

# URBAN DESIGN BRIEF

PREPARED FOR:

**Sherwood Homes Ltd.**

11403 Hwy 26 W.  
Collingwood

File no. Y509CC

April, 2025



PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE

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# 1.0

# Introduction

MacNaughton Hermsen Britton Clarkson Planning Limited (hereinafter "MHBC") has been retained by Sherwood Homes Ltd. (hereinafter "the Owner") to prepare an Addendum to the Urban Design Brief ("UDB") previously prepared by Skydevco Inc. The property is municipally addressed as 11403, 11453, & 11461 Hwy 26 West, located in the Town of Collingwood, Ontario (hereinafter referred to as the "Subject Lands".)

The Owner is seeking an addendum to the previously approved application to replace bungalow townhomes with stacked bungalow townhomes in support of an Official Plan and Zoning By-law Amendment application. Additional details related to the Proposal can be found in Section 3.0 of this Report. As this is an addendum to the original and approved Urban Design Brief prepared by SRM Architects dated March 5, 2021, this report should be read in conjunction with that brief.

Sincerely,

**MHBC**



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## 2.0

# Development Overview

The original development approval by Skydevco Inc. (referred to as “the Original Approval”) was for three 4-storey apartment buildings comprising 187 units and 60 bungalow townhome units. This Original Approval is across the Subject Lands, which is 50,974 square metres (5.1 hectares) in size and has 120.2 metres of frontage along Highway 26. Under the Original Approval, a total of 253 parking spaces were approved for the development on the Subject Lands.

This addendum serves to address a revised development proposal focused on the townhome component of the Subject Lands (the “Proposal”) on a portion of the Subject Lands. The revised proposal seeks to amend the Original Approval to permit the development of 124 stacked bungalow townhome units. The revised development proposal will be focused on the eastern 23,468.7 square metre (2.34 hectare) portion of the Subject Lands, replacing the 60 bungalow townhome units (see figure 2.1).

Discussion from the original Urban Design Brief regarding surrounding context, immediate context, Zoning By-law, Transit/Active Transportation and Trails & Recreation remain unchanged and are not included in this addendum.



Figure 2.1 : The Subject Lands



WATER RESERVOIR - NORTH OF SITE



TOWNHOMES - SOUTH (Wyldewood)



HIGH-RISE RESIDENTIAL - NORTH



MID-RISE RESIDENTIAL (TOWNHOMES) - NORTH

Figure 2.2 : Photos of Site's Surroundings

## 3.0

# Design Overview

The Proposal represents an intensification of the residential built form, increasing the number of townhome units from 60 to 124, while providing 137 surface parking spaces to accommodate. It also introduces 20 short-term bicycle racks and additional outdoor amenity space, including a dedicated children's playground as amenity space for all residents.

The proposed stacked bungalow towns are organized in blocks, oriented to front onto a 7.2-metre-wide internal private road that will function as both the primary vehicular circulation route and a designated fire route. The townhomes will have landscaped frontages and direct pedestrian access via an internal sidewalk system connecting across the Subject Lands to the public realm. The development establishes a clear public-private interface through the integration of access driveways, internal pedestrian connections, and linkages to existing community trail infrastructure.

Vehicular access will be maintained through a single ingress/egress point that connects to the

existing north-south aligned private road shared with the apartment buildings. This primary internal road will connect to a secondary east-west private road that also functions as the principal fire route. Parking will be accommodated along both sides of the private road network, directly in front of the townhome blocks as surface parking spaces. Visitor parking will be grouped and located near the road entrance. These roads will be flanked by pedestrian sidewalks with widths ranging between 1.8 and 2.0 metres to ensure safe and continuous pedestrian circulation throughout the site.

The proposed built form has been designed to respond sensitively to the surrounding context through the use of appropriate building setbacks, architectural articulation, and comprehensive landscaping. The overall site design prioritizes functional circulation, accessibility, and community connectivity through a coordinated system of vehicular routes, pedestrian pathways, and open space linkages to the broader neighbourhood network.



Figure 3.1 : Proposed Site Plan, prepared by Stantec Consulting Ltd.

Skydevco Inc. Component - currently under construction



Figure 3.2 : Renderings of the proposed development, prepared by Reids Heritage

## 3.1 LANDSCAPE DESIGN

The landscape design continues to prioritize the preservation of the natural environment, maintaining the internal pedestrian circulation system that connects to the Community Trail System and surrounding natural spaces, just as in the original design.

The Proposal aims to enhance the community by providing an environmentally sustainable, functional, and visually appealing design while retaining the key landscape features from the previous design. With the change in block layout, the Proposal incorporates additional larger open landscaped amenity areas, located along the east

and west sides. As mentioned, the new landscape plan incorporates a new amenity playground area with a kid playground structure, located on the north-western portion of the site.

The revised design still respects the existing dwellings and frontage along Hwy. 26, with extensive boundary planting focused on the north and northwest quadrants, consistent with the original plan. Additionally, the tree planting plan for the townhome component continues to reflect the streetscape treatment and provides visual relief for rear yards.

To improve the development's integration with the public realm, the proposal maintains the same plantings that soften and enhance the visual appeal, ensuring a harmonious blend of built form, greenery, and entrance features. A planting of tree along the west property line, adjacent to existing low-density properties, remains in place to provide a visual buffer from the development.

Overall, the Proposal also maintains the use of native plant species, selected for their ability to thrive in urban conditions and withstand seasonal changes, in line with the previous design.



FOCAL POINT



TREE CANOPY



PUBLIC REALM



Figure 3.3 : Proposed Landscape Design Concept, prepared by Crozier Consulting Engineers.

## 3.2 BUILT FORM, MASSING & ARCHITECTURAL DESIGN

The proposed revision strikes a balance between built form and open space, creating an interplay of mass and open space. Aligned with the Town of Collingwood Urban Design Guidelines, the building masses are oriented to create a 90-degree grid pattern, parallel to the street centre line guided by the longitudinal character of the existing parcel shape. The stacked townhome massing layout are designed to define streets and outdoor spaces to promote a balanced streetscape that enhances both the visual and functional quality of the public realm.

The architectural design follows the Contemporary New Urbanism architectural theme as identified by

the Urban Design Manual to provide architecturally varied and context-appropriate streetscape.

In line with predominant local material, the townhome facades incorporate local materials such as ledge rock, stone, and wood tonalities that achieve harmony with the apartment buildings on the Subject Lands.

Terrace and balcony spaces are designed to maximize the vistas to the surrounding landmarks such as Blue Mountain, Georgian Bay, and Cranberry Marsh Trail. Beyond the visual access, the revised built form allows physical access to nearby trails and open spaces to establish an interconnected

system of parks and open spaces. This supports resident movement throughout the development/neighbourhood.

Façade articulation carried through framing of the terraces and balconies as well as the ledge rock wall enclosing the parking area. Along with landscaping features, all elements are combined to create an attractive streetscape internally and along Hwy. 26.

In regards to access, the stacked townhomes are designed with entrances that allow direct access to the established pedestrian network and shared spaces to enhance safety on site.

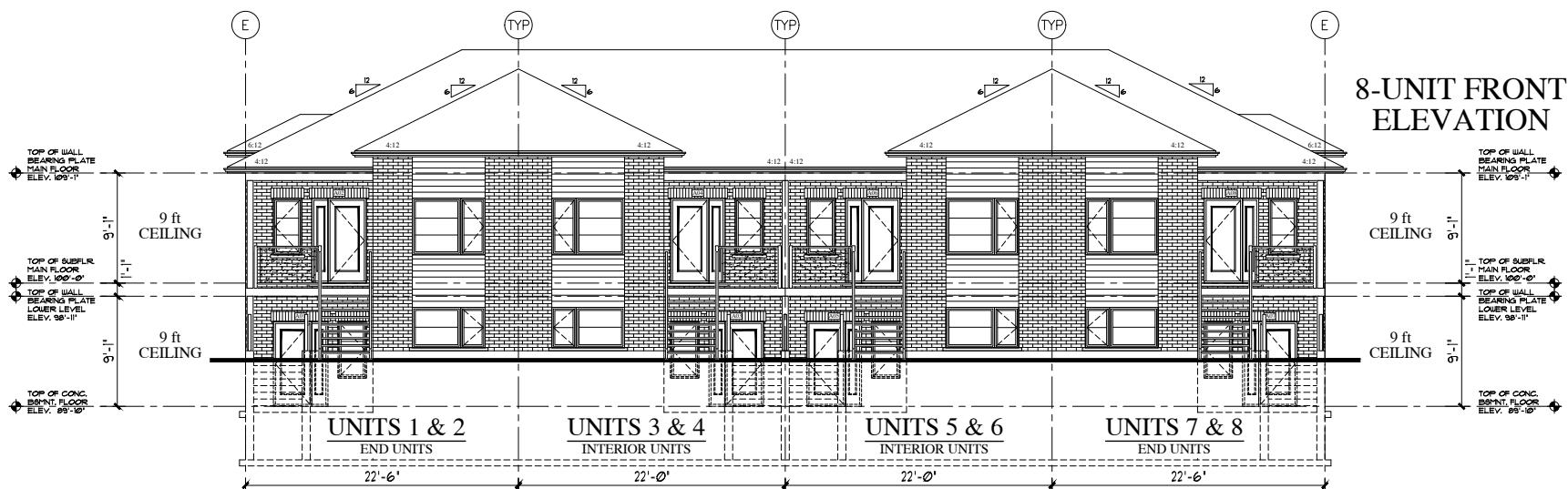


Figure 3.4 : 8-Unit Stacked Bangalow Townhome Elevation, prepared by Reids Heritage

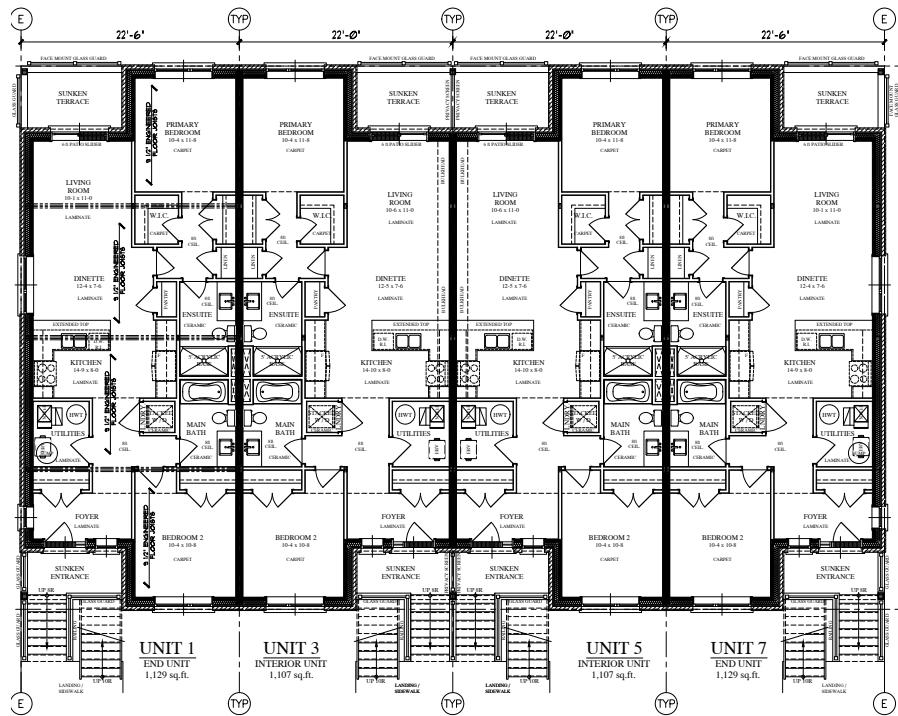


Figure 3.5 : Stacked Bangalow Townhome Lower Level Floor Plans, prepared by Reids Heritage

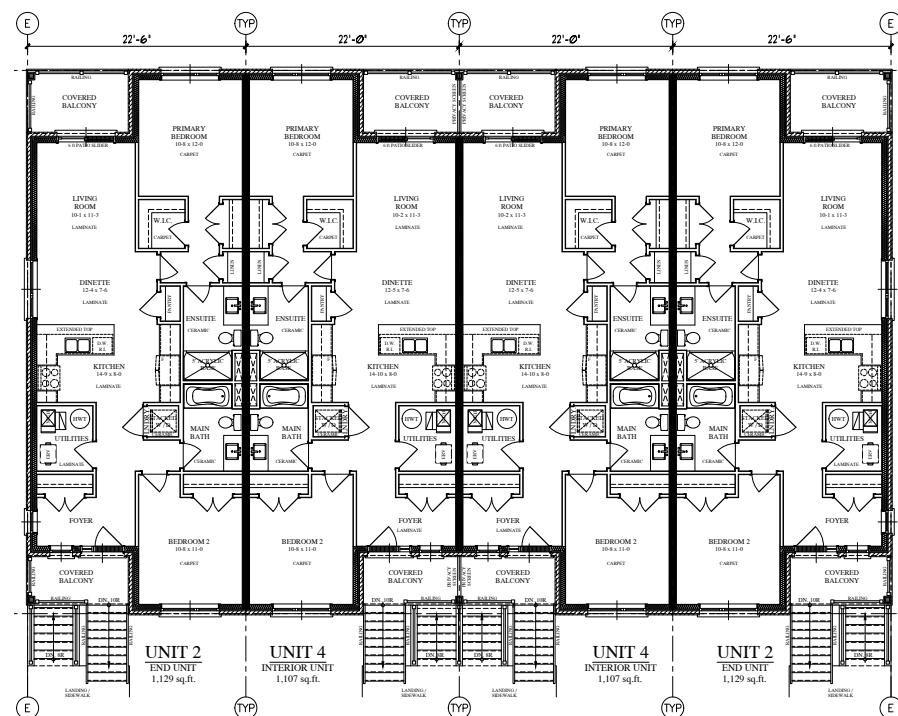


Figure 3.6 : Stacked Bangalow Townhome Upper Level Floor Plans, prepared by Reids Heritage

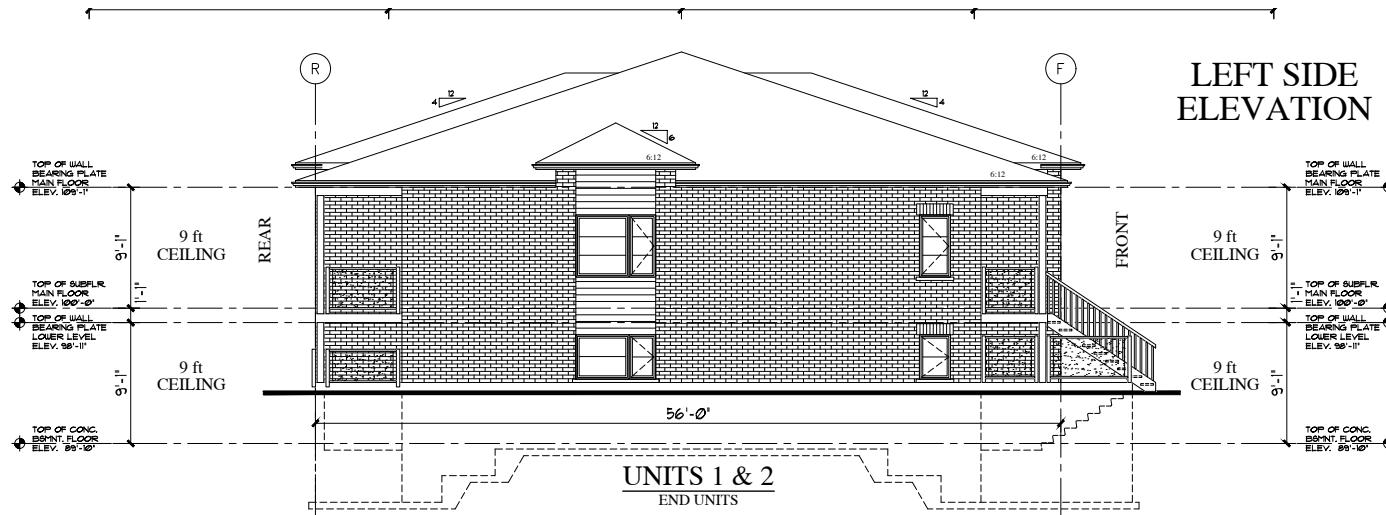


Figure 3.7 : 8-Unit Stacked Bangalow Townhome Elevation, prepared by Reids Heritage

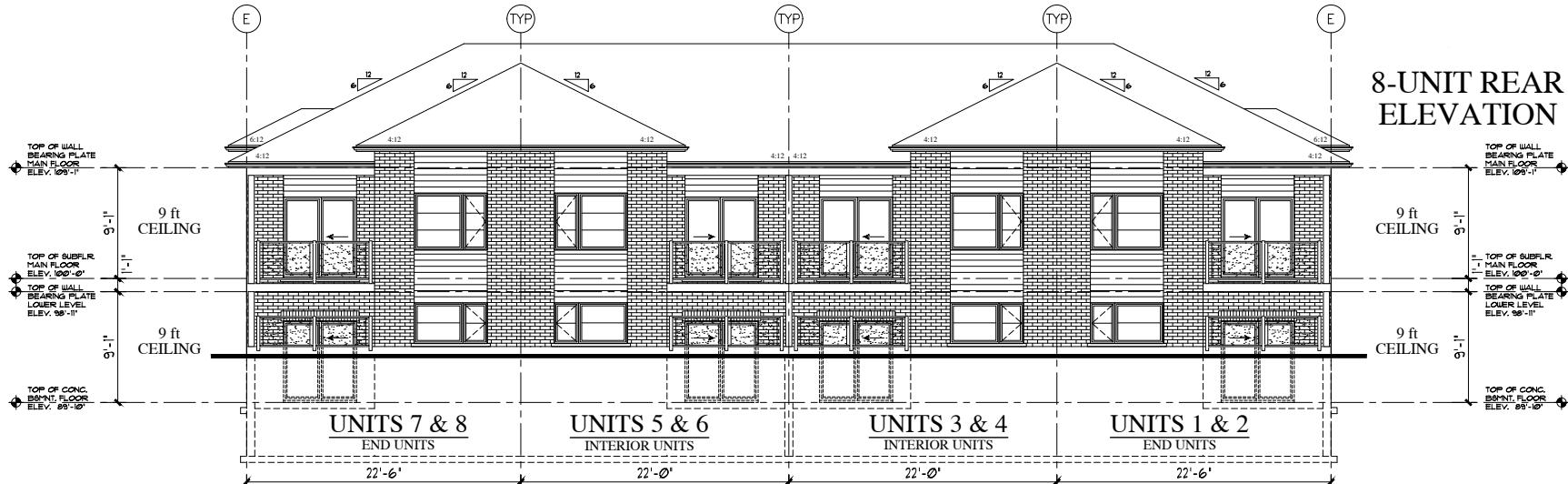


Figure 3.8 : 8-Unit Stacked Bangalow Townhome Elevation, prepared by Reids Heritage

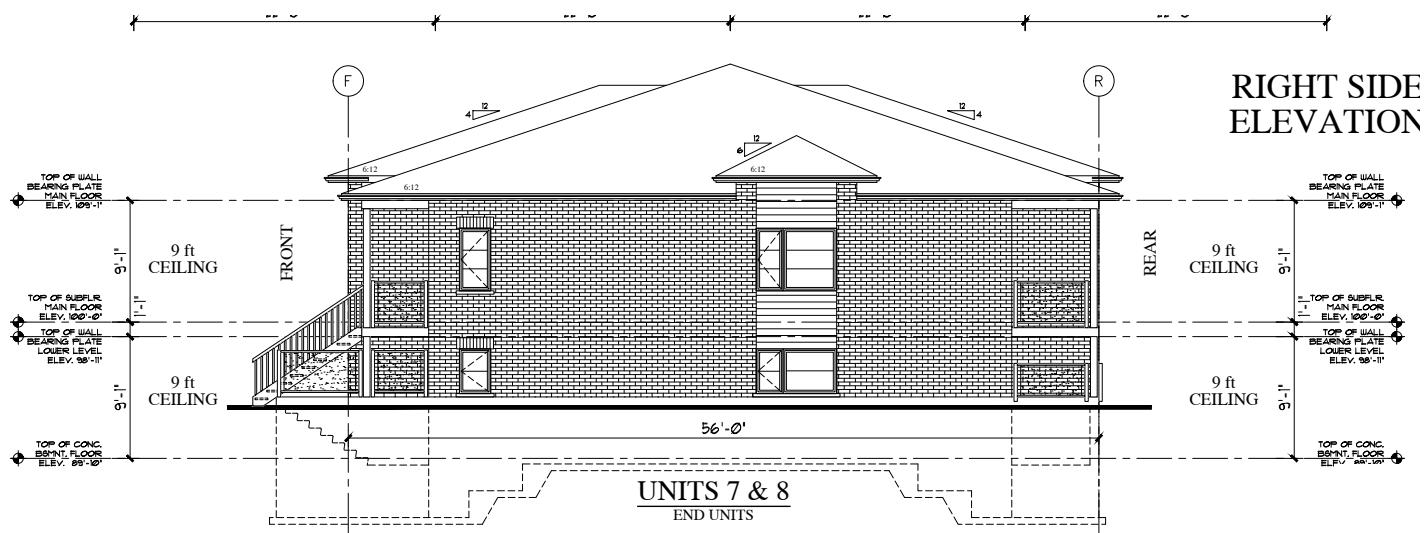


Figure 3.9 : 8-Unit Stacked Bangalow Townhome Elevation, prepared by Reids Heritage

### 3.3 SUSTAINABILITY

The Revised Proposal maintains the majority of the key sustainable and resilient features from the Original Approval ensuring minimal environmental impact while aligning with the principles outlined in the Urban Design Manual. These features include:

- Building Design and Materials: The updated design uses durable materials like aluminium panelling, concrete masonry, and stone, ensuring an efficient and long-lasting structure.
- Resilient Landscaping: The revised proposal incorporates plants that are specially selected for their ability to withstand urban conditions and seasonal changes.

- Active Transportation: The development's proximity to major transit routes and public trails encourages walking, biking, and the use of public transit, supporting sustainable transportation practices.

Overall, the revised design continues to meet the intent of the original proposal while minimizing impacts on the surrounding environment and ensuring sustainable practices throughout the development.

## 4.0

# Conclusion

The Proposal introduces a refined development concept that upholds the principles of the Original Approval while incorporating a more compact and intensified built form in response to current housing needs and contemporary urban design standards. The Proposal replaces the previously approved apartment buildings and bungalow townhomes at 1.5-storey comprising 124 residential units.

The Proposal builds upon the original framework by increasing residential density within a reduced development footprint, while improving site functionality, outdoor amenity space, and access

to community trail systems. The landscape and architectural design remain consistent with the intent of the Original Approval and align with the Town of Collingwood's Urban Design Guidelines. Through sensitive design, the Proposal introduces an improved design that better defines the public realm and enhances community character. Overall, the Proposal contributes to the development of a complete, connected, and livable community within the Town of Collingwood.

