



# Urban Design Report

## Pretty River Preserve

Draft Plan of Subdivision

Block 183, Registered Plan 51M-945

Town of Collingwood

July 2026





Submitted to: **Town of Collingwood**

Submission Number: **1**

Date: **July 15, 2026**

Prepared for:

**John Welton Custom Homebuilding Ltd.**

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Prepared by:



40 Vogell Road, Suite 46  
Richmond Hill, ON L4B 3N6  
T 905.780.0500

Our Ref. No.: **26-001**



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## 1.1 Scope and Intent of the Urban Design Report

This Urban Design Report has been prepared on behalf of John Welton Custom Homebuilding Ltd. for the subject site (Block 183, Plan 51M-945), to be known as “Pretty River Reserve”, located within the Town of Collingwood. The purpose of this document is to establish a development vision, design principles and show how the proposed development complies with the Towns’ policy documents and:

- is appropriate to its local context;
- is environmentally sustainable;
- respects the natural heritage features of the area;
- creates an attractive and safe public realm; and,
- supports active transportation and recreational activities.

Furthermore, with respect to the proposed development, this document also:

- Describes revisions made to the development proposal in response to Town urban design comments.
- Assesses the development proposal against the design guidelines found within the Collingwood Urban Design Manual and provide a comprehensive summary of how the proposed development addresses urban design matters.
- Demonstrates that the proposed building sitings and architecture will reinforce an attractive, high quality development with a Craftsman style character.
- Demonstrates further variety among dwelling designs within an established vocabulary of architectural styles, forms, materials and details.
- Provides the high level urban design framework that will inform the more built form specific Architectural Design Guidelines.

## 1.2 Location and Community Context

The subject site comprises an area of 1.92 hectares located south of Dey Drive and Kirby Avenue, in the south-central portion of Collingwood, as shown on the Site Location Plan on the following page. The site is bounded by:

- **North** - Existing single detached dwellings fronting onto Kirby Avenue;
- **East** - Environmental Protection Lands containing a wooded area and the Train Trail;
- **South** - Environmental Protection Lands containing a wooded area, Pretty River, the Train Trail, and Pawplar Community Garden;
- **West** - Environmental Protect Lands containing a wooded area and the Train and Hamilton Drain Trails; further west is a recently constructed townhouse development known as Pretty River Estates Phase 2.

The subject lands are presently vacant and were previously used for agricultural purposes. Site topography is generally level with gentle slopes that present no constraints to development. The site does not contain any environmental features or existing vegetation; however, surrounding the site to the south, east, and west are Environmental Protection Lands containing wooded areas associated with the Pretty River. The subdivision will form the logical extension of the existing residential community to the north through the extension of Dey Drive (Street A).

Refer to community context plan on the following page.



View of the site from Kirby Avenue



View of existing residential along Kirby Avenue looking east



View of existing residential along Kirby Avenue looking west

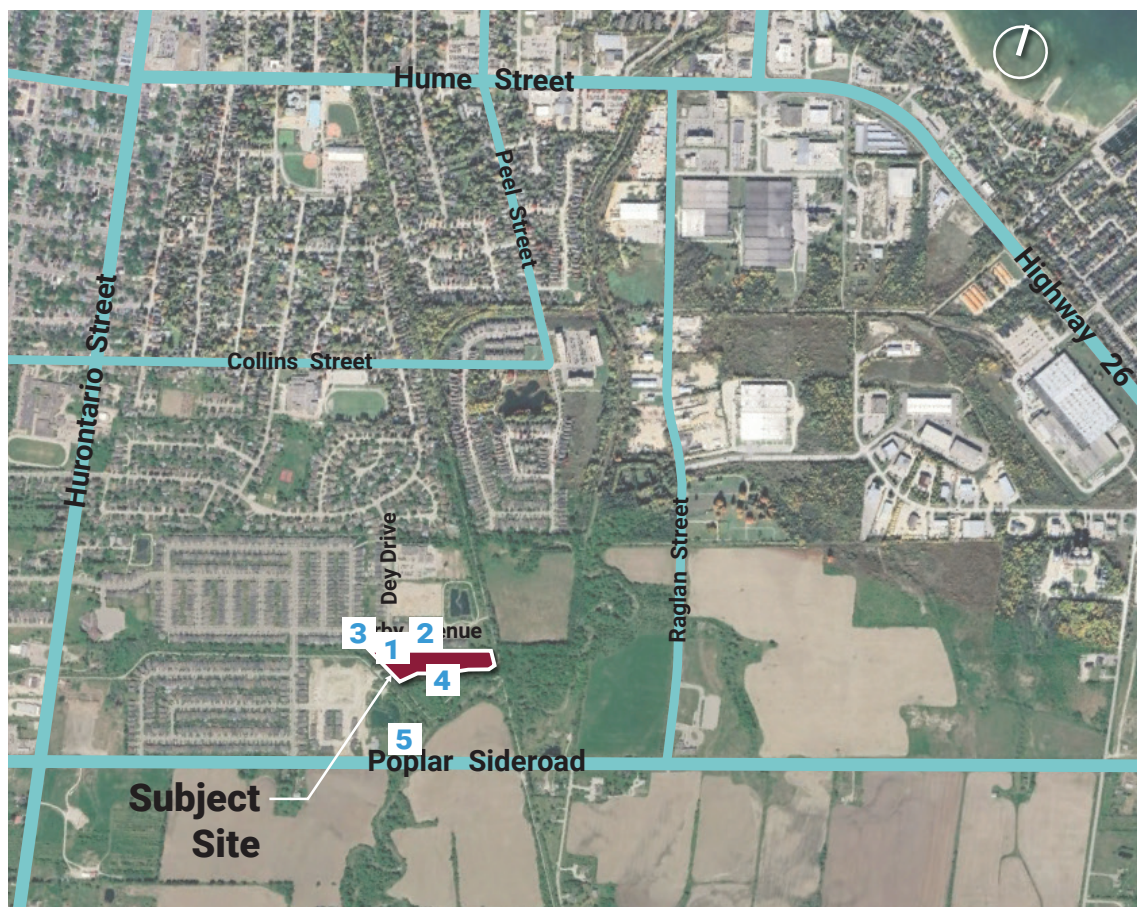


Fig. 1.2 - Community Context Plan



Overview of the development area and surrounding context looking southwest



View of the Pretty River from Poplar Sideroad

### 1.3 Proposed Development

The proposed development is comprised of the following components:

- A 20.0 metre local road, also known as Street A, will extend south from the existing portion of Dey Drive and bends eastwards terminating as a cul-de-sac.
- An interconnected network of pedestrian and active transportation infrastructure consisting of a sidewalk and trail are proposed to ensure a safe and walkable neighbourhood and provide a connection to the Town of Collingwood.
- A trail block is proposed in the westerly portion of the site that allows for a connection to the existing/ planned Hamilton Drain and Train Trails located south, east, and west of the site.
- An open space block is proposed on the north side of Street A to create a landscaped buffer adjacent to existing residential uses that front onto Kirby Avenue. A second open space block is located in the easterly portion of the site located on the south side of Street A, between Blocks 4 and 5. This block will be conveyed to the Town.
- Proposed built form will consist of Street Townhouses on minimum lot frontages of 7.5 metres. In several instances, larger end units are proposed. 34 units are proposed all of which are accessible from Street A. Block sizes may range up to a maximum of 8 units per block. Private outdoor amenity space for each unit will be located in a rear yard at the rear of the building.

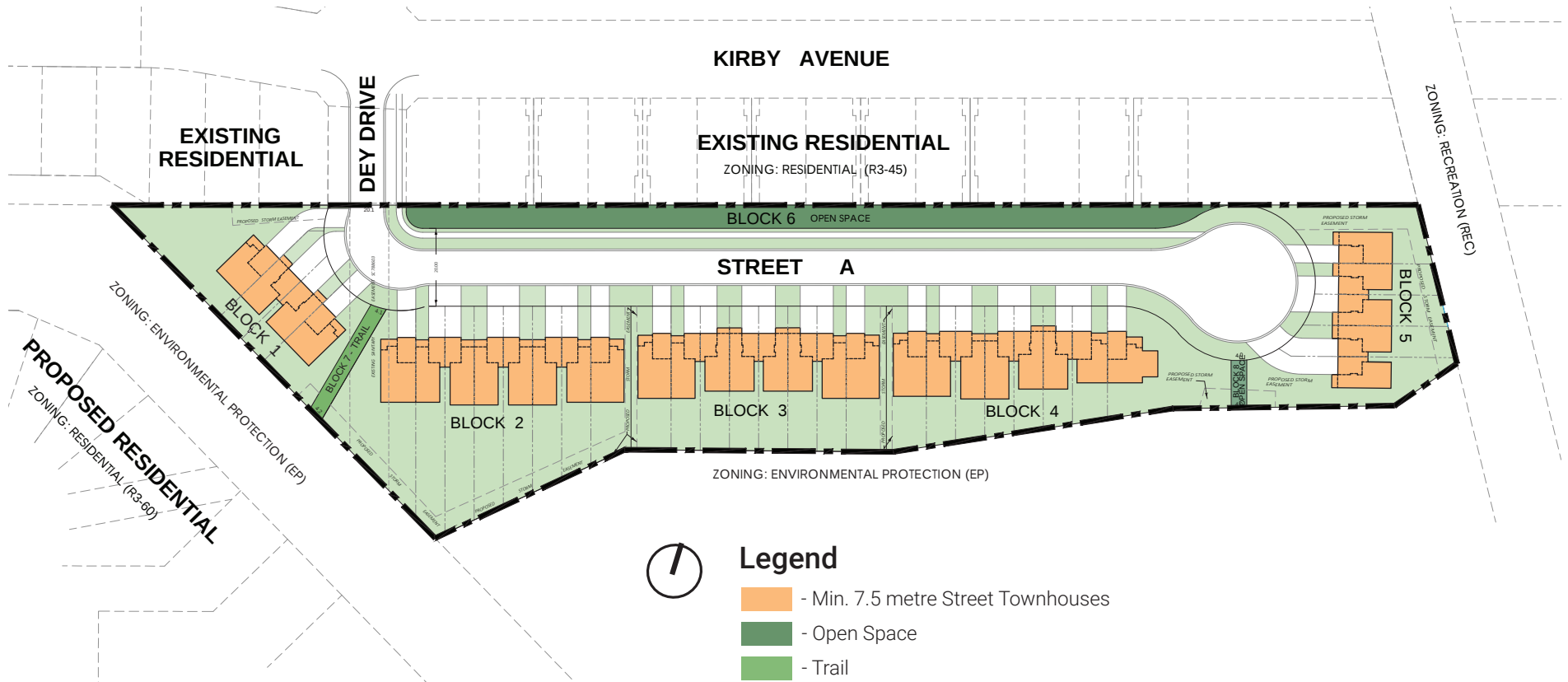


Fig. 1.3 - Pretty River Preserve Development Plan

## 2.0

# Vision and Guiding Principles

### 2.1 Pretty River Preserve Urban Design Vision

Pretty River Preserve is envisioned as a vibrant and attractive residential enclave that will become an integral and environmentally sustainable residential component of the Town of Collingwood, contributing to a range of housing options for the community, creating an attractive and safe public realm, respecting significant natural heritage features of the area, and supporting active transportation and recreational activities.

Craftsman-inspired architectural styles, consistent with the Lakeshore and Mountainside Recreation architectural style described under Appendix A of the UDM, will be utilized to complement the existing built form character of Collingwood. Each new building will be designed and sited to generate visually appealing streetscapes through careful attention to architectural style, building orientation, garage / parking placement, massing, articulation, materials and site conditions.



## 2.2 Guiding Principles

The vision to create a vibrant new residential enclave is supported by the following principles, to:

- Establish a sustainable residential enclave that will seamlessly integrate into the urban fabric and built form of Collingwood.
- Create a highly livable residential development with access to open space, recreation, and neighbouring uses.
- Create an aesthetically pleasing residential development with streetscapes and buildings that are well suited to the community context.
- Ensure compatible interfaces and connectivity between private property and the public realm.
- Protect and enhance the area's distinct natural heritage system.
- Establish a connected framework of open space and recreational areas.
- Provide a hierarchy of roads, sidewalks and trails that facilitates ease of access throughout the development for vehicles, pedestrians, and cyclists and that supports active transportation.
- Provide a range of residential unit sizes to respond to a broad demographic and a wide set of homeowner needs.
- Promote innovative building designs that minimize the visual impact of garages and parking areas within the public realm.
- Provide context sensitive buildings designed to respond to their location within the development and to adjoining uses.
- Ensure that buildings on priority lots (such as view terminus dwellings, or backing or flanking open space areas, etc.) are given special design consideration.
- Incorporate principles of CPTED (Crime Prevention Through Environmental Design) in order to promote a safe, pedestrian-friendly environment.
- Provide access to various high-quality private and public spaces associated with residences.



*Promoting access to open space and recreational uses*



*Supporting active transportation*



*Promoting innovative building designs that respond appropriately within the development*

## 2.3 Sustainability

Sustainable development practices balance the health and well-being of the environment and related resources with the pressure of urbanization, bringing forward strategies to better manage increased population densities, resource and energy consumption and vehicular traffic volumes.

The following sustainable development practices will be incorporated:

- Provide a naturalized approach to storm water management facilities.
- Ensure overland flow routes respond to natural drainage patterns of the site.
- Preserve and enhance existing natural features and utilize them as an opportunity to create a linked open space system.
- Increase top soil depth on residential lots to provide extra storm water storage at the landscape area, reduce runoff from the site and enhance infiltration and evapotranspiration.
- Provide street tree planting and landscaping that increases the urban canopy, creates comfortable micro-climate conditions, mitigates negative seasonal effects (wind breaks or shade canopy) and contributes to overall biodiversity.
- Source local materials and manufactured components where possible to reduce transportation emissions.
- Provide logical and convenient pedestrian connections throughout the community to promote walkability.
- Implement resource management measures during construction to ensure trades work efficiently to reduce and eliminate waste.
- Provide erosion control measures and filter cloths on all catch basins during construction.
- Utilize energy efficient materials and home construction methods, where feasible, including:
  - Increased insulation / air tightness and efficient heating, hot water and air conditioning systems;
  - High-performance windows;
  - CFC reduction in HVAC equipment
  - Sealed ducts for better air distribution;
- Water conservation through use of low-flush toilets;
- Low maintenance building materials;
- Low-emitting adhesives and sealants, paints and coatings, and carpets and flooring;
- Use of materials with recycled content, where feasible/practical.

# 3.0

## Public Realm Guidelines

The public realm is a vital component of the proposed subdivision that will work together with private realm elements to assist in the efficient functioning of the neighbourhood. A successful public realm provides:

- A functional, safe, sustainable, and enriching environment.
- Attractive streetscapes with generous landscaped boulevards.
- A network of streets that accommodate multi-modal choices for pedestrians, cyclists, and vehicles.
- Pedestrian linkages that connect the residential population to open spaces and the larger community.
- Well-designed street furnishings and wayfinding elements that provide orientation, identity and a sense of place.

Detailed design drawings for public realm elements will be provided by the developer's Landscape Architect as part of their landscape submission. All open space, streetscape and landscape elements within the Pretty River Preserve development will be designed in accordance with current Town standards.



### 3.1 Structuring Elements

Structuring elements within the proposed development include:

- A development pattern influenced by adjacent land uses and existing road patterns.
- A road network that connects to the established road pattern to the north through the extension of Dey Drive (Street A).
- Street A, which will be designed in accordance with municipal standards representing a 20.0 metre wide local road with a 1.5 metre sidewalk located on the north side of the road.
- An open space block of 0.12 hectares located along the northern limits of Street A that will serve as a landscape buffer area screening views of the development from the adjacent residential uses to the north. A second open space block is proposed between townhouse Blocks 4 and 5 and will be conveyed to the Town.
- A trail block of 4.0 meters in width located in the west portion of the site that permits an active transportation connection to the existing and planned trail network surrounding the site.
- Street townhouses, contained within 5 blocks, are the sole built form type proposed within the development and will occur on the south and east sides of Street A backing onto the Environmental Protection Lands surrounding the site.
- Street townhouses will occur on minimum lot frontages of 7.5 metres, with end units having greater lot frontages, and will consist of front-loaded garages and driveways accessed from Street A.
- Townhouses that are envisioned to have 2-storey massing and occur in groupings of 4 to 8 units, per block.



*Precedent images of streetscape treatments and active transportation infrastructure within the development*



*Examples of built form and intended architectural character for the Pretty River Preserve development*

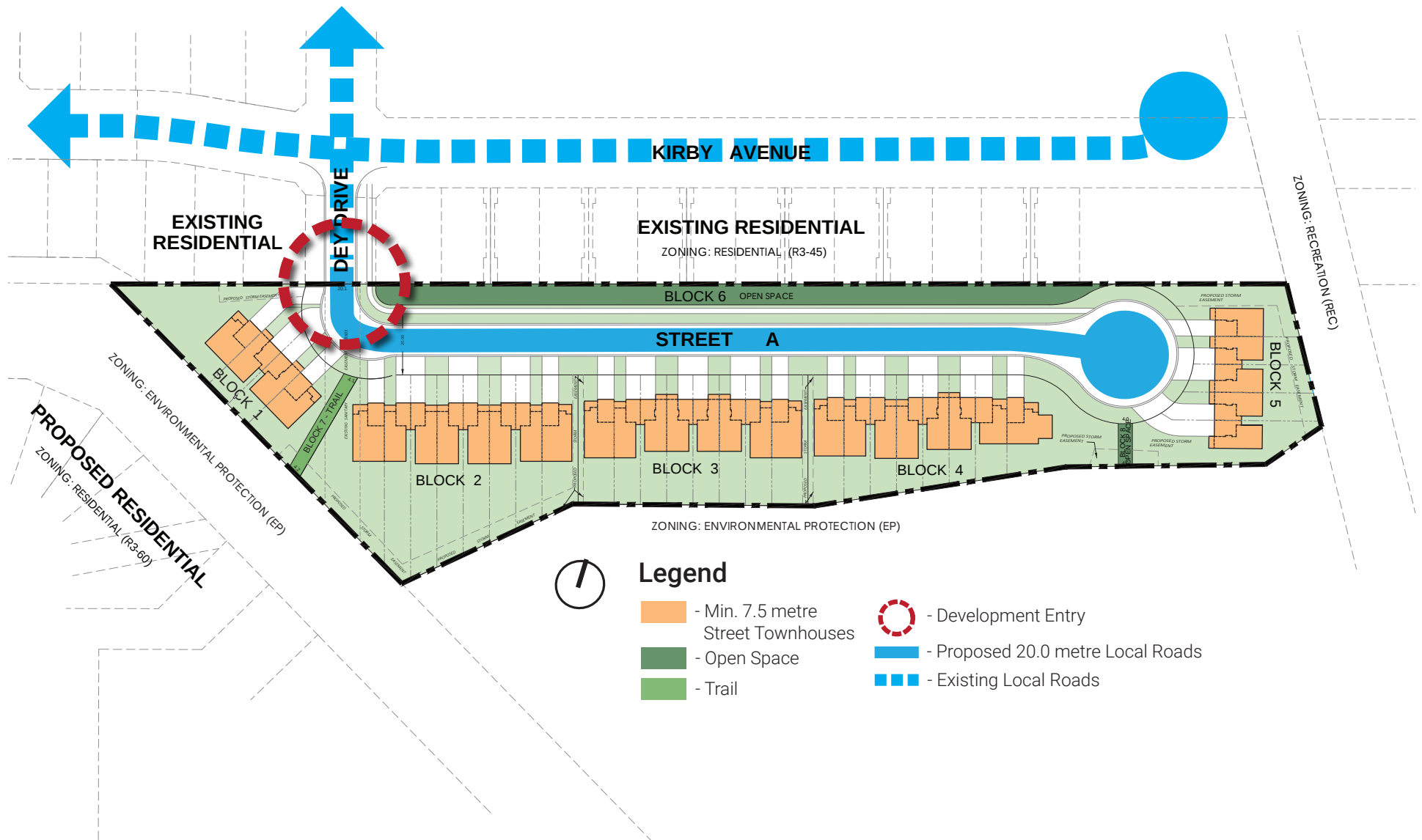


Fig. 3.1 - Pretty River Preserve Structuring Elements Plan

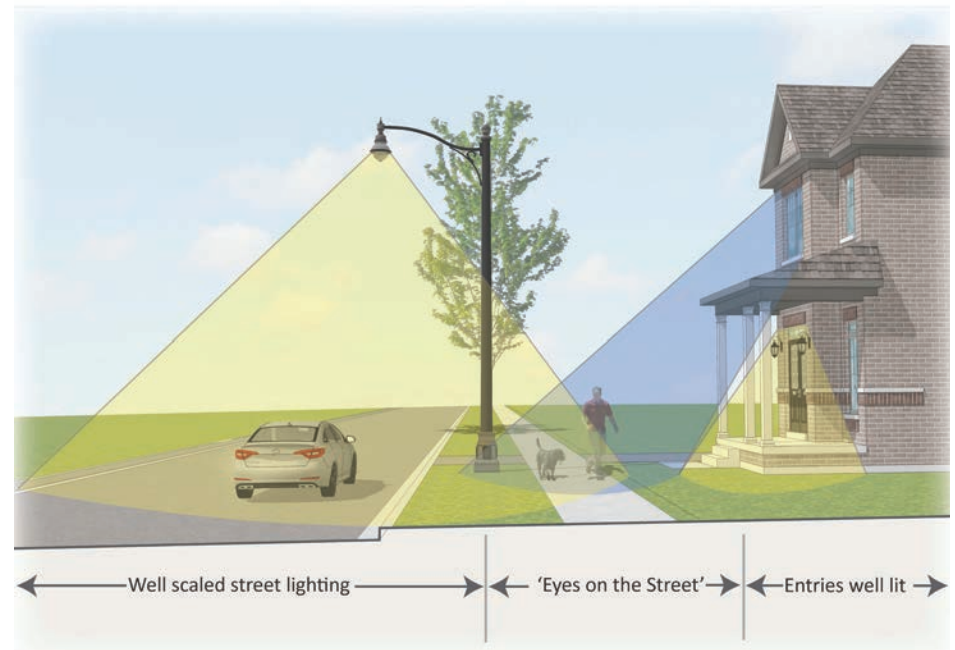
## 3.2 Community Safety and Connectivity

Community safety is a fundamental cornerstone of creating a sustainable new neighbourhood. In order to promote a safe, pedestrian-friendly community, the design of the neighbourhood will incorporate the principles of CPTED (Crime Prevention Through Environmental Design), including the following:

- Pedestrian and cycling routes should be well-defined and allow for safe and easy connectivity through the community.
- Open space amenities shall be located within comfortable walking distance of all residents and linked via a sidewalk and/ or trail network.
- A clear definition between public and private space should be provided through the design and placement of buildings, fencing and landscaping.
- Site planning and building design should allow for visual on-look of public spaces.
- Safe sightlines should be maintained at all intersections.
- Ample fenestration facing public areas should be provided to promote casual surveillance or “eyes on the street”.
- Front porches that create a transitional area between the street and the home are encouraged.
- Main entrances should be visible from the street, clearly defined, well lit and connected to the street, sidewalk or driveway by a hard surface walkway.
- The presence of the garage within the streetscape should be diminished by limiting its projection in front of the house.
- Lighting should be designed to relate to the pedestrian scale. It should be directed downward and inward to mitigate negative impact on neighbouring uses and help maintain a dark nighttime sky to the extent feasible.
- To promote active transportation within the development, the following infrastructure is proposed:
  - A 1.5 metre sidewalk located on the north side of Street A that connects to the existing sidewalk network along Dey Drive and Kirby Avenue.
  - A trail block in the west portion of the site that will permit a connection to the existing and/ or planned trails located south of the site.



*Promoting pedestrian / cyclist connectivity, comfort and safety will assist in creating a sustainable, healthy community*



*Dwellings should be designed to provide 'eyes on the street' and large porches to foster a safe, pedestrian-oriented neighbourhood*

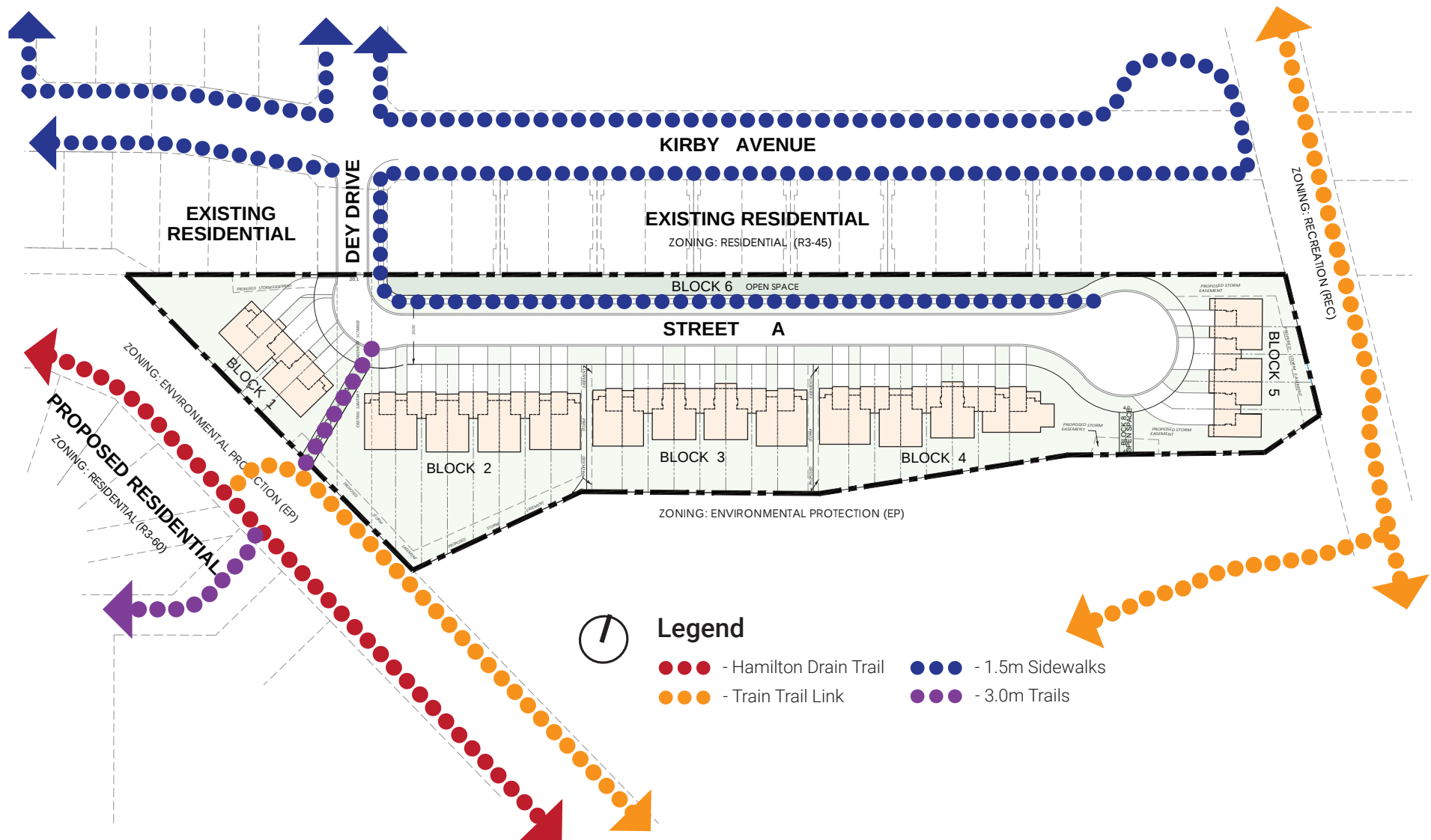


Fig. 3.2 - Pretty River Preserve Active Transportation Plan

### 3.3 Open Space Elements

The open space elements will consist of:

- Open Space Blocks; and,
- Trail Block.

These features combine to play an important role in establishing the structure and character of the subdivision. Careful planning of green open spaces is important in contributing to the identity of the neighbourhood, sustainability, connecting residents to the outdoors and promoting an active lifestyle.

#### 3.3.1 Open Space Blocks

Within the Pretty River Preserve development, an Open Space Block of 0.12 hectares is proposed on the north side of Street A adjacent to existing residential north of the site. This area will serve as a landscape buffer / corridor between the existing and proposed residential.

The preservation and enhancement of the woodlot should conform to the following:

- Provide soft screening of new development through dense planting while creating a green community edge.
- Provide opportunities for enhanced planting areas at key areas of the development.
- Native plant material are encouraged to be used for any edge planting within the open space block.
- Planting design to be in accordance with the Town of Collingwood's Standards.

#### 3.3.2 Trail Block

Within the subdivision, a trail block is proposed and will provide for an active transportation connection between the road and the surrounding Environmental Projection Lands to the south, east, and west.

- The trail shall be paved with a suitable hard surface material and be designed to ensure a safe, comfortable and attractive environment for walking, including accommodating the passage of persons with a wide range of abilities.
- The trail shall have a direct and easy connection to the street and sidewalk, where feasible, of adjacent areas and minimize the number of points at which pedestrians are encouraged to cross vehicular areas.
- Pedestrian barriers at the ends of the trail may be used as passive devices to force pedestrians and cyclists to slow down prior to accessing the street and/or sidewalk.
- The trail block will be designed in accordance with Town of Collingwood standards, which consists of a 3.0m wide asphalt trail with a minimum 1.0m wide mow strip/ drainage swale on each side.
- Architectural upgrades to the side and rear elevations, flanking the trail block, will be required.

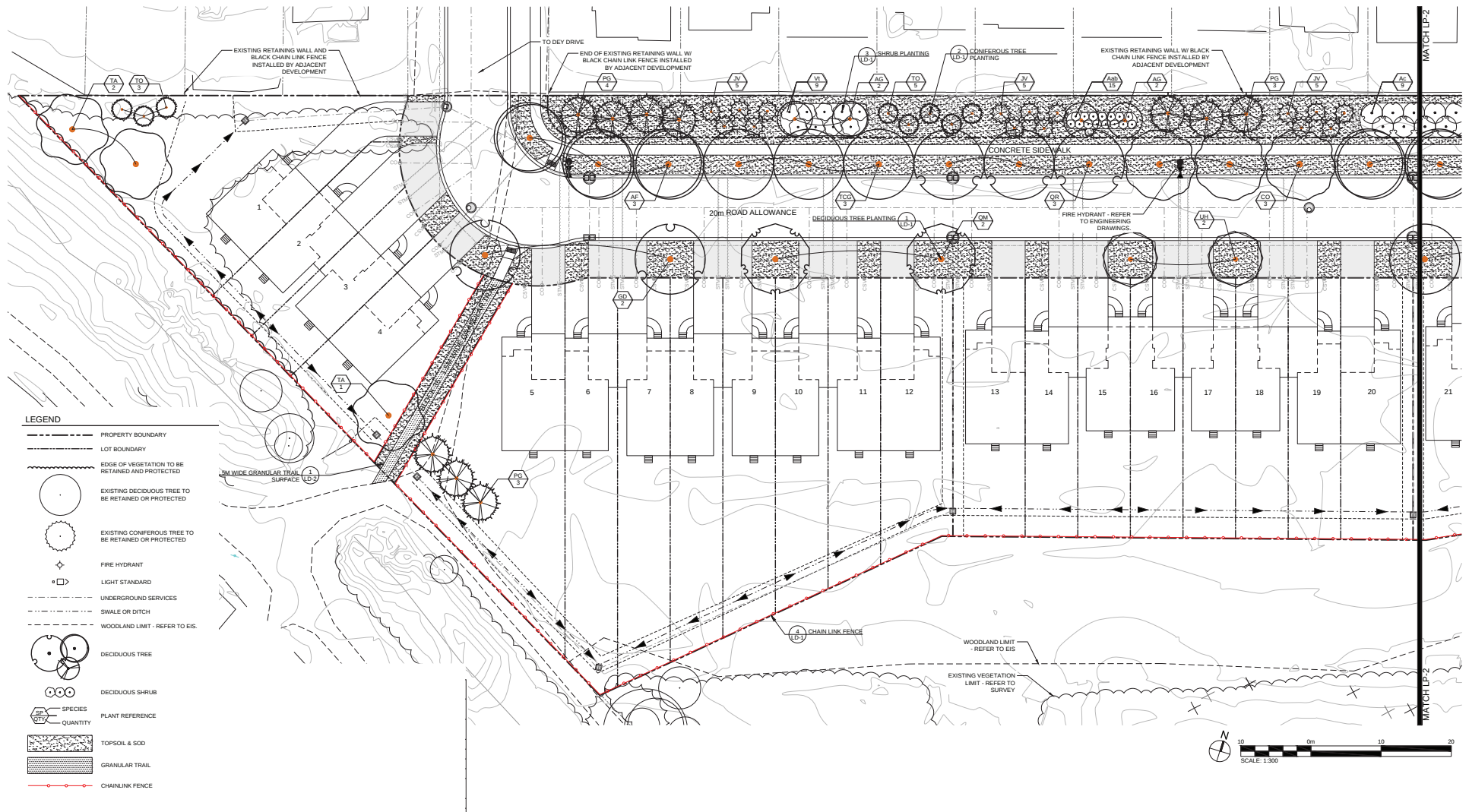
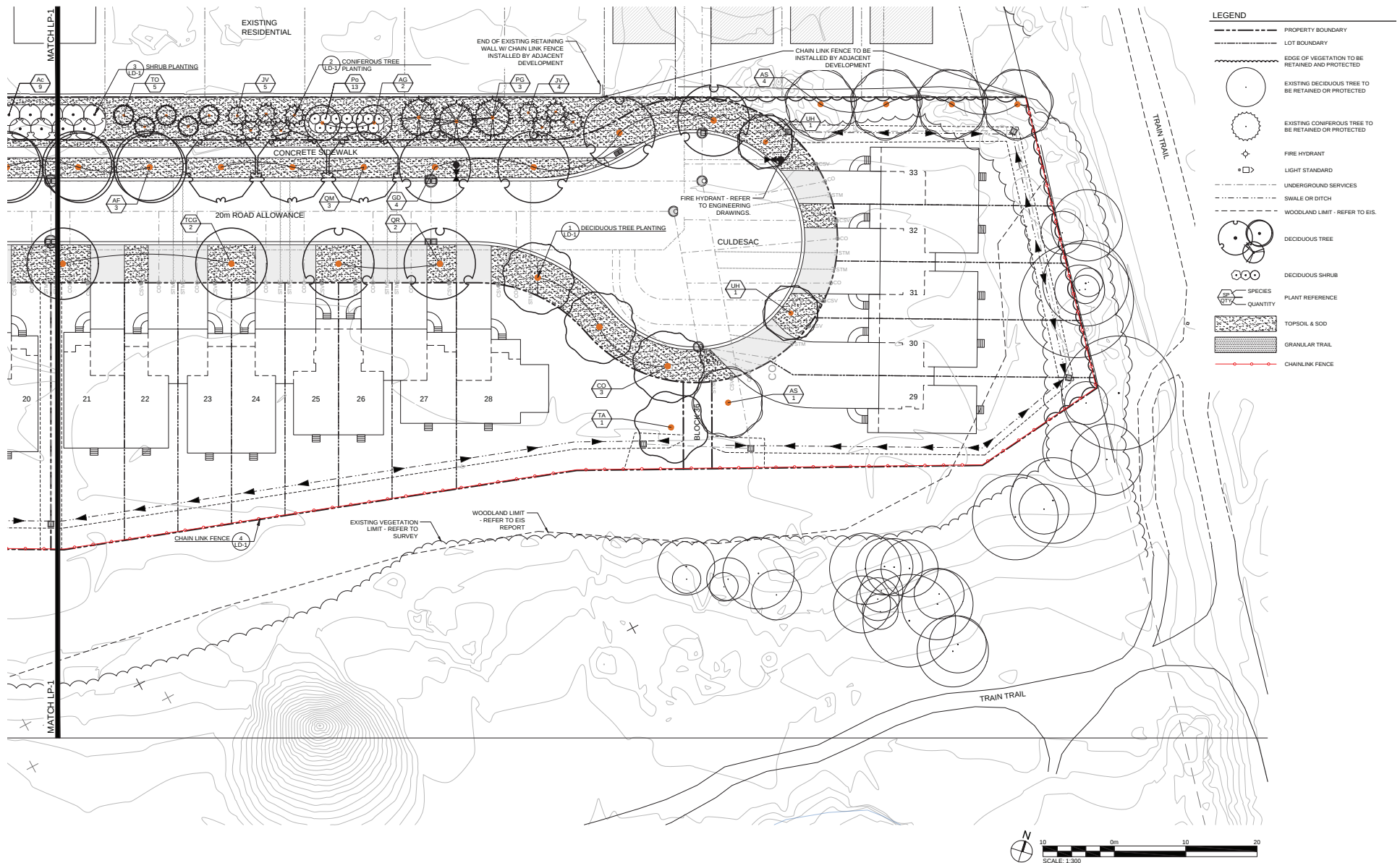


Fig. 3.3a - Pretty River Preserve Landscape Plan (West Half) - Prepared by Crozier Consulting Engineers



### 3.4 Streetscape Design

The street zone is the most visible public area within any new development. It consists of the elements within the street right-of-way and of the built form located within the adjacent private realm which forms the 'street wall' enclosing the street. The streetscape design elements within the proposed subdivision will consist of:

- Street trees;
- Community mailboxes;
- Street furniture;
- Fencing; and,
- Street network.

#### 3.4.1 Street Trees

The following guidelines should be applied:

- In order to provide a sustainable amenity for the subdivision and enhance the streetscape, a boulevard tree planting scheme will be designed and installed.
- All streets are to be planted with single row of street trees within the boulevards. Boulevard tree spacing should be based on the objective of creating a continuous tree canopy at maturity.
- All tree planting locations shall be coordinated with the underground and above-ground utilities to avoid conflicts with driveways, light standards, transformers, etc.
- Boulevard trees should be planted on the municipal side of the property line.
- Same species should occur on both sides of the street, extending the full length of the block. However, large mono-cultural planting should be avoided.
- Native species are encouraged.
- Street trees will be planted in rhythmic form. Intersections should be planted with flowering street trees and street lengths planted with large canopy trees. This helps to emphasize the approach of an intersection.
- All street trees shall be sited in accordance with the Town of Collingwood's Standards.



*The streetscape shall be designed to create an attractive, pedestrian-friendly public realm*



*Conceptual image of boulevard street tree planting*

### 3.4.2 Community Mailboxes

Community mailboxes provide an opportunity for meeting and interaction within the Community. Mailboxes can serve as important activities in the daily routines of residents.

The following guidelines should be applied:

- Design and siting of Community Mailboxes shall be in accordance with the requirements of both Canada Post and the Town of Collingwood.
- Community Mailboxes should be sited in high-profile located within the road right-of-way.
- Community Mailboxes may be incorporated into flankage lot locations.
- Community Mailboxes should be located within a five minute walking distance of every dwelling.
- All structural footprints will be minimized and pervious materials will be encouraged, when feasible, to increase infiltration.

### 3.4.3 Street Furniture

Street furniture occurs within the public right-of-way and typically includes street lights, mailboxes, utility elements, etc. Street furniture will be coordinated and established in accordance with the Town standards.

The following guidelines should be applied:

- Utility infrastructure should be located away from open space frontages, where feasible.
- Street lighting will be in accordance with Town of Collingwood standards (selected from existing palette of poles and fixtures). The ultimate street light design will be determined at the detailed design stage.
- The location of street lights is encouraged to alternate from one side of the street to the other, where feasible, and shall be located in accordance with Town standards.
- Above ground infrastructure should be located and designed to be compatible, organized and visually minimized.



*Conceptual Image of Community Mailboxes*



*Conceptual images of potential street lighting*

### 3.4.4 Fencing

Several types of fencing may be provided depending on the need for privacy and containment. The design of fencing visible from the public realm should portray a consistent theme through design, materials and colour throughout the proposed development. All fencing shall be in compliance with municipal standards and all applicable noise attenuation requirements.

#### Chainlink Fence

- Black vinyl chain link fence is required where proposed residential uses abut open space features and the trail.
- Chainlink fence height should be 1.2m to 1.8m depending upon the locations.

### 3.4.5 Street Network

The proposed development provides for a new street designed to accommodate walking, cycling, and vehicles which reinforces the vision of a pedestrian-oriented neighbourhood with multiple linkage opportunities. In this regard, streetscape design should be focused on creating an attractive, comfortable and pedestrian-scaled environment that provides for public connectivity throughout the development.

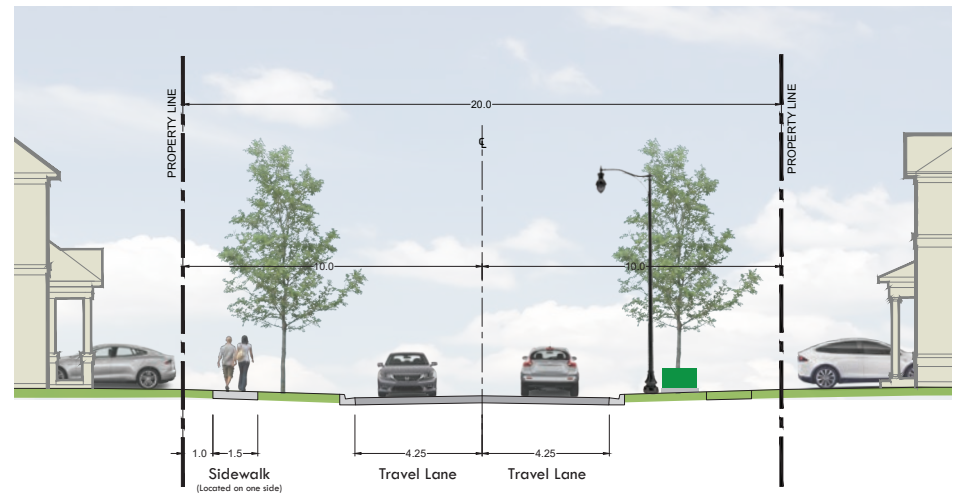
Key considerations in the development of the street network are:

- The development of an urbanized cross-section (i.e. curb and gutter, rather than ditches) for all streets within this new residential development.
- Street elements such as light standards, street furnishings and signage should be combined and coordinated where appropriate, to create consistency and continuity both in design and placement.
- In order to create a continuous and uniform canopy on both sides of the street, street trees and sodded boulevards shall be provided in accordance with Town standards.
- Street name signage shall be incorporated to facilitate orientation and wayfinding.
- On-street parking should occur on public streets, wherever feasible.

- All streets and streetscape elements shall be designed in accordance with Town standards.
- Refer to diagram below which illustrates the intent of street design within the subject site.



*Conceptual image of chain link fencing*



*Conceptual Cross Section for 20.0m Local Road*



# 4.0

## Compliance With Collingwood's Urban Design Manual

The following section analyzes components of the Town's Urban Design Manual (UDM) pertaining to Site Layout, Buildings, Active Transportation, and Landscaping / Public Spaces. A response is provided that corresponds with the UDM section number describing how the proposed development complies with relevant design guideline, where applicable.

### UDM Sec. 4 - Subdivisions

#### A. Layout

- The following excerpt, taken from the Planning Justification Report prepared by Loft Planning, dated June 2026, provides justification for the proposed subdivision layout:
  1. *The development is proposed as a plan of subdivision, consisting of townhouse dwellings on a municipal road, as opposed to a condominium structure, and will not impose condominium fees on future homeowners.*
  2. *The proposed layout is designed so that rear yards back onto the adjacent environmentally sensitive area, enhancing the value of the proposed units while ensuring long-term protection through fencing and provisions contained within the Subdivision Agreement registered on title.*
  3. *The proposed layout enables staggered townhouse front façades, enhancing streetscape character and increasing parking opportunities, including street parking, while avoiding a uniform, barrier-like street condition.*

4. *The proposed layout provides increased lot widths, which in turn allow for the potential provision of additional parking to accommodate accessory dwelling units (ADUs).*
5. *The development would experience a reduction in the number of units if Welton were required to dedicate a municipal road allowance and implement a reverse lotting layout incorporating a window street.*
6. *The street design continues to integrate natural elements without depending on the environmentally sensitive area, as this area does not function as usable outdoor amenity space such as a park.*
7. *The proposed layout aligns with recent development patterns along the Hamilton Drain Trail, such as the Pretty River Estates Subdivision (Phase One), Townhomes of Pretty River, and the Indigo Estates (Eden Oak) Subdivision, which incorporate private rear yards backing onto the trail system and established connections to the trail network. In a similar manner, the proposed layout includes rear backyards abutting the environmentally sensitive area, with defined connections to the Hamilton Drain Trail and a future connection opportunity to the Train Trail Link.*

#### B. Parks and Open Space

- No parks are proposed within the subdivision; however, as previously indicated, an open space block is proposed along the northern boundary of the site serving as a landscaped buffer between the existing residence to the north and those of the proposed residential development.

#### C. Neighbourhood Centre Park

- Not applicable

#### **D. Perimeter**

- The subdivision is bounded by existing residential uses to the north and Environmental Protection lands to the south, east, and west. In order to minimize impacts on the surrounding land uses and environmental features, the following perimeter conditions have been established:
  - Along the southern, eastern, and western edges of the site, the rear yards of private lots have been positioned adjacent to the Environmental Protection lands, establishing an appropriate and functional transition that is consistent with grading and stormwater management requirements. To ensure a high standard of built form quality along these perimeter conditions, the rear elevations of street townhouse units in these locations shall incorporate enhanced architectural treatments that reflect and emulate the design characteristics found on the front façade;
  - Along the northern edge of the site, the rear yards of existing residential properties fronting Kirby Avenue will back onto the subject lands. To establish an appropriate and sensitive perimeter treatment, Street A has been positioned within the northern portion of the site, with an open space block incorporating structured landscaping treatments serving as a buffer between the proposed development and the existing residential uses to the north;
  - At the eastern and western extents of the site, the flankage elevations of end units will interface with the rear yards of existing residential properties to the north. In these locations, adequate setback distances, block orientation, and private lot landscaping have been carefully considered and incorporated into the subdivision layout to minimize potential privacy and overlook impacts on the adjacent properties.

#### **E. Subdivision Gateway**

- Not applicable

### **UDM Sec. 5 - Lots**

#### **A. Configuration**

- Within the subject site, street townhouses are proposed and will occur on minimum lot frontages of 7.5 metres. Greater lot frontages may be provided for end units;
- The proposed townhouse blocks are arranged along the south, east, and west sides of Street A, oriented perpendicular to the roadway to establish a consistent and well-defined street edge. An exception to this arrangement occurs at the pie-shaped end units, where the geometry of the lot fabric necessitates a modified block orientation at the ends of Block 1, 2, and 4.
- Proposed unit frontages shall be in accordance with the minimum lot frontage and area stipulated under the zoning by-law.

#### **B. Priority Sites & Bridgeheads**

- The proposed subdivision design incorporates a local road that curves and then terminates as a cul-de-sac within the eastern portion of the development. The townhouse blocks situated at the terminus locations, as identified on the Priority Lot Plan, will serve an important urban design function by terminating view corridors along Street A and acting as visual anchors that convey the overall architectural quality and character of the development.

#### **C. Neighbourhood Centre Park Arrangement**

- Not applicable

#### **D. Narrow Lots**

- Within the subdivision, street townhouses are proposed, occurring on minimum lot frontages of 7.5 metres. The Urban Design Manual considers townhouses as narrow lots;
- To mitigate the visual presence of garages within the streetscape, a variety of garage configurations are proposed that are generally incorporated into the main massing of the building. Garage doors are not anticipated to exceed 50% of the unit frontage.

## UDM Sec. 6 - Site Layout

### A. Streetscape

- The site layout provides for a single local road that extends from the existing road network to the north, with building front facades, active uses, and public spaces to create a vibrant streetscape;
- Buildings facing publicly visible areas are designed with animated facades to avoid blank walls;
- Ample fenestration, entrances and porches are provided in all building types to ensure overlook of the street / public realm;
- All buildings will be sited with a close relationship between the front façade and the street to foster a vibrant and pedestrian-oriented development;
- Buildings backing onto the adjacent environmental protection lands are designed with active rear elevations and required fencing treatments. Buildings are generally sited parallel to the property lines;
- A variety of development patterns has been provided. The proposed development includes street townhouses 7.5 metre minimum lot frontages and 2-storeys in height. Wider end units are proposed for certain blocks.

### B. Parking

- Parking for townhouse dwellings are provided on the individual lot within a private attached garage and driveway. Seasonal surface parking is provided on all municipal roads, in accordance with Town By-laws;
- All parking spaces will be sized to meet municipal standards;
- Building designs shall minimize visual impact of garages and parking areas within the public realm.

### C. Structures Fronting a Laneway

- Not applicable

### D. Arterial Corridors

- Not applicable

### E. Relationship of Uses

- The proposed development provides a sensitive interface with active facades facing adjacent uses;

- The proposed development plan and landscape plans will demonstrate a cohesive and harmonious development with a compatible arrangement of built form and sensitive transitions between varying uses, including consideration to maximize separation between existing and proposed residential uses through the street and open space block placement;
- The development will be sensitively designed to arrange buildings so they appropriately define the street, open space areas and adjacent uses;

### F. Site Character

- Aside from the themed architectural character of the building typology, a variety of design elements have been provided to add to the character of the development, including: a trail block and a landscaped open space block;
- The landscape plan will promote quality landscape treatment through layout, design, materials, and implementation to create an attractive appearance and distinct character. This includes design treatment of the public road, street trees and planting, integration of street utilities and lighting, design and functioning of the open space block, and connections to the environmental protection lands.

### G. Patios & Dining Areas

- Not applicable

### H. Industrial Outdoor Display

- Not applicable

### I. Outdoor Display & Retail

- Not applicable

#### **J. Open Areas**

- An Open Space Block of 0.12 hectares is proposed on the north side of Street A. This block will serve as a landscape buffer between existing residential uses to the north and proposed built form to the south;
- A second open space block is located on the south side of Street A, in the western portion of the site, between townhouse blocks 4 and 5; this block will be conveyed to the Town.
- In addition, a trail block is proposed in the west portion of the site to provide an active transportation linkages to the existing/ planned trail system within the environmental protection lands located south, east, and west of the site;
- Collectively, these open spaces, in addition to the adjacent environmental protection area, will serve as the primary open space amenity areas and residential enclave. All open space features will be detailed on the landscape plan and designed in accordance with Town standards.

#### **K. Outdoor Amenity Space**

- Each dwelling unit will have its own private amenity space. For street townhouse dwellings, each unit will have a private rear yard.

#### **L. Building Service Uses**

- All service uses should be contained within the private lot with minimal impact on the streetscape.

#### **N. Utilities**

- Utility meters on buildings will be located discreetly away from public view or screened within architectural niche or with landscaping to limit exposure to highly visible public areas, in accordance with the local utility company standards;
- Air conditioning units will be located in yards away from public spaces, where feasible. If this is not feasible, the a/c unit will be screened with landscape treatments;
- An above ground services plan will be prepared for review by the municipality to ensure the location of transformers, switch boxes, etc. will minimize negative visual impact on the streetscape.

#### **O. Lighting**

- A lighting / photometric plan will be submitted to ensure sufficient and appropriate site lighting is provided;
- All site lighting will be dark sky compliant and energy efficient to minimize negative environmental impact. Lighting will be directed downward and inward to ensure a safe and secure development and avoid impact on adjacent uses;
- All building entrances, pedestrian routes, and public open spaces (i.e. trail block) will be adequately lit. Lighting fixtures that support the architectural character of the proposed development will be selected.

#### **P. Trash & Recycling**

- For street townhouse dwellings, garbage will be stored within the garage (garbage pick-up will be undertaken by the County).

#### **Q. Campus Design**

- Not applicable

#### **R. Snow Storage / Melt**

- Snow storage areas will be accommodated on the private lots, and to an extent, the public boulevard.

#### **S. Stormwater Management**

- Property line swales and storm easements have been provided to direct drainage to appropriate outlets.

## UDM Sec. 7 - Buildings

### A. Building Placement & Orientation

- Buildings will be sited with main front facades and building entrances facing and generally parallel with the adjacent roadway;
- All buildings will generally be sited close to the front setback line to create a defined street edge and an animated, pedestrian-friendly streetscape;
- Street walls have been defined through the placement and setbacks of buildings;
- Main entrances to buildings are visible and accessible from the adjacent street;
- Buildings are oriented and designed to create attractive public views.

### B. Building Façade: Streetscape

- A variety of facade treatments will be provided to ensure vibrant and visually cohesive streetscapes are achieved.

### C. Corner Sites

- Not applicable

### D. Building Groupings

- The proposed development includes street townhouses with a coherent architectural character, materials and colour palettes that are complementary to each other, refer to sample elevations on this page;
- The buildings have been designed and grouped in a logical and functional manner to ensure appropriate relationships with other buildings and the public realm;
- Individual outdoor amenity spaces for dwellings have been arranged for privacy, access to sunlight and attractive views.

### E. Context

- Building architecture will incorporate ample use of porches, fenestration, façade articulation, interesting roof forms, variety of materials, landmark design features, etc. that will provide a coherent theme and unique sense of place within the community while providing a development pattern / built form that is compatible with and complementary to the character of neighbouring developments; refer to sample elevations on this page.



*Conceptual elevations of the intended architectural character for Pretty River Reserve*

## F. Height and Mass

- Street townhouses will be 2-storeys in height.

## G. Building Façade

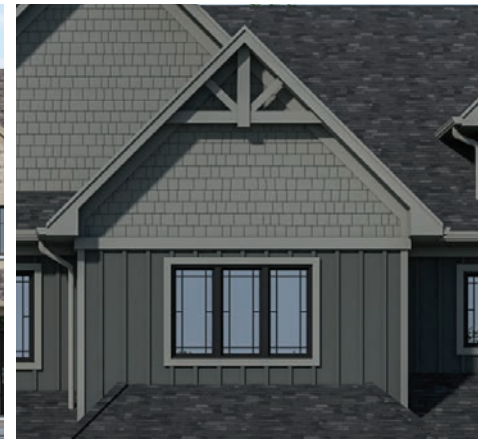
- The proposed architectural character of new residential buildings within Pretty River Preserve is influenced by Craftsman-inspired styles, consistent with the Lakeshore and Mountainside Recreation architectural character descriptions established under Appendix A of the Town's UDM. This meets the architectural style requirements of the Town's UDM and is consistent with existing communities in Collingwood;
- Building facades for each building type will be designed with vibrant façade treatments, that will support the Craftsman architectural theme for the development and provide visual interest; refer to images on this page depicting the defining Craftsman style characteristics;
- A coordinated application of high-quality building materials will be proposed, including: masonry veneer (brick and stone) siding (board + batten and horizontal shiplap profiles) and a variety of accent elements (i.e. shakes, gable details, brackets, etc.).
- The generous use of fenestration, projections / recesses and porches/ entry features will also contribute to an attractive streetscape;
- Façade treatments complement and support the Craftsman-inspired architectural style complimentary to built form in Collingwood.

## H. Articulation

- Street townhouse dwellings will use a variety wall and roof form articulation together with variations in model designs to break up the massing of the buildings and provide architectural interest.

## I. Entrances

- Primary building entrances will be designed as focal features for each townhouse unit and given architectural emphasis;
- All main entrances will be oriented and visible to the adjacent street;
- Weather protection (through the use of covered porches, canopies, overhangs, recessed entries) will be provided.



*Defining characteristics of the Craftsman style envisioned for the Pretty River Preserve development*

#### **J. Fenestration**

- Ample fenestration, that is architecturally compatible with the dwelling design, will be incorporated into all proposed townhouse blocks to create attractive facades and provide overlook of public spaces;
- Windows will be high quality, low maintenance, energy efficient and proportioned, reflective of the architectural style proposed.

#### **K. Blank Walls**

- Blank walls exposed to public views will be avoided to ensure attractive views are maintained throughout the proposed development.

#### **L. Mixed Use**

- Not applicable.

#### **M. Retail Facades**

- Not applicable.

#### **N. Roofs**

- Street townhouse dwellings will have pitched roof forms. The use of roof gables and other forms of roofline modulation has been incorporated into the design of each building to create visual interest and massing variation.

#### **O. Facade Material**

- The proposed facade materials will incorporate a mix of brick, stone and prefinished siding (vertical board + batten and horizontal shiplap profiles) together with accent materials such as shakes, gable timber posts and trim elements. Other materials will be considered by the Control Architect;
- These materials support the Craftsman style architectural character proposed for the Pretty River Preserve development.

#### **P. Colour**

- A variety of coordinated colour palettes that support a Craftsman style architectural character will be provided to ensure a visually vibrant residential enclave.

#### **Q. Priority Sites**

- A Priority Lot Plan has been included in this report to identify the location of priority sites within the development; refer to Figure 4.0 on the following page;
- Buildings in priority locations will have enhanced architectural treatments that provide landmarks within the streetscape, this includes:
  - View Terminus Dwellings ; and,
  - Upgraded Rear and Side Architecture.
- View Terminus Dwellings occur at street elbows or at the terminating point of the cul-de-sac. Dwelling units in these locations play an important role in the streetscape by terminating a long view corridor. Because of their prominence, View Terminus Dwellings should include architectural and features and landscaping elements that serve to enhance the view corridor and provide visual interest;
- Upgraded Rear and Side Architecture is required where elevations are exposed to public view. This will be required for dwellings which back or flank onto the trail and open space blocks and the surrounding environmental protection lands. The exposed side and/or rear elevations of these dwellings shall have a level of quality and detail consistent with the front elevation of the dwelling.

#### **R. Heritage Adjacency**

- Not applicable.

#### **S. Residential Standards**

- Buildings will be designed with a Craftsman style architectural theme;
- The design of facade treatments, materials, massing, fenestration, articulation and detailing comply with design guidelines and contribute to high quality building elevations that reinforce the Craftsman style architectural theme;
- Articulated roof forms will be provided to create varied and interesting streetscapes;
- Buildings will be designed to create a clear definition between public and private spaces. The use of covered front porches and landscaped front yards provides a clear transition between the public space of the sidewalk/ street and the private space of the building;

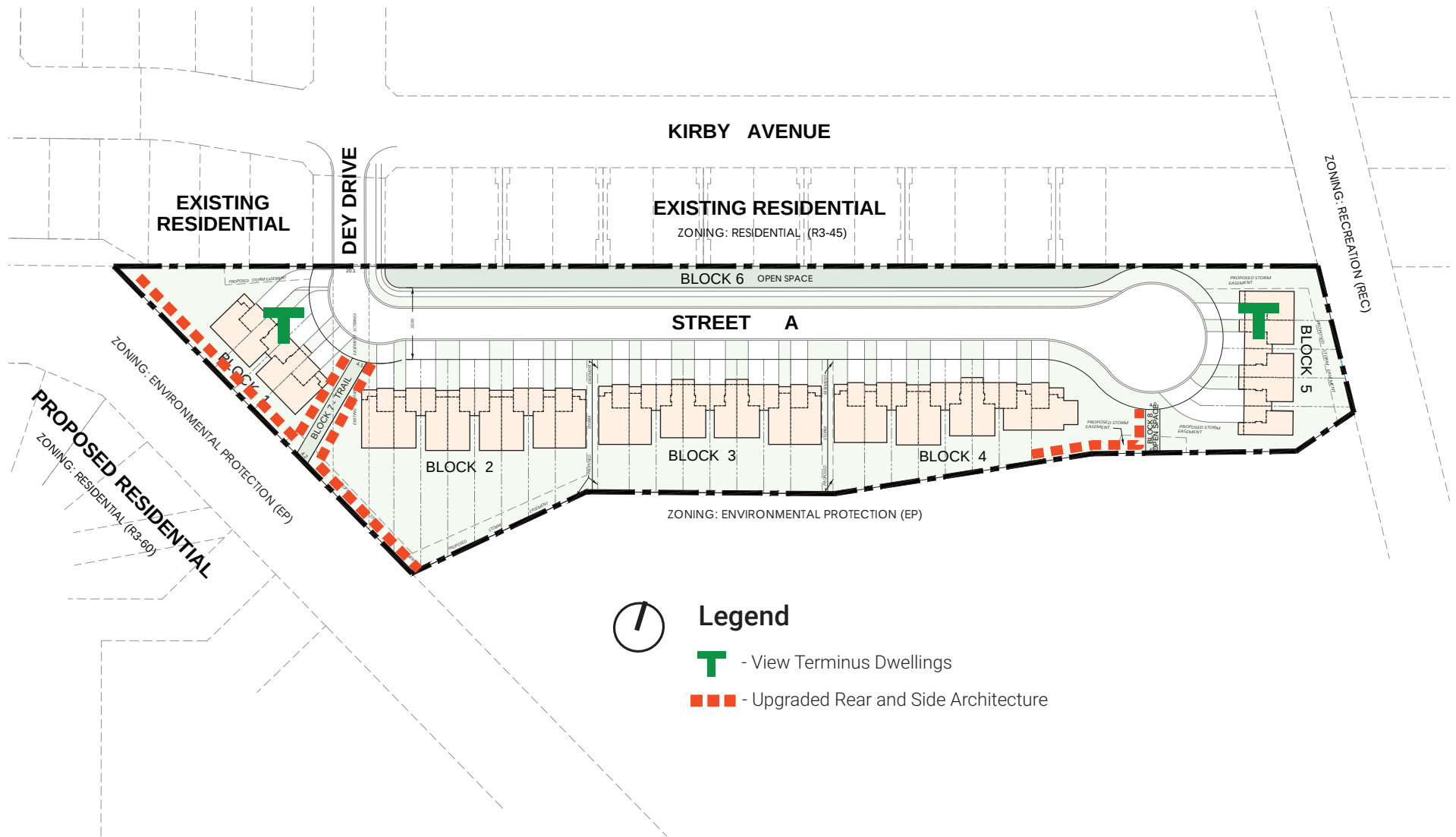


Fig. 4.0 - Pretty River Preserve Priority Lot Plan

- Main entrances will be visible from the street and ground-related;
- All attached garages will be incorporated into the main massing of the building and should generally be recessed or flush with the main entry feature (i.e covered porch). On a limited basis, the garage may project beyond the porch, subject to review by the Control Architect. A variety of attached garage configurations are provided for street townhouse dwellings;
  - 7.5m wide townhouses will have 1 or 1 1/2-car garages located on the front facade facing the municipal road;
  - Based on the minimum unit width of 7.5 meters, the garage door width should not exceed 3.75 metres (12'0").
- Visual interest will be provided within the streetscape through variations in building design and elevation treatments between differing models to avoid monotony and ensure variety;
- Appropriate transitions in building massing, where applicable, will be provided to provide a cohesive streetscape;
- Townhouse buildings will utilize differing building lengths in order to avoid monolithic buildings. The maximum length of a townhouse block will be 8 units.

## UDM Sec. 8 - Active Transportation

### A. Pedestrian Circulation

- Logical, direct, and barrier-free pedestrian circulation will be accommodated throughout the proposed development as demonstrated on Figure 3.2 - Pretty River Preserve Active Transportation Plan;
- A 1.5m wide concrete sidewalks will be provided on the north side of Street A that connects with the existing sidewalk network north of the site;
- The sidewalk will be located on one side of the street in accordance with the Municipal standard for a 20.0m Local Road;
- A trail block of 4.1 metres in width is proposed in the east end of the site and will facilitate an active transportation route and offers greater permeability throughout the subdivision. Paved travel routes will be a minimum 3.0m wide in these areas;
- The trail block will permit a connection to the existing and planned Hamilton Drain and Train Trails located south, east, and west of the site;
- Sidewalks will be separated from vehicle travel lanes by use of concrete curbs and a sodded boulevard containing street trees, utilities, and street lights, in accordance with town standards;
- Pedestrian crossings, where proposed, will be provided in logical and safe locations and marked accordingly to minimize pedestrian / vehicular conflicts.

### B. Enhanced Pedestrian Connection

- Pedestrian connectivity will be enhanced by employing a permeable street pattern that avoids excessive block lengths and provision of a trail in a key location.

### C. Pedestrian Amenities

- The trail block provides access to the existing and planned trail network adjacent to the subject site within the environmental protection lands.

### D. Street System

- Street blocks lengths have been kept short and the trail and sidewalk have been provided to create an interconnected and easily navigable street and sidewalk network that will encourage active transportation.

#### **E. Parking Areas**

- Not applicable.

#### **F. Trails**

- Although trails are not proposed within the subject site, the proposed trail block will provide access to the existing and planned Hamilton Drain and Train Trails located south, east, and west of the site.

#### **G. Bicycle Circulation**

- Bicycle circulation within the proposed development can be accommodated on the municipal road network and adjacent trail system;
- Bicycle parking spaces will be provided on individual private lots.

#### **H. Transit Circulation**

- Not Applicable.

#### **I. Wayfinding**

- Directional / street signage and other wayfinding elements may be considered in accordance with Town standards.

### **UDM Sec. 10 - Landscaping and Public Spaces**

#### **A. General Design**

- The landscape plan will use a variety of plant species including a mix of ground covers, shrubs and trees in order to:
  - Add visual interest to the project and streetscape;
  - Create visual interest through seasonal variations in plant materials;
  - Provide a pedestrian network with connections to the adjacent trail system within the environmental protection lands.
- Native species will be utilized, where appropriate;
- The specified landscape materials will be chosen for practical, environmental, safety, security, visual and functional purposes.

#### **B. Planter Beds**

- Not applicable.

#### **C. Street Trees**

- Along the public street, shade trees will be included within the boulevard where spacing permits and does not conflict with driveways and street utilities;
- Street trees include hearty, native species which are salt tolerant.

#### **D. Frontage Plantings**

- Frontage/interface plantings should contain landscaped areas with a variety of landscape plantings to provide visual appeal of the development, this will occur within the open space block on the north side of Street A.

#### **E. Perimeter Plantings**

- Plantings along the northern perimeter of the site will occur within the open space block located on the north side of Street A. This area will accommodate a variety of plant materials and will be designed as an attractive buffer to the adjacent existing residential uses to the north. Details will be provided in the landscape plan for the block;
- Additional tree plantings may be installed on the private lots in accordance with the landscape plan.

**F. Foundation Plantings**

- Not applicable.

**G. Tree Canopy**

- Street tree planting shall be provided in accordance with municipal canopy coverage targets and objectives, contributing to the establishment of a continuous tree canopy along the street frontage. The specific species selection, spacing, and planting specifications shall be detailed on the Landscape Plan prepared in support of the development application.

**H. Pedestrian Connections**

- Pedestrian / active transportation connections have been made to the existing and planned trail network within the environmental protection lands adjacent to the site.

**I. Screening**

- Landscape screening will be accommodated within the open space block on the north side of Street A to mitigate views of the development from the existing residential uses located to the north.

**J. Parking Lot Landscaping**

- Not applicable.

**K. Parks**

- Not applicable.

**L. Outdoor Amenity Spaces**

- Not applicable.

**M. Play Spaces**

- Not applicable.

**N. Community Gardens**

- Not applicable.