block. For instance, this includes the end units for shorter 4-unit blocks or the end units and alternating interior units for longer 6-unit and 8-unit blocks.
15. The width of driveways should be limited to that of the garage that they access, measured to the outer edge of the exterior garage wall.
16. Driveways should be paired between abutting units where needed to maximize soft surface for tree planting on the non-driveway side of the lots. A varied pattern of single and paired driveways along the block is also appropriate.
17. Driveways for corner units should be on the far side from the flanking street.



Front Yard Plantings

18. Townhouse design should target planting one deciduous tree (mature stature ideally) for every two street townhouse dwellings.
19. Front yard trees should have adequate soil volume to allow for proper growth conditions in contiguous spaces unencumbered by buildings, structures, and hardscape or impervious features.



Grades

20. Grade transitions where necessary should be integrated into the building design and architecture (staggering) or landscape design (terracing) rather than through long stair rises. For instance, finished floor heights and roofline profile and heights should move with the dropping/grades, rather than flush conditions across a block with a large stair rise at the end units.
21. The overall height from the sidewalk or walkway to building entrance should be no greater than 1.8 metres.
22. On sites with grade changes, landscaped landings should be integrated into the front yard design after a run of 8 stairs.
23. Retaining walls should be low in height to avoid railing requirements. There may be instances where taller walls are required, although they should be minimized to the extent possible.
24. Lot grading should be coordinated with dwelling foundation design and constructed so that generally minimal portions of foundation walls above finished grade is exposed on exposed dwelling elevations. Generally, no more than 0.3 to 0.5 metres of exposed foundation is appropriate.
25. For sloping finished grades, the finished wall materials and foundations should be stepped with the changing grades to minimize exposed foundation walls.

General Architectural Treatment

26. Architectural variation between units on the same block should visually unite the blocks and broader development.
27. Building elevations should feature designs that emphasize a variety between units and highlight the building elements including windows, projections, recesses and canopies.
28. Roofs design should be designed to provide variety to the roofline and reduce their perceived mass, particularly for longer blocks of 6-unit or 8-unit lengths. This can be accomplished through variations in the roof profile, using lower pitches, or combinations of either.
29. The massing and built form of townhouse units adjacent to detached dwellings should be complementary to those dwellings through height and architectural elements to promote visual integration.
25. Units within townhouse blocks should be distinguished through varied approaches of massing and architectural elements. This includes varied combinations of:
 - › Wall plane variations
 - › Projections and recessions
 - › Porch configurations
 - › Roofline style and profiles
 - › Architectural touches of material, colour and features

9.6 Group or Cluster Townhouses

UDM Reference 6A, 6C, 6D, 6E, 6J, 6K, 7A, 7D

GROUP OR CLUSTER TOWNHOUSE:
Building with 3 to 8 units, under one roof with either separate entries or shared entries (tenure typically in the form a Standard Plan of Condominium).

Building Massing

1. Group or cluster townhouses should generally be sited in a perimeter fashion to enclose surface parking areas and service areas internally on the multiple residential blocks.
2. Building orientation should generally be parallel to street edges or internal roadways.
3. Building orientation face and feature bounding streets, which includes entrance doors facing streets.
4. Buildings should be organized to provide “like-to-like” building relationships on blocks. Back-to-front relationships should be avoided and front or rear-to-side relationships minimized to the extent possible.
5. Block lengths should be limited to 8 units; lengths of 8 units should be used more sparingly where lotting efficiencies warrant.
6. Varied block lengths should be considered along streets or internal roadways for distinction, preferably 4-unit and 6-unit.
7. Unit widths should be at least 6 metres for front-garage types and 5.5 metres for rear-garage types.



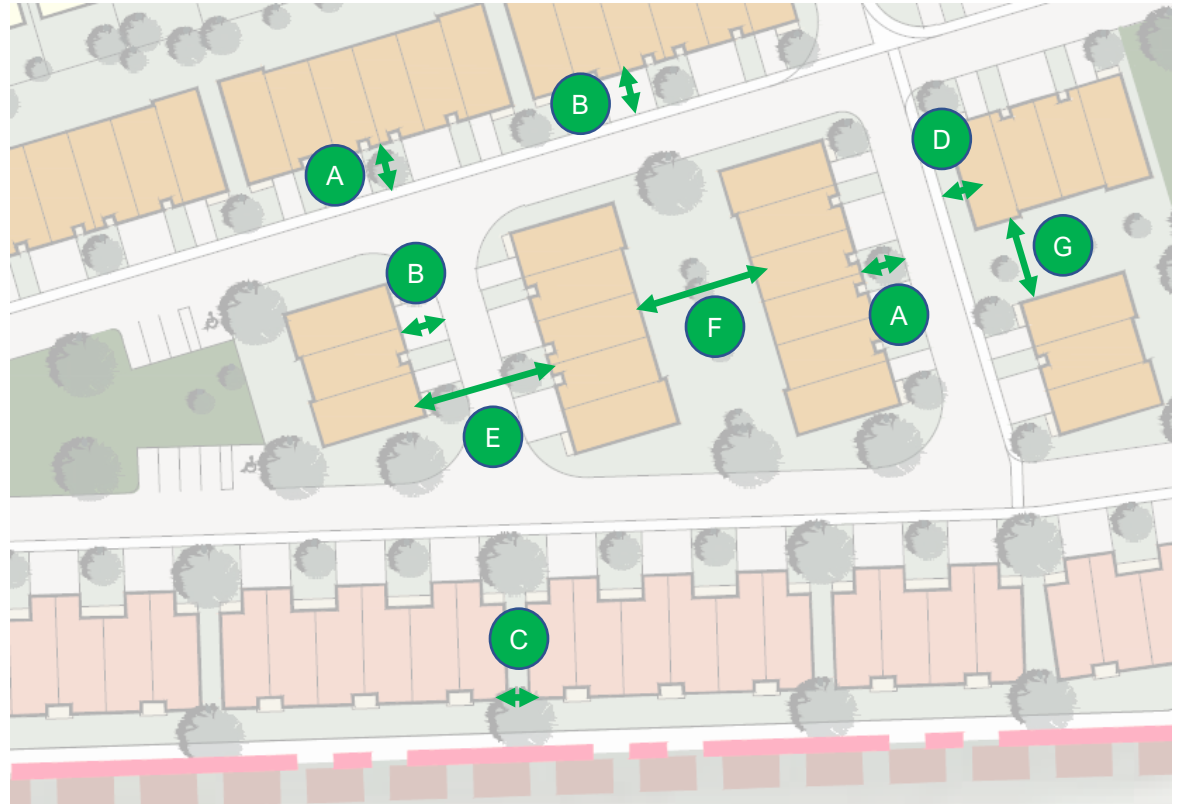
Building Setbacks (Perimeter Block Lines)

8. Building siting should provide a similar setback to provide pedestrian-scaled streets. Subtle variation with deeper setbacks is appropriate if they provide planting space.
9. Minimum setbacks for group or cluster townhouses should be:
 - › 4.5 metres from the street for units with attached rear-facing garages accessed by a private roadway.
 - › 7.5 metres to the rear lot line of an abutting detached dwelling lot.
 - › 1.5 metres to the side lot line of an abutting detached dwelling lot.
 - › 3 metres where a unit flanks the public trail block line (or 7.5 metres where it backs).

Building Separation (Internally on Blocks)

10. Minimum separation between group or cluster townhouses should be:
 - › 4.5 metres between a front wall and a walkway or private roadway curb where there is no walkway (Refer to “A”).
 - › 6 metres between a garage and a walkway edge or private roadway curb edge where there is no walkway (Refer to “B”).
 - › 3 metres between a side wall and a side wall (Refer to “C”); 4.5 metres if there is a mid-block walkway between buildings.
 - › 3 metres between a side wall and the edge of an internal walkway (Refer to “D”).

- › 18.5 metres between two front walls where there is a walkway, or 17 metres without (Refer to “E”).
- › 12 metres between two rear walls (See “F”)
- › 7.5 metres between a rear wall and a side wall (Refer to “G”).



Example of “Dual Face” Townhouse



Elevation facing
Bounding public street
(like Mountain Road or
Street A) with entrance
door and individual
walkways leading to
public sidewalk



Elevation facing
private roadway
internal to the block
with garage door and
stand-alone entrance
doors

Garages and Driveways

11. Attached garages should be integrated in with the overall block and unit architecture.
12. Townhouse types (POTL or Block/Cluster) with garages facing and taking access from a private roadway:
 - › For units with single car garages, garages should be no more than 55% of the unit's front wall width.
 - › For units with larger garages (1.5 or double car), garages should be no more than 70% of the unit's front wall width.
13. "Dual Face" townhouses facing a public street with garages taking access from a private roadway:
 - › For units with single car garages, garages should be no more than 65% of the unit's front wall width.
 - › For units with larger garages (1.5 or double car), garages should be no more than 80% of the unit's front wall width.
14. To maintain streetscape quality and achieve landscaping targets, units with larger garages (1.5 or double) should not be the majority of unit types within a townhouse block but instead should be distributed throughout a townhouse block. For instance, this includes the end units for shorter 4-unit blocks or the end units and alternating interior units for longer 6-unit and 8-unit blocks.
15. The width of driveways should be limited to that of the garage that they access, measured to the outer edge of the exterior garage wall.
16. Driveways should be paired between abutting units when needed to maximize soft surface for tree planting on the non-driveway side.



Front Yard Plantings

17. Cluster townhouse design should target planting one deciduous tree (mature stature tree ideally) for every two street townhouse dwellings.
18. Front yard trees should have adequate soil volume to allow for proper growth conditions in contiguous spaces unencumbered by buildings, structures, and hardscape or impervious features.

Grades

19. Grade transitions where necessary should be integrated into the building design and architecture (staggering) or landscape design (terracing) rather than through long stair rises. For instance, finished floor heights and roofline profile and heights should move with the dropping/grades, rather than flush conditions across a block with a large stair rise at the end units.
20. The overall height from the sidewalk or walkway to building entrance should be no greater than 1.8 metres.
21. On sites with grade changes, landscaped landings should be integrated into the front yard design after a run of 8 stairs.
22. Retaining walls should be low in height to avoid railing requirements. There may be instances where taller walls are required, although they should be minimized to the extent possible.

23. Lot grading should be coordinated with dwelling foundation design and constructed so that generally minimal portions of foundation walls above finished grade is exposed on exposed dwelling elevations. Generally, no more than 0.3 to 0.5 metres of exposed foundation is appropriate.
24. For sloping finished grades, the finished wall materials and foundations should be stepped with the changing grades to minimize exposed foundation walls.



General Architectural Elements

25. Architectural variation between units on the same block should visually unite the blocks and broader development.
26. Building elevations should feature designs that emphasize a variety between units and highlight the building elements including windows, projections, recesses and canopies.
27. Roofs design should be designed to provide variety to the roofline and reduce their perceived mass, particularly for longer blocks of 6-unit or 8-unit lengths. This can be accomplished through variations in the roof profile, using lower pitches, or combinations of either.
28. The massing and built form of townhouse units adjacent to detached dwellings should be complementary to those dwellings through height and architectural elements to promote visual integration.
29. Units within group or cluster townhouse blocks should be distinguished through varied massing and architectural elements. This includes varied combinations of:
 - › Wall plane variations.
 - › Projections and recessions.
 - › Porch configurations.
 - › Roofline style and profiles.
 - › Architectural touches of material, colour and features.



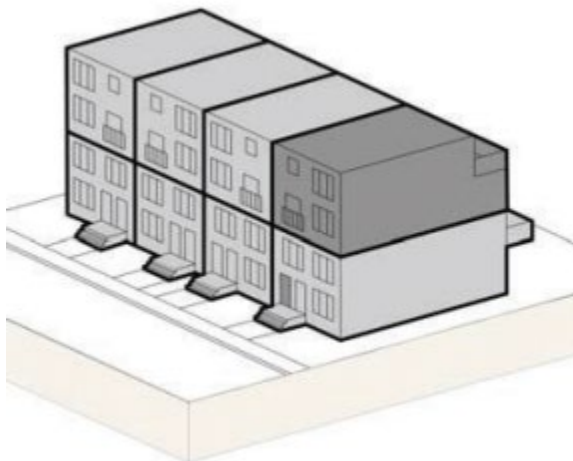
9.7 Linear Stacked Townhouses

UDM Reference 6A, 6D, 6E, 6J, 6K, 7A, 7D, 7F

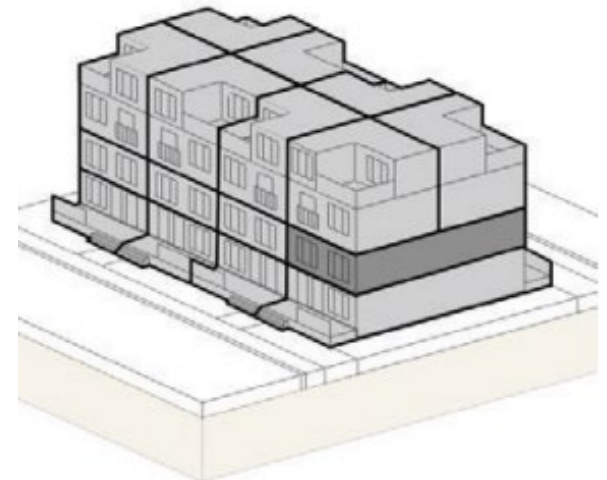
LINEAR STACKED TOWNHOUSE: Buildings with 9 to 24 units, under one roof with either separate entries or shared entries (tenure typically in the form a Standard Plan of Condominium).

Building Massing

1. Linear stacked townhouses should generally be sited in a perimeter fashion to enclose surface parking areas and service areas internally on the multiple residential blocks.
2. Buildings should be oriented parallel to street edges or internal roadways for buildings within the block.
3. Buildings should be organized to provide “like-to-like” building relationships on the multiple residential blocks to the extent practical for efficiency purposes. This generally means avoiding back-to-front relationships and minimizing front/rear to side relationships without limiting layout efficiency.
4. On a multiple residential block’s perimeter, buildings should be oriented to face and feature the bounding public streets architecturally, recognizing that main building entrances may be from the interior side of buildings.
5. Massing buildings to create a facing situation onto shared outdoor amenity areas should be explored.
6. Block lengths for linear stacked townhouses should be no longer than 52 metres.
7. Unit widths for linear stacked townhouse townhouses should be at least 5.5 metres wide.
8. Units within linear stacked townhouse blocks should be distinguished through coherent variations in massing and architecture. This includes varied combinations of:
 - › Wall plane variations.
 - › Projections and recessions.
 - › Porch configurations.
 - › Roofline style and profiles.
 - › Architectural touches of material, colour and features.



Standard Stacked Townhouse



“Hybrid” Stacked Townhouse

Common Stacked Townhouse Types

(source: Mississauga Urban Design Guidelines, 2017)

“Hybrid” linear stacked townhouse type is illustrated on the Neighbourhood Demonstration Concept

Building Setbacks (Perimeter Block Lines)

9. Linear stacked townhouses should be sited with a consistent setback to provide a pedestrian-scaled rhythm to streets, internal walkways, and spaces.
10. Minimum setbacks for linear stacked townhouses should be:
 - › 4.5 metres from Street A block line.
 - › 7.5 metres from Mountain Road block line.
 - › 3 metres to a block line with another multiple residential block.
 - › 4.5 metres with the public trail block line.

Building Separation (Internally on Blocks)

11. Minimum separation between linear stacked townhouses internally on a block should be:
 - › 3 metres between the main front wall (stairs and landing space can be within this space) and a walkway edge (Refer to “A”).
 - › 3 metres between a side wall and a walkway edge; 4.5 metres to curb edge where there is no walkway (Refer to “B”).
 - › 3 metres between a side wall and a side wall, or 5 metres if there is a mid-block walkway between buildings (Refer to “C”).
 - › 13 metres between front walls for buildings up to 3.5 storeys in height; 15 metres for those 4 storeys (Refer to “D”).
 - › 7.5 metres between a front wall or rear wall and a side wall (Refer to “E”).



Street Side Plantings

12. Stacked townhouse design should incorporate a row of deciduous trees along public street edges or along the public trail block, regularly spaced 8 to 12 metres on centre depending on the tree stature.
13. Front yard trees should have sufficient soil volume to allow for proper growth conditions. This planting space should be contiguous and unencumbered by buildings, structures, and hardscape or impervious features.



Grades

14. Necessary grade transitions should be integrated into the building design (staggering) or landscape design (terracing) rather than through long rises of stairs, to the extent possible recognizing the stacked form.
15. The overall height from the sidewalk or walkway to building entrance should be 1.8 metres at most.



Garages and Driveways

16. For linear stacked townhouses with integrated garages:
 - › Walls with garages should be oriented internally to the block and away from public street frontages or public trail interfaces.
 - › Driveway width should be limited to that of the garage that they access, measured to the outer edge of the exterior garage wall.
 - › Driveways should be paired between abutting units to maximize soft surface for tree planting on the non-driveway side of the lots.
 - › Varying garage door depths and planes (together with architectural distinctions) should be considered along lengths of rear-garage townhouse blocks to avoid visual monotony.

General Architectural Elements

17. Within the common architectural style, architectural variation between units on the same block as well as between stacked townhouse blocks should be used to visually unite the blocks and broader development.
18. Building elevations should feature designs that emphasize a variety between units and highlight the building architectural elements.
19. Roofs should be varied in design treatment to break up the massing of stacked townhouse blocks; however, the main roof should, where

possible, visually appear as one roof. A common type and colour of roofing materials should be used throughout the block.

20. The massing and built form of stacked townhouse units adjacent to cluster townhouse dwellings shall be complementary to those dwellings through height and architectural elements to promote visual integration.



9.8 Apartments

UDM Reference 6A, 6D, 6E, 6J, 6K, 7A, 7D, 7F, 8G

APARTMENTS: Building with 4 or more units divided by common walls and floors, with separate entries via hallways, stairwells, elevators, vestibules (rental or ownership, typically in a Standard Plan of Condominium)

Massing

1. Buildings should generally be oriented parallel to the Tenth Line street edge; where such a building is not parallel, the intervening space to the street should be landscaped.
2. Buildings should be oriented to face and feature the bounding public streets.
3. Longer apartment forms should be visually broken with variation in wall planes (recessions/projections), material changes and colour changes, and balcony variation, and other architectural elements.
4. Buildings should be distinguished through varied approaches of massing and architectural elements. This includes varied combinations of:
 - › Wall plane variations.
 - › Projections and recessions.
 - › Porch configurations.
 - › Roofline style and profiles.
 - › Architectural touches of material, colour and features.



Building Setbacks (Perimeter Block Lines)

5. Buildings should be set back no closer than 6 metres to Tenth Line and Mountain Road.
6. Buildings should be set back no closer than 7.5 metres to property lines shared with townhouse blocks.

Building Separation (Internally on Blocks)

7. Minimum separation between buildings internally on a block should be:
 - › 12.5 metres between building faces (front or rear walls) for 3-storey buildings.
 - › 15 metres between building faces (front or rear walls) for 4-storey buildings.
 - › 7.5 metres between building side walls or front/rear and side walls.
 - › 3 metres between a building wall and the edge of an internal walkway.

Ground Floor

8. Preferably, ground floor units should have individual at grade access. Where they do not, a quality interface between ground floor units and the site should be achieved through windows and outdoor at-grade spaces for units.
9. Ground floor space should principally contain active uses, which may include residential entrances, residential lobbies, or communal space.
10. Where buildings front onto a public street and are greater than 50 metres in length, multiple building entrances on the ground floor should be considered.
11. Parking garage entrances should be fully integrated into the building's architectural design and should include garage doors.
12. A significant proportion of the ground floor walls, and to a lesser extent the upper storeys, should include transparent glazing, recognizing a balance between transparency and energy efficiency.





General Architectural Elements

13. Architectural variation should be achieved on individual buildings as well as between buildings across the block, although reinforcing common elements should be used to visually unite the development.
14. All building elevations should be designed and treated in a similar fashion regarding architectural details, colours and window patterns, recognizing building faces with building entrances should receive the highest treatment.
15. Principal building entrances should be physically defined using a combination of materials, colour, articulation, canopies and signage in order to clearly identify such locations to visitors.
16. Upper floor units should be emphasized through articulations of the exterior wall plane and roof, and the use of pronounced building including bay windows, balconies, dormers, and extensions to the roof structure.
17. Balconies should be recessed or partially recessed in the building design and massing to create a cohesive, high quality design; fully “hanging” balconies are acceptable but they should be balanced with the other balcony types for architectural variety.
18. Upper storey elevations should be designed to reduce the perception of mass, using varied transparent and solid materials, the

placement of balconies, and changes in materials or colours.

19. Design of the top floor elevations should consider a distinct articulation for the building’s roofline, whether through attention to colours, materials, slight recessions or detailing.
20. Mechanical penthouses should be integrated into the building’s overall form and should have complementary cladding to the materials to the building’s top floor.



Structured Parking

21. Underground or integrated above-ground parking garages should be encouraged for apartment buildings to reduce the need for surface parking; however, surface parking should also be allowed given development economics.
22. Entrances to parking garages should be contained within the building mass and should include garage doors. Ramping may extend beyond the building mass in locations that are not visually prominent or interfere with pedestrian movements.
23. Driveway access and ramp locations to underground or integrated parking garages should be located to reduce pedestrian conflicts with pedestrians and minimize negative impacts on the streetscape.
24. Integrated ground floor parking should be designed with well-articulated elevations facing streets to diminish the visibility of parking.
25. Active uses, such as lobbies, amenity rooms and residential units should line prominent edges of integrated ground floor parking levels.





9.9 School

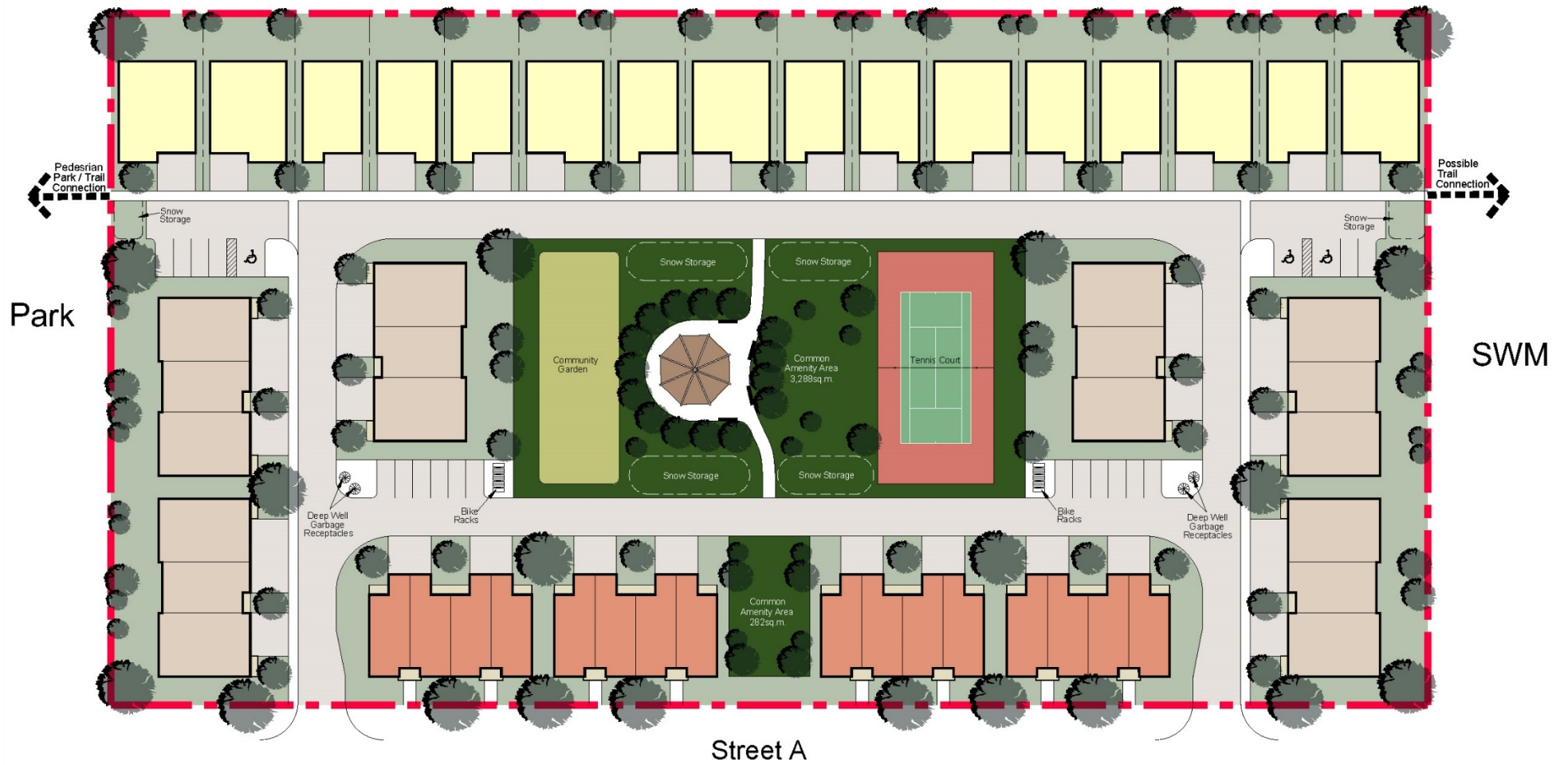
UDM Reference 6A, 7A

1. The school site design should be integrated with the envisioned built form and architectural character of the broader Panorama North Neighbourhood.
2. The school building should be sited to provide presence to both the Street A frontage and the neighbourhood park side.
3. The school building's main entrance should face Street A and connect to a walkway leading directly to the public sidewalk.
4. Drop-off areas and parking should be provided at the building's side away from the public park and Street A frontage. Where they are to the building front or park side, they should be separated by a 3 to 5 metre landscaped strip, guided by the planting guidance of Section 8.5.
5. The school building design should follow the intended architectural character for the broader Panorama North Neighbourhood, outlined in Section 9.1 and 9.2 and adapted to the institutional nature of the building.
6. Rooftop mechanical equipment should be screened with materials that are complementary to the building or through parapet height where applicable.
7. The alternative development option for the school site is multiple residential uses, per the respective guidelines (see Pages 78 and 79 for demonstrations).

Demonstration Alternative ONE for School Block



Demonstration Alternative TWO for School Block



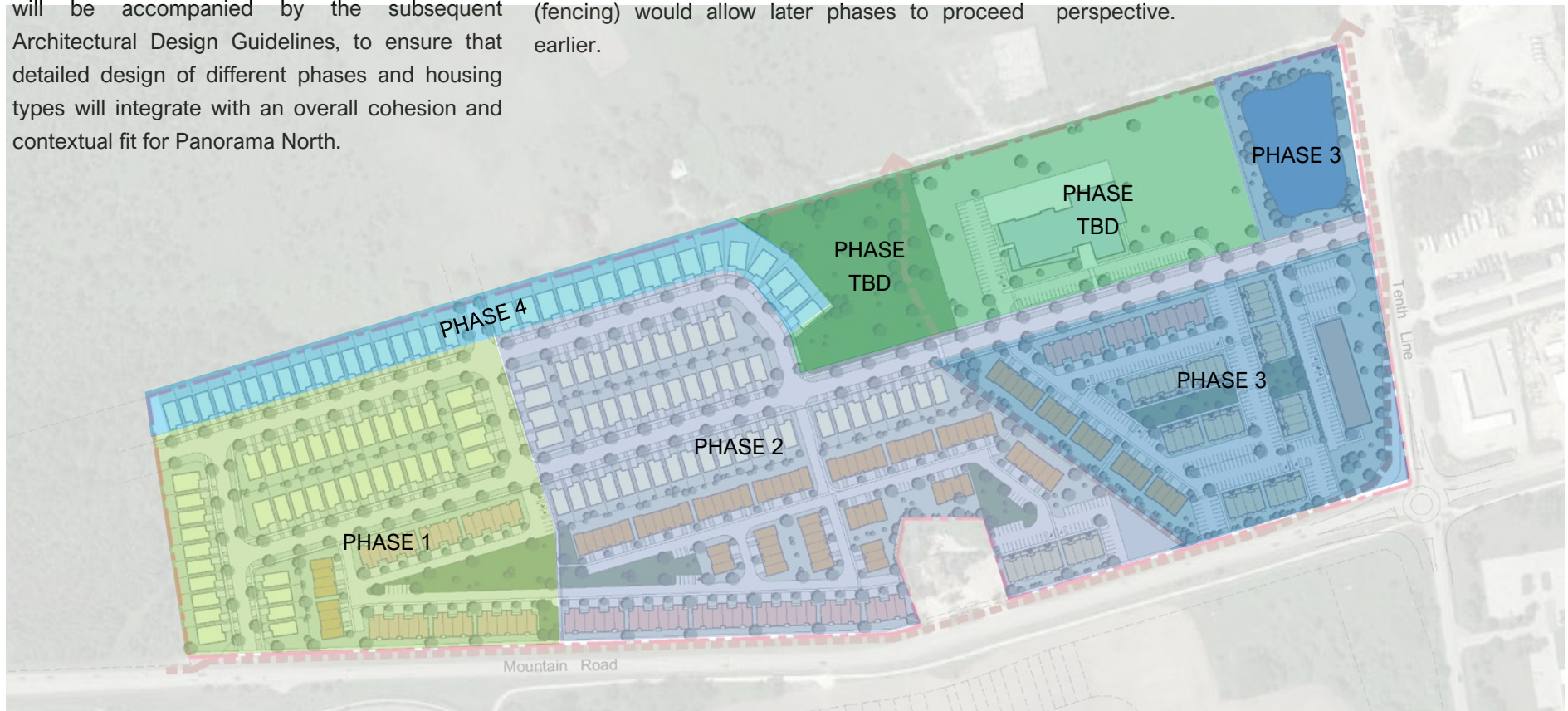
10. IMPLEMENTATION

10.1 Neighbourhood Phasing

The Panorama North Neighbourhood will be developed incrementally in multiple phases over time. The below phasing plan is an illustration of the general phasing intent for Panorama North. It is subject to refinements through the subsequent planning approvals and development process. The Urban Design Guidelines have been prepared and will be accompanied by the subsequent Architectural Design Guidelines, to ensure that detailed design of different phases and housing types will integrate with an overall cohesion and contextual fit for Panorama North.

Generally, development will progress from the site's southwest to the east and northeast. The phasing progression is tied to stormwater connections to the Panorama subdivision to the south for the early phases. While the landfill site and D4 Study do influence phasing, they are not determinative as interim mitigation measures (fencing) would allow later phases to proceed earlier.

For instance, Phase 4 will likely proceed together with respective parts of Phase 1 and 2 with the provided mitigation measures. Timing of the park block and the school block development are at the discretion of the Town and School Board, respectively, recognizing the construction of both are preferred early from a neighbourhood design perspective.



10.2 Other Studies & Reports

These Urban Design Guidelines should be read in conjunction with other submission materials comprising the complete planning applications for the Panorama North Neighbourhood. The other studies and reports inform and influence the design guidance offered in these Urban Design Guidelines. Relevant submission materials include:

- › The Planning Opinion report prepared by Plan Wells Associates.
- › The functional servicing and stormwater management studies prepared by Tatham Engineering.
- › The Road Traffic and Stationary Noise Impact Study prepared by GHD.
- › The D4 Guideline Study prepared by GHD.
- › The Zoning By-law Amendment for Panorama North.

10.3 Architectural Design Guidelines

Architectural Design Guidelines will be a condition of Draft Plan of Subdivision approval for the Panorama Road Neighbourhood. The Urban Design Guidelines focus on specific guidance regarding neighbourhood structure, site design and building massing while providing general guidance on architectural considerations. The Architectural Design Guidelines are meant to refine and expand on those architectural considerations when more defined plans for building design are known. The purpose of the Architectural Design Guidelines will be to provide more specific design guidance on all matters of architectural design and exterior finish for all residential types (detached, duplex, group or cluster townhouses, linear stacked townhouses, and apartments) to inform the subsequent detailed design processes.

The Architectural Design Guidelines are expected to include specific guidance on matters such as:

- › Architectural style and detailing
- › Main entrances
- › Porches and balconies
- › Materials and exterior colours
- › Garage treatment
- › Roofs and Windows
- › Lighting and service elements
- › Prominent lot design enhancements

The Architectural Design Guidelines are intended to provide for sufficient flexibility to encourage design creativity and innovation. Proposed designs which do not fully satisfy the guidelines will be considered, based on their merits, and may be approved where the general intent of the Architectural Design Guidelines is maintained.

10.4 Control Architect

A Control Architect will need to be retained by the development proponent for the Panorama North Neighbourhood. The Control Architect will review and evaluate all submissions from the proponent in relation to the approved Architectural Design Guidelines. The selection of the qualified Control Architect will be made by the development proponent to the satisfaction of the Town of Collingwood. The Control Architect is involved in the privately administered design review process for detached and duplex dwellings (see Section 10.5) and potential input into the Site Plan Approval process for multiples (see Section 10.5).

10.5 Design Process for Detached and Duplex Dwellings

The design review and approval process for detached and duplex dwellings will proceed through the privately administered process overseen by the Control Architect. The Architectural Design Guidelines will establish this process, steps, and requirements. Generally, this design process for detached and duplex dwellings is expected to include the following steps:

1. Preliminary design review: Control Architect to review model home design proposals for review and preliminary approval prior to sales commencing, which includes consideration of elevation sketches, material and colour schemes, and building floor plans from the development proponent.
2. Final Review and approval: Control Architect to review model working drawings, lot building plans, streetscape drawings, and exterior material and colour packages from the development proponent; this final review will consider the relevant sections of the Urban Design Guidelines concerning lot layout and design considerations as well as the Architectural Design Guidelines.
3. Site Review and Compliance: Control Architect to conduct discretionary and periodic site reviews to monitor general compliance of the built form with the approved drawings.

10.6 Design Process for Multiple Dwellings

The design review and approval process for multiple residential dwellings will proceed through the Town's Site Plan Approval process. The Demonstration Concept presented in the Urban Design Guidelines illustrates site plan level of details regarding layout, massing, circulation and landscape areas. It is meant as an illustration of the application of the design guidance but refinement of multiple residential block design and exploration of different design ideas is expected as development proceeds. The design process for multiple residential dwellings is expected to include the following steps:

1. Pre-Application: meeting with Town staff and proponent to discuss preliminary site concept plans and identify application requirements.
2. Site Plan Review (1st Submission): Town review of the submitted Site Plan plans and materials, including required engineering, grading, and landscape plans and materials. This will also include a scoped "Urban Design Brief" that outlines the plan's response to the Urban Design Guidelines.
3. Site Plan Review (2nd Submission): Town will review the revised submission materials addressing 1st Submission comments.
4. Architectural Review: Concurrent with the 2nd Submission where the site layout and details

are firmer, the submission of detailed building elevations and supporting architectural materials by the proponent's architect will be reviewed by Town, and possibly the Control Architect as needed by the Town. This submission will include an "Architectural Design Brief" by the proponent's architect that outlines the response to the Architectural Design Guidelines.

5. Development Agreement and Approval: execution of the Development Agreement and final Site Plan Approval, including approval of site plan, landscape plan, engineering plans and building elevations.
6. Site Review and Compliance: Town review of final construction for compliance and release of securities; as part of this, the Control Architect may conduct discretionary and periodic site reviews to monitor general compliance of the built form with the approved drawings.

Site Plan Approval for the different blocks is expected to be done in phases throughout the Panorama North Neighbourhood. These approvals should be done for larger contiguous blocks (block east of trail, block west of trail, and school alternative block); however, portions of these blocks could proceed provided that an overall "master" layout is prepared that shows how other portions can be incorporated in keeping with the Urban Design Guidelines' intent.