URBAN DESIGN BRIEF ADDENDUM

ZONING BY-LAW AMENDMENT APPLICATION

11476 HIGHWAY 26
TOWN OF COLLINGWOOD

APRIL 2026
WESTON FILE #124710

WESTON CONSULTING

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1.0 INTRODUCTION

1.1 PURPOSE

This Urban Design Brief Addendum ("the Addendum") has been prepared by Weston Consulting in response to staff comments about providing additional discussions and analysis of the compatibility of a proposed 6-storey residential apartment development. The site for the development is located at 11476 Highway 26 in the Town of Collingwood. An Urban Design Report was prepared by Loft Planning dated February 2023 and this Addendum is an update to that previous report. The proposed development application seeks an amendment to the existing Zoning By-law to facilitate the development. The proposed new zoning for the subject lands is Residential Fourth Density Zone and Environmental Protection Zone with site specific provisions and subject to a holding provision.

The Addendum includes both written analysis and visual illustrations to describe the project's compatibility with the surrounding vicinity as per the Town of Collingwood Official Plan December 2023, modified January 30, 2026 ("COP") Compatibility Assessment criteria (Policy 3.5). The Addendum also provides a discussion on how the proposed design aims to support the development criteria for Mid-Rise buildings included in policy 5.1.8.2, and the *Mixed-Use Corridor II* development criteria in policies 5.3.3.3 and 5.3.3.4 of the COP.

Since the filing of the last submission, the design has undergone minor modifications. The updated site plan is illustrated in Figure 1. The figures and illustrations in the Addendum are sourced from architectural drawings prepared by Arsenault Architecture Inc., dated April 23, 2026.

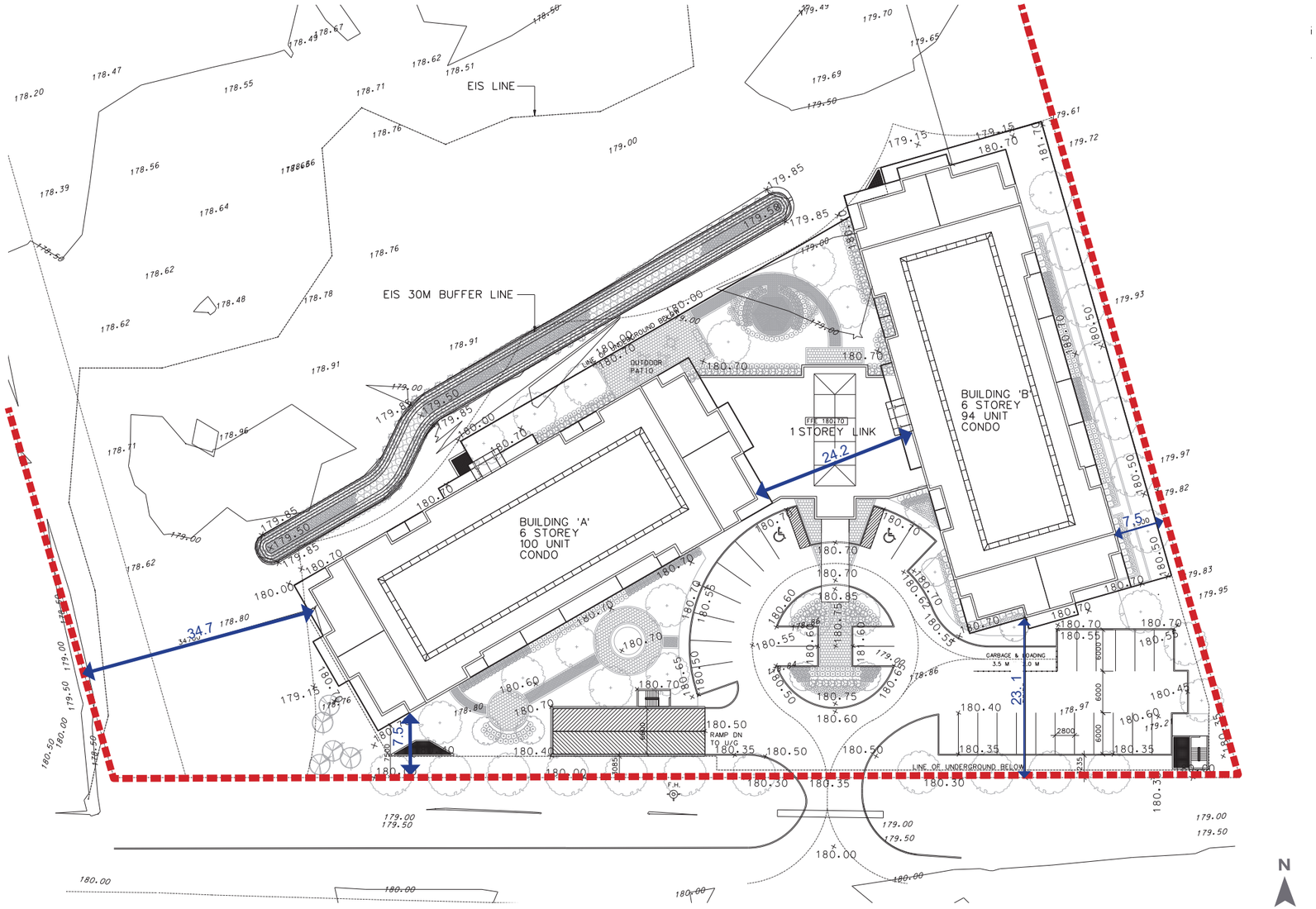

Figure 1: Site Plan prepared by Arsenault Architect Inc., annotated by Weston Consulting

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2.0 COMPATABILITY ASSESSMENT

2.1 VICINITY MAP AND COMMUNITY CHARACTER

A Vicinity Map (Figure 1) has been prepared to illustrate the immediate surrounding context and its existing and evolving character. In accordance with Policy 3.5.e of the COP. The proposed development does not constitute a major development. As such, the vicinity boundary has been defined based on the anticipated extent of the development's influence on neighbouring areas and the broader pattern of community evolution.

The boundary of the Vicinity Map can be described as follows:

North: Johnston Park Avenue and condominium townhouses immediately north of the street.

South: Highway 26 and the *Residences at Silver Creek* project, currently under construction, consisting of multiple low-rise and mid-rise residential buildings.

East: Lighthouse Lane and the adjacent residential condominium townhouses. The existing 10-storey residential building at 24 Ramblings Way is also included within this area.

West: The condominium townhouses along Cedar Pointe Court, located directly west of the site.

The Vicinity Map illustrates a predominantly low-rise residential character surrounding the site to the north, east, and west, consisting of clustered condominium townhouses. These developments typically feature centrally located surface parking areas or shared amenity spaces, all within a generous landscaped setting.

To the south, the *Residences at Silver Creek* project introduces three 4-storey residential buildings and several low-rise townhouses, contributing to a more compact built form along Highway 26. Similarly, the 10-storey apartment building on Ramblings Way provides additional height and intensification along the Highway corridor. Together, these developments demonstrate a clear transition toward taller and more compact forms along Highway 26, reflecting the evolving character of the area.

The proposed development contributes to this evolving context while maintaining compatibility with the surrounding neighbourhood. The 6-storey building height introduces a mid-rise form along Highway 26, providing an appropriate transition between the existing 10-storey building and the surrounding low-rise townhouse clusters.

The design also maintains and enhances the adjacent environmental area, incorporating appropriate buffers and a landscape strategy that provides generous green spaces around the buildings. These features help the development blend with the established landscaped character within the vicinity boundary while supporting a more compact, transit-supportive built form along the Highway corridor.

2.2 BUILDING HEIGHT, MASSING AND VISUAL IMPACT-ANGULAR PLANE ANALYSIS

Building Height and Massing

The proposed development consists of two six-storey rectilinear building blocks connected by a single-storey link that accommodates the main entrance and lobby functions. The two primary building blocks contain the residential units and are positioned to establish a street presence along two public roads, while the configuration creates a south-facing forecourt that provides a clear sense of arrival from Highway 26.

The two linear building masses are separated by approximately 24.2 metres, a design strategy that reduces the perceived scale of the overall development and maintains adequate privacy, daylight access, and sky views for units facing each other. Both buildings incorporate significant stepbacks at the sixth floor, on the shorter façades, to reduce visual bulk when viewed from surrounding streets and properties.

Angular Plane Analysis

The building design generally conforms to the Town of Collingwood Urban Design Manual (UDM), specifically Section F – Height and Mass, which encourages built form to be contained within angular planes taken from adjacent property lines and street centre lines. This approach aims to mitigate perceived massing from the public realm and reduces potential impacts related to privacy, overlook, and shadowing. Please refer to Figures 3-6 for the angular plane illustrations.

Cross-Section AA South (Highway 26)

The angular plane projected from the centre line of Highway 26 fully contains the proposed building mass. The *Residences at Silver Creek* apartment building to the south is located approximately 64 metres away, separated by the highway and landscaped areas, ensuring no adverse interface (Figure 3).

Cross-Section BB North (Johnston Park Avenue)

The buildings are entirely within the angular plane projected from the centre line of Johnston Park Avenue. The substantial environmental area north of the site provides a natural buffer between the proposed development and the existing townhouse community (Figure 4).

Cross-Section CC West (Shared Property Line)

The building remains within the angular plane taken from the western property boundary. The sixth-floor stepback further reduces perceived height and mass toward the low-rise condominium townhouses. The nearest townhouse building is approximately 42 metres away, providing ample separation for privacy, overlook mitigation, and sunlight access. Extensive existing vegetation enhances this transition (Figure 5).

Cross-Section DD East (Lighthouse Lane)

The angular plane from the centre line of Lighthouse Lane is generally met. A minor encroachment occurs at the eastern portion of the sixth floor of Building B; however, design strategies including greater building setbacks, step backs and substantial landscaping are considered for compatibility and transition. The building is set back 7.5 metres from the east property line and is buffered by landscaping, including deciduous trees. The nearest residential building is approximately 36 metres away, separated by Lighthouse Lane and mature vegetation, ensuring an appropriate interface (Figure 6).

THE RESIDENCES AT SILVER CREEK.
Sourced from https://www.gta-homes.com/collingwood-condos/residences-at-silvercreek/

RESIDENTIAL APARTMENT ON RAMBLINGS WAY
Sourced from Google earth.

Figure 2: Vicinity Map and Character

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KEYMAP

N

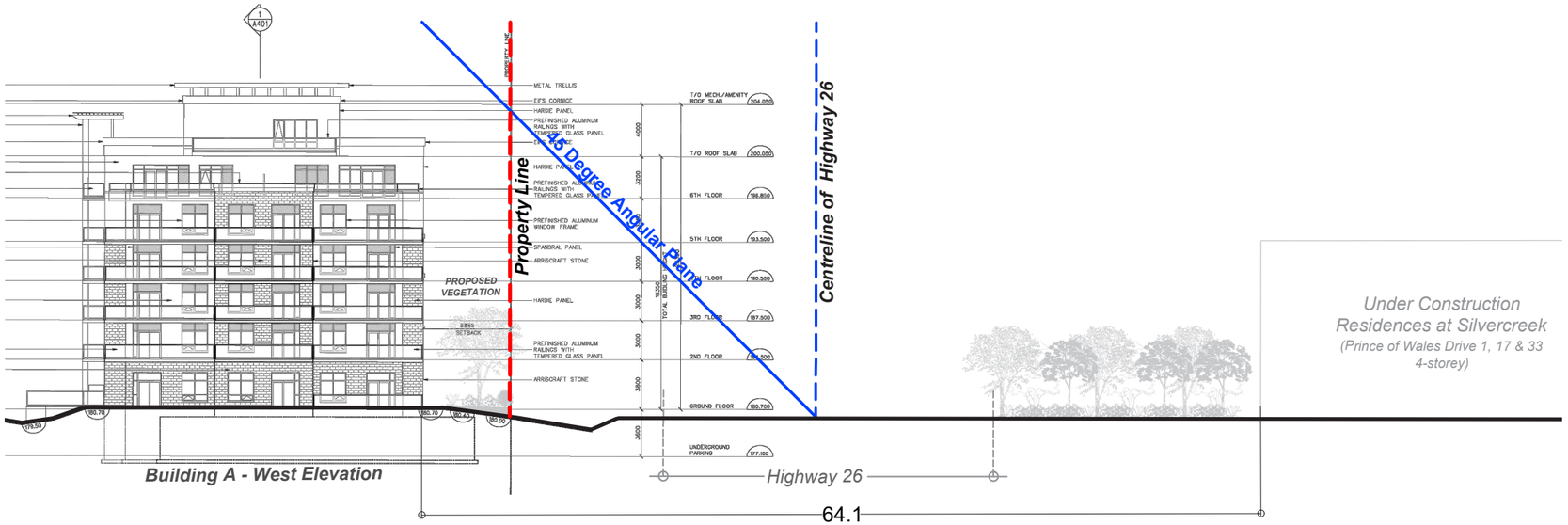


Figure 3: Angular Plane Cross-Section AA from the south prepared by Arsenault Architect Inc., and annotated by Weston Consulting

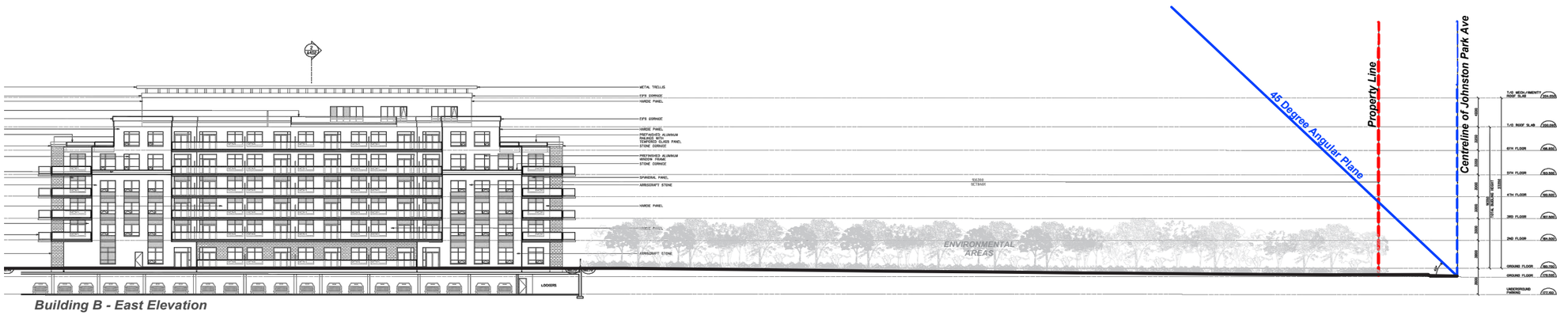
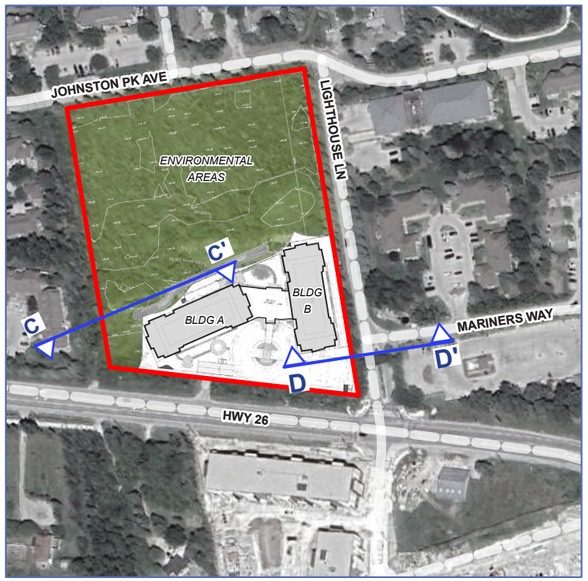


Figure 4: Angular Plane Cross-Section BB from the north prepared by Arsenault Architect Inc., and annotated by Weston Consulting



KEY MAP

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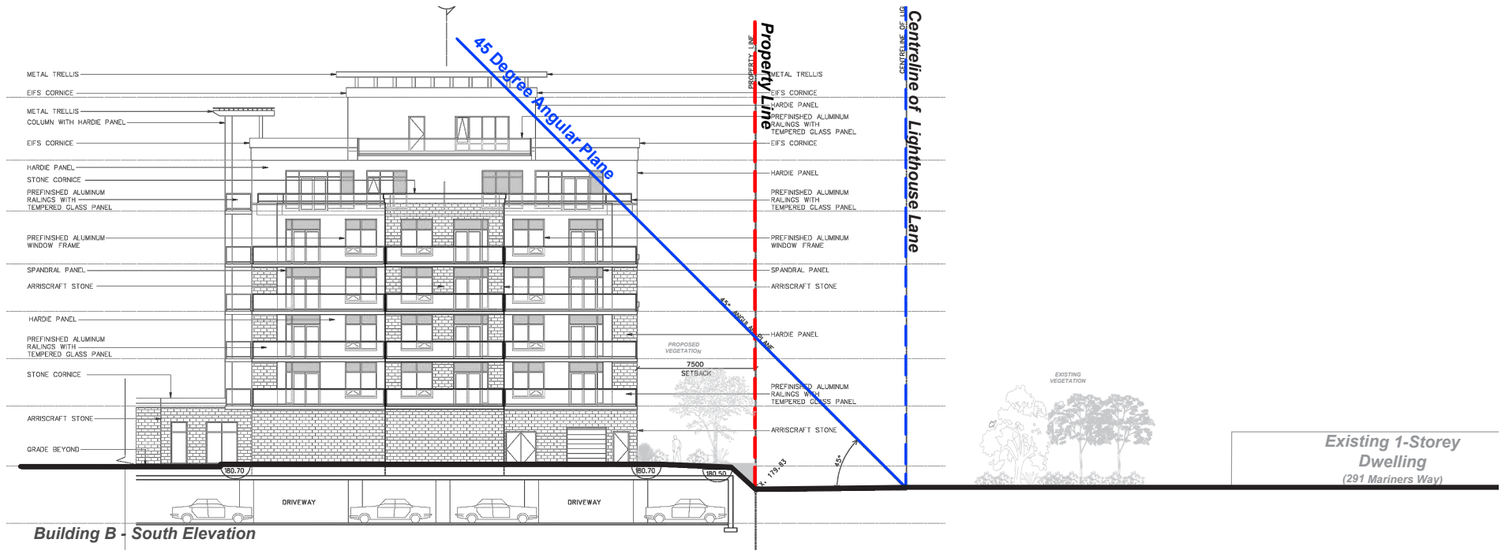
Building A - North Elevation

Figure 5: Angular Plane Cross-Section CC from the west prepared by Arsenault Architect Inc., and annotated by Weston Consulting



Building B - South Elevation

Figure 6: Angular Plane Cross-Section DD from the east prepared by Arsenault Architect Inc., and annotated by Weston Consulting

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Transition

The proposed development employs a coordinated set of design strategies to ensure a compatible transition to the surrounding low-rise residential context:

- Generous setbacks and landscaped edges soften the building's presence and reinforce the established green character of the area. The proposed design provides more than the required minimum landscaped open space area of 40% as per Zone R4. The landscaped area provided is 3,633 m^2, that is 41.71% of the net site area.
- Additionally, 69.1% of the entire site area is dedicated for the enviornmental feature and its protection, leaving only 30.9% as net developable area.
- Sixth-floor stepbacks reduce the perceived height and mass, creating a more gradual transition to adjacent townhouse developments.
- Substantial separation distances between the proposed buildings and neighbouring residential buildings mitigate potential impacts related to privacy, overlook, and shadowing
- The mid-rise height provides an appropriate intermediary scale between the 10-storey building along Highway 26 to the east and the low-rise townhouse clusters to the north, east, and west.

Overall, the building height, massing, and transition strategies are aimed at providing a development that is compatible with its surroundings, supports the evolving built form along Highway 26, and maintains a respectful interface with established residential areas.

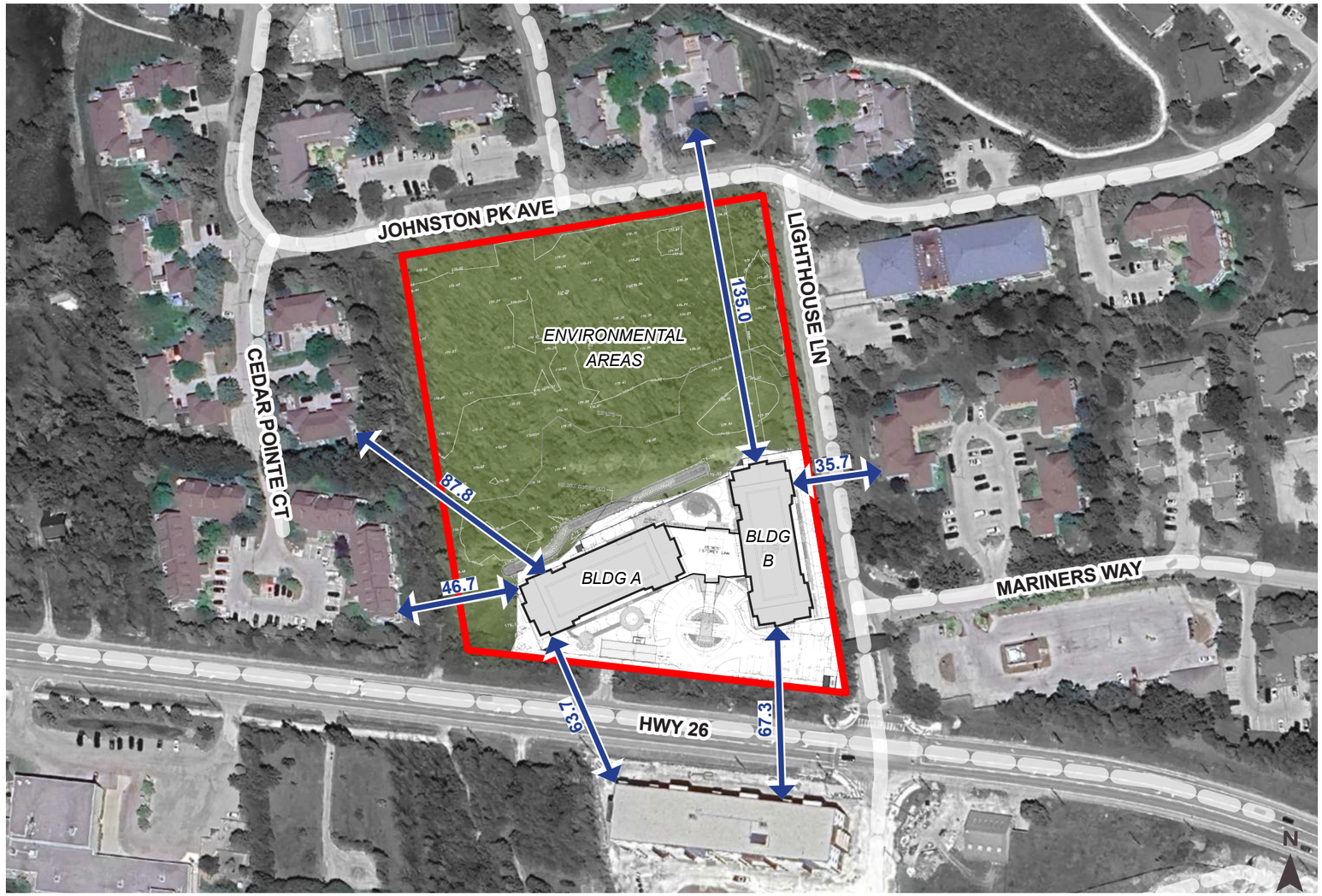

Figure 7: Separation Distances

2.3 SHADOW STUDY

A shadow study was prepared by Arsenault Architect Inc. for the months of March, June, September, and December, with test times ranging from 9:18 a.m. to 6:18 p.m. (daylight saving time). The assessment evaluates potential shadow impacts on adjacent properties, the public realm, and nearby parks or open spaces.

Public Realm and Street Impacts

- Lighthouse Lane receives approximately 2–3 hours of consecutive morning sunlight, between 10:18 a.m. and 12:18 p.m., after which shadows begin to appear around 1:18 p.m.
- No other public streets or public open spaces experience measurable shadow impacts.
- Highway 26 is not affected due to its southern orientation relative to the proposed development.

Adjacent Property Impacts

- The residential property to the east begins to experience shadowing at approximately 5:18 p.m. during the March/September test dates, resulting in six consecutive hours of sunlight between 9:18 a.m. and 4:18 p.m.
- In June, the same property is first impacted at approximately 6:18 p.m., allowing for seven consecutive hours of sunlight before any shadowing occurs.
- Properties to the north and west are not impacted due to their greater separation distance and the presence of the environmental area, which provides an additional buffer.

Based on the above, the proposed development results in limited and acceptable shadow impacts on surrounding areas. The shadows do not create undue or adverse effects on neighbouring properties, public streets, or open spaces.

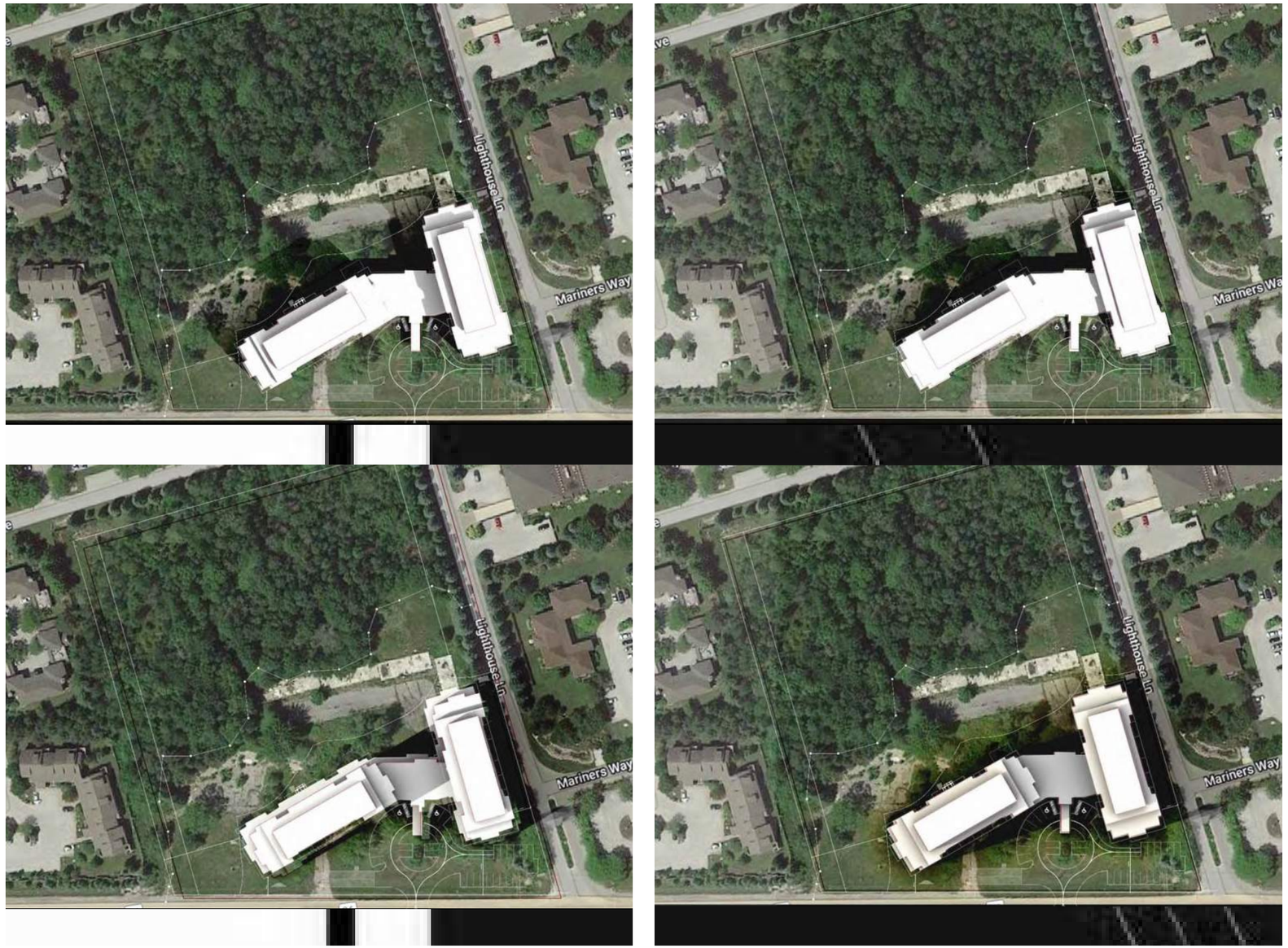

Figure 8: Shadow Diagrams-March/September 21. Courtesy of Arsenault Architect Inc.

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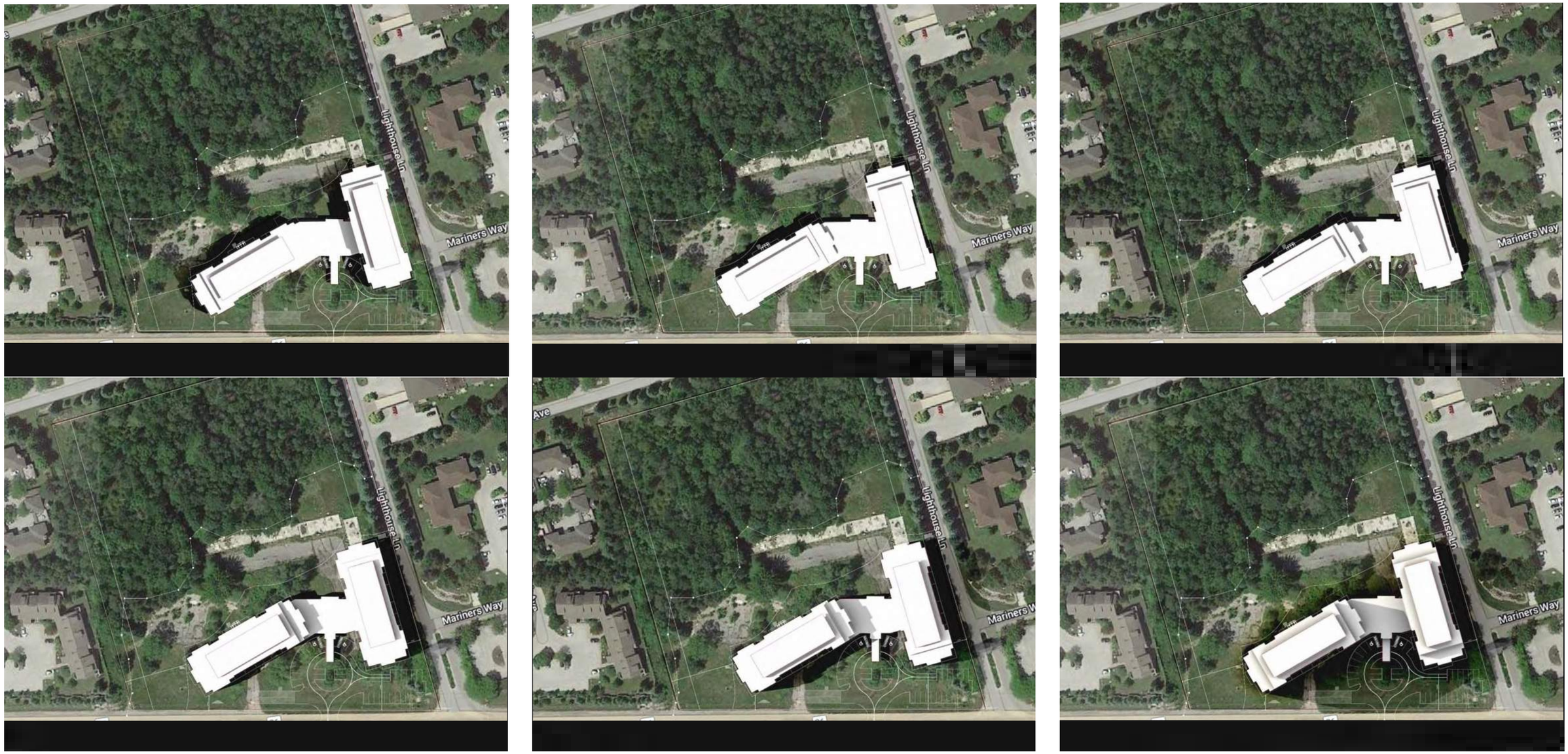

Figure 9: Shadow Diagrams-June 21. Courtesy of Arsenault Architect Inc.

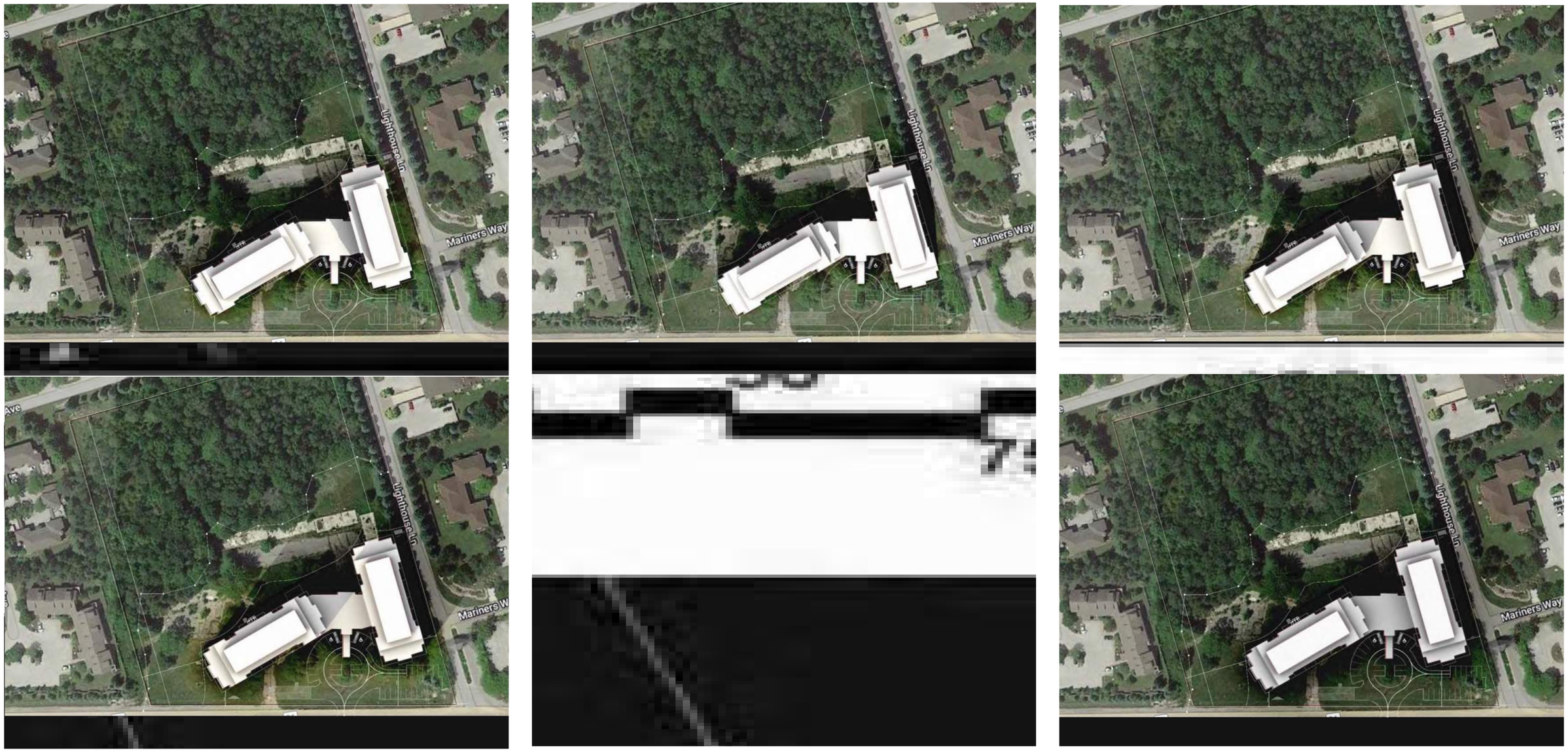

Figure 10: Shadow Diagrams-December 21. Courtesy of Arsenault Architect Inc.

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2.4 AMENITY

The proposed development proposes both indoor and outdoor amenity areas that will provide a variety of recreational facilities for future residents. A total of 1,219 m^2 of outdoor amenity area is provided at the front and at the rear of Building A.

Outdoor Amenity Areas:

A total of 1,219 m² of outdoor amenity space is provided at the front and rear of Building A and the single-storey link.

Front Outdoor Area:

This space includes a walkway with concrete unit paving, landscaped shrub areas, a seating wall integrated with planting, and deciduous trees for shade. It is designed to support passive recreation, offering residents a comfortable place to rest, socialize, and enjoy greenery.

Rear Outdoor Area:

The rear amenity space includes a children's playground and an outdoor dining area with a BBQ facility. Distinct paving treatments, shrubs, sodded areas, and deciduous trees define the space. Shrub plantings provide privacy for ground-floor residential units facing the amenity area. Accessible directly from the ground-floor grand lobby, this area supports both active recreation for children and outdoor dining for adults, while also offering opportunities for passive enjoyment of landscaped areas. The outdoor amenity area and the children's play space are generally aligned with the design criteria of the UDM (Section 10 L and M).

Indoor Amenity Areas:

The single-storey link building accommodates a grand lobby, family lounge, a gym, and a golf simulator for residents. In addition, both Buildings A and B include rooftop multi-purpose lounges, each measuring 196 m² (2,110 ft²). These rooms provide flexible space for social gatherings, community events, and private functions.

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Proposed Outdoor Amenity Area

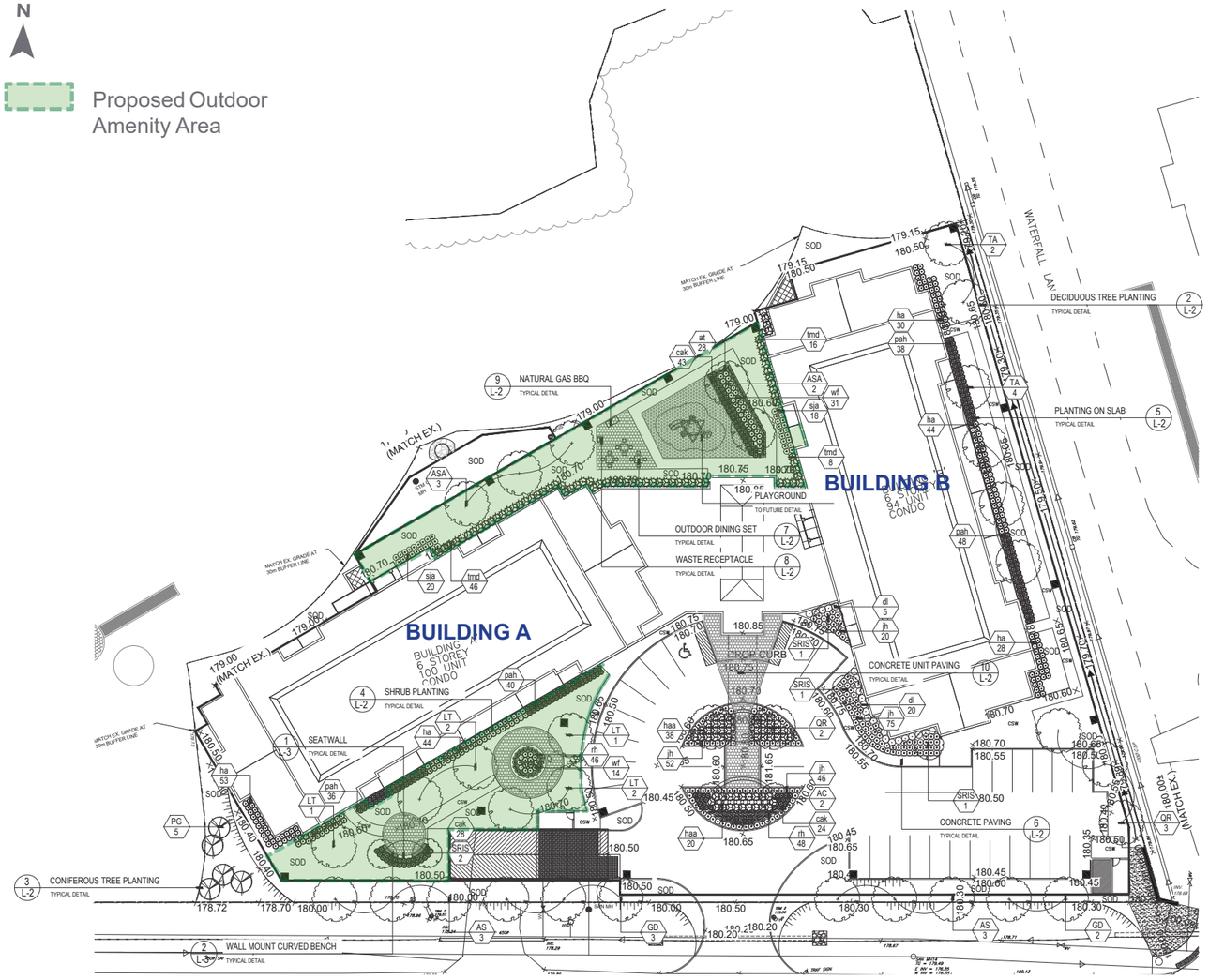

Figure 11: Illustration of outdoor amenity area based on landscape concept prepared by MHBC, and annotated by Weston Consulting

GR. FLOOR PLAN

MAIN ROOF PLAN

Figure 12: Illustration of indoor amenity areas based on floor plans prepared byArsenault Architect Inc., and annotated by Weston Consulting

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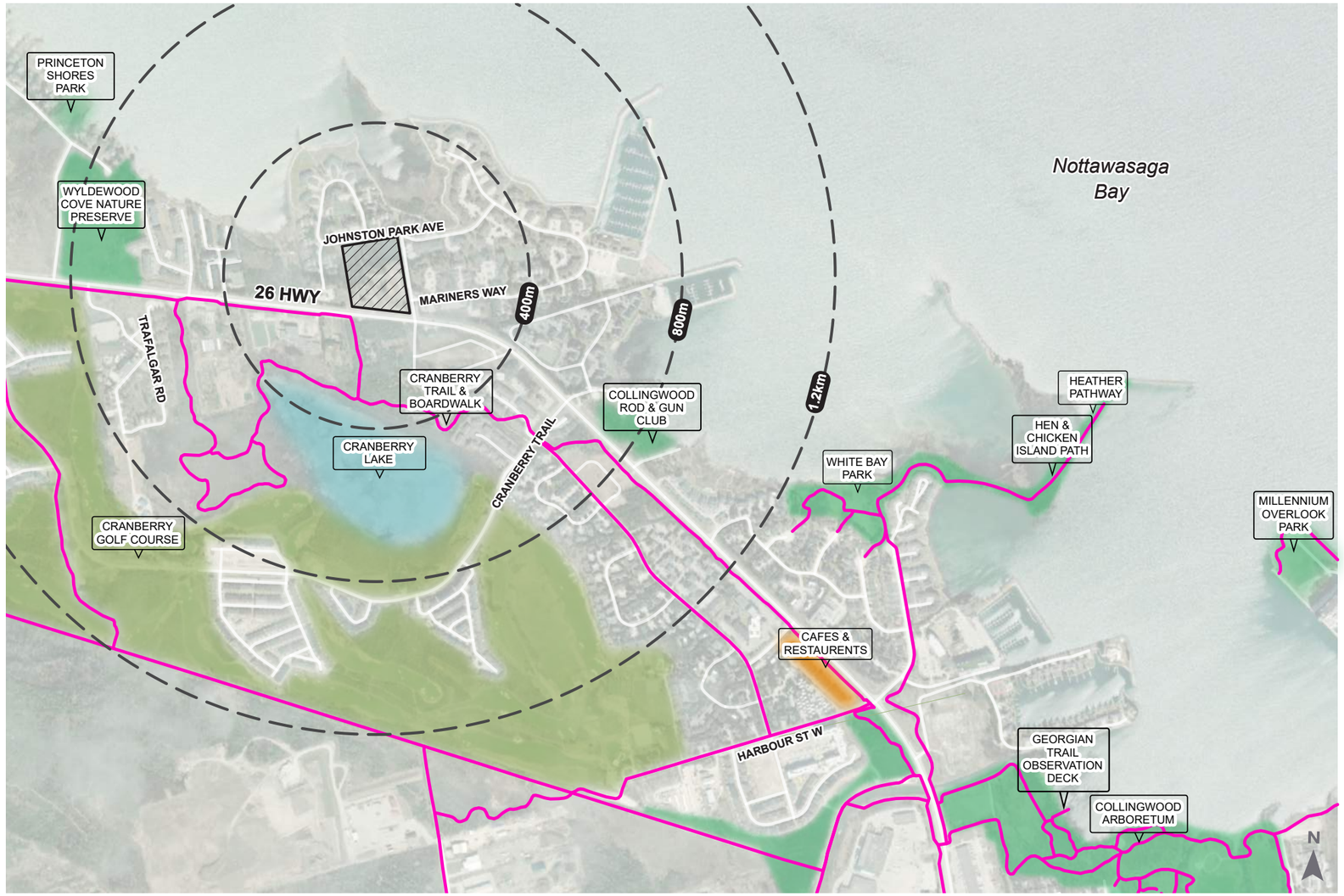
Amenities in the Community:

The site is accessible to a variety of recreational amenities within the surrounding community (Figure 11). Several parks, recreational trails, and waterfront destinations are accessible by walking or cycling. Georgian Bay to the north, and White's Bay and Collingwood Bay to the east, offer opportunities for outdoor recreation along the water's edge.

The site's proximity to public recreational facilities will provide future residents with a number of outdoor amenity opportunities beyond what the proposed development offers, offsetting the need for the proposed development to provide more amenity spaces on-site from what is already proposed.



Legend

- Subject Lands
- Existing Trails
- Existing Cafes and Restaurents
- Existing Parks and Open Spaces
- Cranberry Golf Course
- Cranberry Lake

Figure 13: Amenity Map

3.0 URBAN DESIGN POLICY DISCUSSION

3.1 MID-RISE BUILDING CRITERIA

Section 5.1.8.2 of the COP outlines development criteria for mid-rise buildings, which are met through the proposed design as follows:

- The proposed development consists of a mid-rise apartment building typology with a height of six (6) storeys, consistent with the scale anticipated for the *Mixed-Use Corridor II* designation.
- The site layout and organization appropriately accommodate landscaping, resident amenity areas, on-site parking, and servicing requirements.
- The overall arrangement supports a functional and well-integrated development that balances built form with high-quality outdoor spaces. The subject site is located in proximity to parks, open spaces, and community recreational facilities, as illustrated in Figure 13. This context supports the suitability of the site for mid-rise residential development.
- The development has frontage along Highway 26, identified as an Arterial Road in Schedule 6 – Transportation Plan of the COP. The site benefits from direct access to this major transportation corridor and the planned transit service along Highway 26, enhancing connectivity and supporting transit-oriented development objectives.
- The proposed building is designed to be sensitively integrated with, and compatible with, both the surrounding low-rise residential context and existing and emerging taller buildings in the broader area. Compatibility is achieved through a series of urban design strategies, including generous setbacks, landscaped buffers, angular plane considerations, and step backs on upper storeys to reduce visual massing and mitigate potential impacts on adjacent properties. These strategies are discussed in further detail in Section 2.0 of this Addendum.
- Parking is primarily accommodated within one level of underground parking, providing 202 spaces and allowing for the optimization of surface landscaping and pedestrian-oriented spaces. A limited amount of surface parking is provided to accommodate 32 spaces, ensuring operational efficiency while maintaining a high-quality site design.

Figure 14: Rendering provided by the applicant

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3.2 MIXED-USE CORRIDOR II DEVELOPMENT CRITERIA

Section 5.3.3.3 of the COP establishes general development criteria for lands designated *Mixed-Use Corridor II*. The proposed development supports these policies in the following ways:

- The proposed development is located on an individual site and consists of two buildings in a multi unit residential format. The proposal reflects a comprehensive and coordinated approach to site planning and urban design, with careful consideration of built-form organization, sensitive integration with the surrounding context, and appropriate transitions in height and massing.
- Compatibility with the surrounding area is achieved through a combination of angular plane controls, generous building setbacks, strategic step-backs at the sixth storey, and an extensive landscape strategy. These measures collectively reduce perceived building mass, mitigate shadow and overlook impacts, and reinforce a pedestrian scaled environment, as further detailed in Section 2.0 of this Addendum.
- The proposed development meets the requirements of the R4 zone in relation to building setbacks, permitted maximum coverage and minimum landscaped area. The proposed Zoning By-law Amendment establishes performance standards related to maximum building height, and angular plane requirements. These standards ensure an appropriate relationship with adjacent Neighbourhood designated properties, facilitate a sensitive transition in built form, and promote a compatible development pattern consistent with the intent of the *Mixed-Use Corridor II* designation.

Section 5.3.3.4 includes specific design criteria for developments within the *Mixed-Use Corridor II* designation that are discussed below:

Context (5.3.3.4.a)

The proposed development provides appropriate residential intensification, delivering a total of 194 dwelling units that contribute to efficient land use along the corridor. The units vary in size and layout, offering a range of housing options that respond to diverse household needs and promote housing choice. The unit mix includes 1-bedroom, 1 bedroom plus den, two-bedroom and two-bedroom plus den. The development is transit-oriented, reinforcing residential intensification along Highway 26. The buildings are connected to Highway 26, providing access to existing transit stops along the road. Active transportation is encouraged through on-site bicycle parking and pedestrian connections. Residents are supported in choosing sustainable travel modes through access to nearby active transportation trails and sidewalks, thereby reducing reliance on private vehicles and promoting a healthy, connected community.

Figure 15: Floor Plan 2 - 5 prepared by Arsenault Architect Inc., annotated by Weston Consulting

Access, Parking, Loading and Garbage Facilities (5.3.3.4 b, c, e, f, and g)

Adequate parking spaces are provided through surface parking and an underground parking garage. Table 1 provides the parking statistics:

Access is limited to a single access from Highway 26 to reduce curb cuts and traffic impacts on the corridor.

Table 1-Parking Statistics

Parking	Required (ZB)	Proposed
	1 sp/dwelling unit+0.20 sp/dwelling unit for visitor	32 sp surface
		202 sp underground
Total:	233 sp	234 sp

The surface parking areas infront of the buildings are adequately landscaped to reduce their visual impact on the public realm and enhance the visual quality of the development. The pedestrian routes are distinct from the vehicular routes, and surface parking areas are designed to provide safe and comfortable walking routes for pedestrians.

The loading area located on the south side of Building B is screened and adequately distanced from the front property line along Highway 26 at 15.4m and separated by the driveway, parking spaces and a landscape buffer. The planting of deciduous trees in this buffer along Highway 26 aims to provide additional screening.

A total of 20 bike parking spaces are proposed located in the underground parking garage meeting the requirement for adequate bike parking.

Table 2-Bike Parking Statistics

Bike Parking	Required (ZB)	Proposed
	0.5 sp/dwelling unit to a max. of 20 sp.	20 sp underground

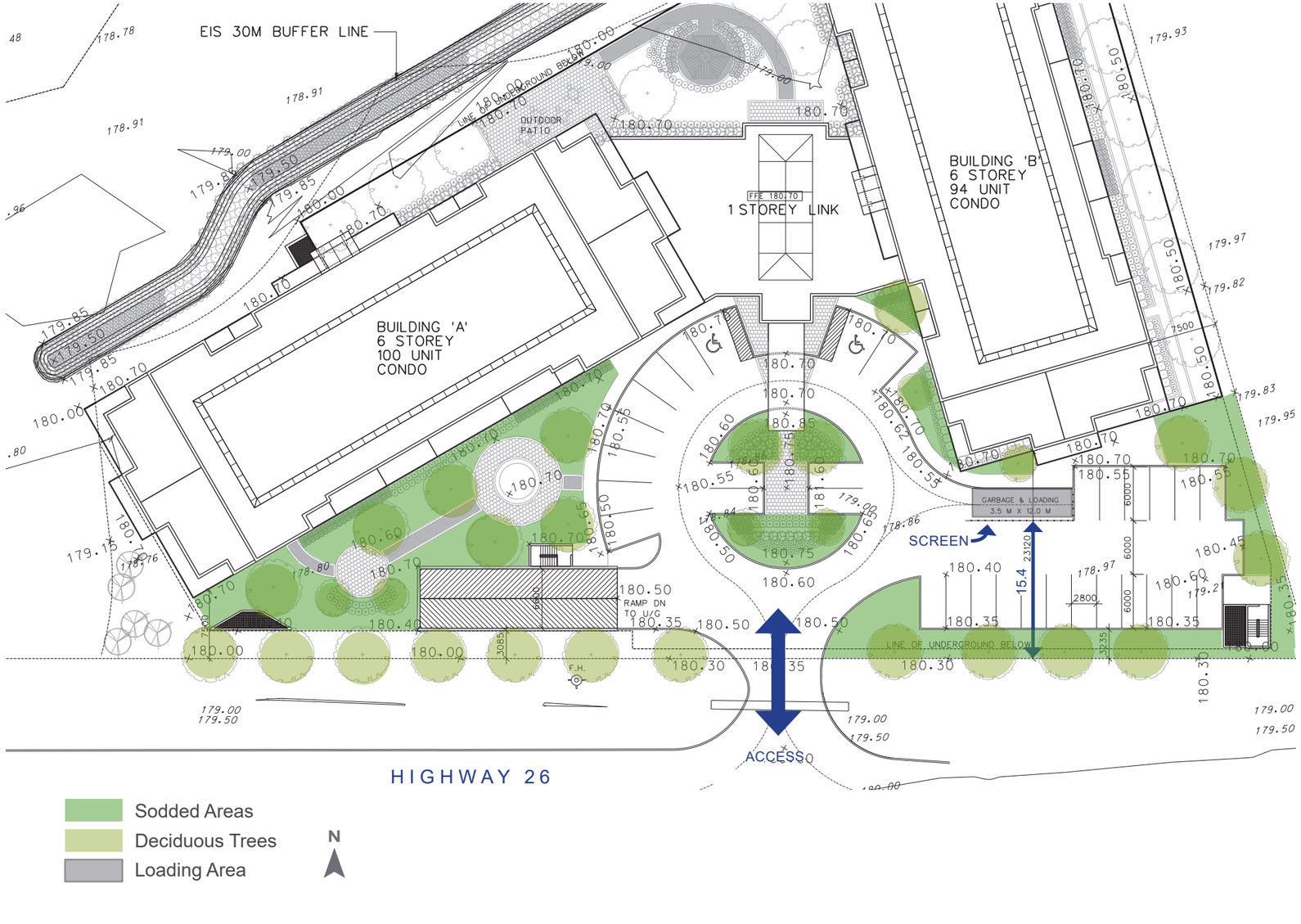

Figure 16: Surface parking and loading area diagram based on Site Plan prepared by Arsenault Architect Inc., annotated by Weston Consulting

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4.0 CONCLUSION

Overall, the proposed development represents a context-sensitive and well-integrated built form that aligns with the objectives of the COP and satisfies the compatibility assessment criteria outlined in both the COP and the UDM. Through thoughtful site organization, a pedestrian-oriented building configuration, and integrated landscape design, the proposal contributes positively to the existing and evolving character of the vicinity.

The development introduces appropriate intensification along a major corridor, supports a more compact and complete community structure, and preserves the significant environmental area adjacent to the site. Its massing, setbacks, and transitions ensure a compatible interface with surrounding residential areas, effectively mitigating potential impacts related to privacy, overlook, and shadow.

In summary, the proposal delivers a compatible, well-designed, and policy-aligned development that reinforces the planned character of the area and enhances the quality of the public realm within the vicinity.

BUILDING B EAST ELEVATION

BUILDING B WEST ELEVATION

Figure 17: Building B Elevations. Courtesy of Arsenault Architecture Inc.

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