

URBAN DESIGN BRIEF

PREPARED FOR:

Sherwood Homes Ltd.
11403 Hwy 26 W.
Collingwood

File no. Y509CC

April, 2026



Your Vision

Designed | Planned | Realized



PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

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1.0

Introduction

MacNaughton Hermesen Britton Clarkson Planning Limited (hereinafter “MHBC”) has been retained by Reid Heritage Homes (hereinafter “the Owner”) to prepare an Urban Design Brief (“UDB”) in support of an Official Plan Amendment, Zoning By-Law Amendment, and Site Plan Amendment Applications. The property is municipally addressed as 11403, 11453, & 11461 Hwy 26 (W), located in the Town of Collingwood, Ontario (hereinafter referred to as the “Subject Lands”).

The Subject Lands have a total area of approximately 23,468.7 square metres (2.34 hectares), with approximately 140.6 metres of frontage along Highway 26. The Owner is seeking an addendum to the previously approved application of three low-rise apartment buildings and twelve townhouse bungalow blocks. Additional details related to the Proposal can be found in Section 6.0 of this Report.

MHBC, on behalf of the Owner, has prepared this Urban Design Brief to illustrate how the proposed development has met the design vision as set out in the Town of Collingwood Urban Design Manual.

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



Eldon C. Theodore, BES, MUDS, MLAI, MCIP, RPP

Partner | Planner | Urban Designer



Giuliana Costanzo, BDes, MLA

Urban Designer | Landscape Designer

2.0

Application Overview

The Subject Lands are located within the settlement area boundary of the Town of Collingwood, situated on the south side of Highway 26 with internal access provided from Prince of Wales Drive. The Subject Lands have a total lot area of 23,468.7 m² (2.34 ha) with a lot frontage of 140.6 metres along Highway 26, and form part of a vacant land condominium structure.

The Subject Lands currently form part of an approved development framework (the "Original Approval"), which allows three 4-storey apartment

buildings containing 187 units and twelve bungalow townhouse blocks comprising 60 units. Under the Original Approval, a total of 372 parking spaces were planned, consisting of 237 parking spaces for the apartment buildings and 135 spaces for the townhouse units.

The Owner now proposes a revised development concept (the "Proposal") for the eastern portion of the Subject Lands. The Proposal seeks to amend the Original Approval to permit the development of twelve (12) 2-storey stacked bungalow townhouse

blocks, Blocks A through L, containing a total of 124 residential units. The blocks range in size from 8 to 12 units each. The Proposal provides a total of 197 off-street parking spaces, comprising 180 resident spaces, 13 visitor spaces, and 4 barrier-free spaces. There will also be 20 short-term bicycle parking spaces provided. The Proposal will provide a total of 197 parking spaces, an increase of 62 spaces from the Original Approval.



Figure 2.1 : The Subject Lands

3.0

Design Overview

3.1 DESIGN VISION, GUIDING PRINCIPLES & OBJECTIVES

The Proposal will introduce new residential housing and density that are compatible with, and complementary to, the existing residential neighbourhoods located south of the subject lands. The Proposed Development will support transit use and incorporate generous landscaping and an on-site park, providing amenity space for residents and supporting the community's long-term needs.

The objectives of the Proposal are to support population and employment growth within existing

settlement areas through gentle intensification. The proposed application represents an efficient use of land by optimizing the site's development potential to achieve a compact urban form. In doing so, the development promotes the efficient use of municipal infrastructure and services, including water, sewer, transportation, and other public utilities, while encouraging development patterns that minimize land consumption and reduce long-term servicing costs.

The proposed development will respond sensitively to the surrounding context, including nearby residential neighbourhoods, open spaces, and natural landscape features.

The development integrates landscaped open spaces throughout the site and provides direct connections to the adjacent multi-use trail network south of the Subject Lands. These connections support access to nearby recreational amenities and to a larger trail system, like the Georgian Trail.



Figure 3.1 : Renderings of the proposed development, prepared by Reids Heritage

The proposed stacked townhouse-built form is compatible with surrounding residential development patterns and contributes to the continued evolution of the neighbourhood while maintaining an appropriate scale and massing relationship with nearby uses.

The site design prioritizes safe and efficient pedestrian movement through a coordinated system of internal sidewalks and trail connections.

Key features include:

- Internal sidewalks ranging from approximately 1.5 m to 2.0 m in width;
- Pedestrian crosswalks with tactile warning plates and drop curbs;
- Connections to the 3.0 m multi-use trail network

along Highway 26; and

- Clear separation between pedestrian circulation routes and vehicular movement areas.

Vehicular access to the site is provided through a single ingress/egress connection from the previous phase of development, which connects to the internal private road network that also functions as a designated fire route.

Lastly, accessibility has been incorporated into the design of the development through several features, including:

- Barrier-free parking spaces distributed within the parking areas;
- Accessible pedestrian routes with drop curbs and tactile warning surfaces; and

- Internal sidewalk connections that provide direct access to residential entrances and shared open spaces.

These elements will help ensure that the development supports inclusive and accessible movement throughout the site.

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. This approach reinforces a structured and legible development pattern while ensuring that vehicular and pedestrian movement are balanced and safe.

4.0

Context Analysis

4.1 EXISTING CONDITIONS

The surrounding land uses within the immediate context of the Subject Lands are as follows:

North: North of the Subject Lands is Highway 26. Further north is the gated resort-style community of Lighthouse Point, which consists of a mix of condominiums, townhouses, and detached bungalows fronting Georgian Bay.

East: East of the Subject Lands is the continuation of Highway 26. Further east is the gated residential community of Ruperts Landing, as well as a members-only Rod & Gun Club.

South: South of the Subject Lands are several private resort-style residential communities, including Cranbrook, Wyldewood, and Woodland Court. The protected Cranberry Lake wetland features a trail and boardwalk system and is adjacent to a golf club with multiple golf terrains set within the surrounding woodlands.

West: West of the Subject Lands is the first phase of development in the Overall Lands, Pretty River Academy and Greentree Gardens & Emporium. Further west are several hotels and vacation home rentals.

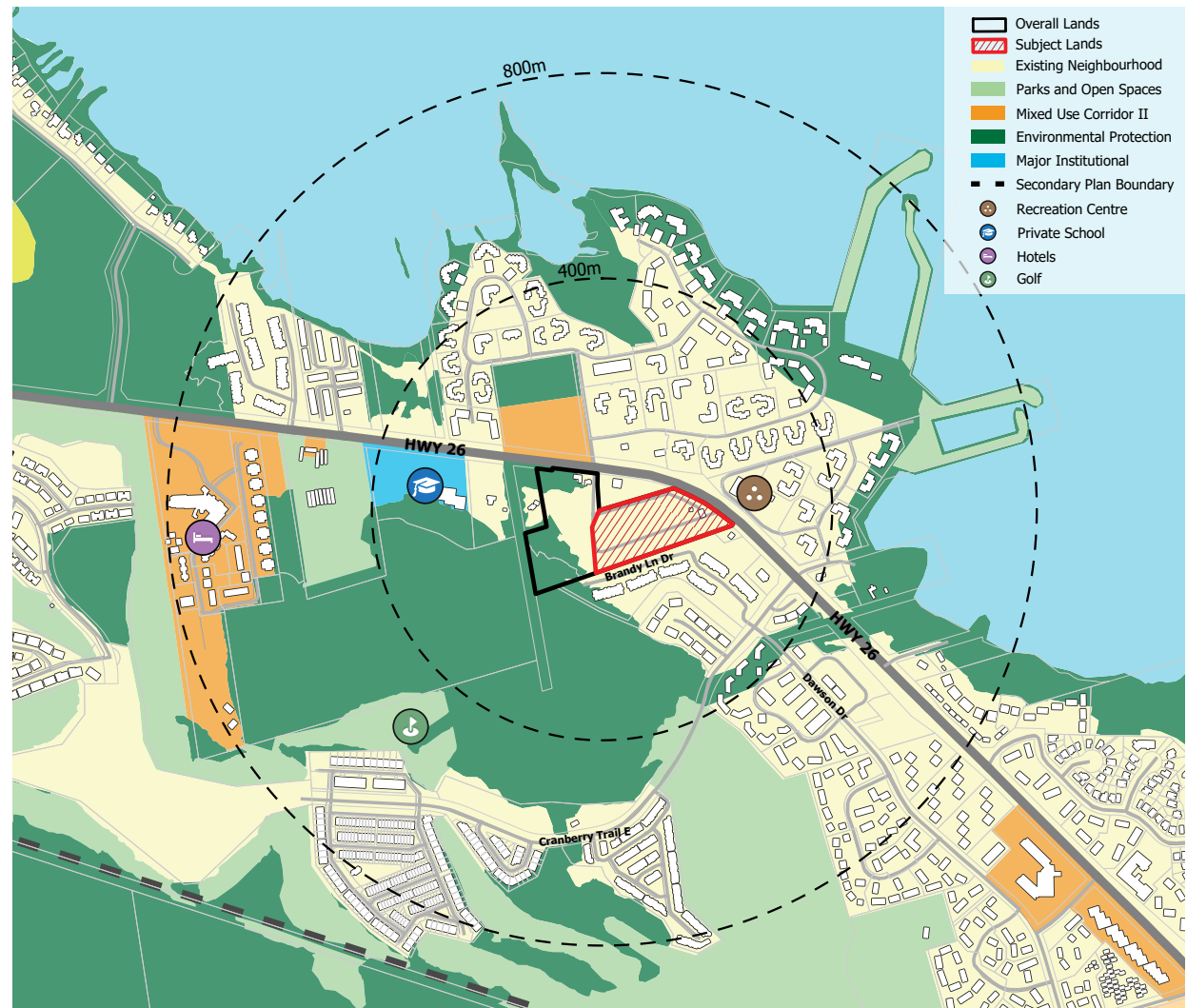


Figure 4.1 : Context Map



WATER RESERVOIR - NORTH OF SITE



TOWNHOMES - SOUTH (Wyldeewood)



HIGH-RISE RESIDENTIAL - NORTH



MID-RISE RESIDENTIAL (TOWNHOMES) - NORTH

Figure 4.2 : Photos of Site's Surroundings

4.2 ROADS AND TRANSIT

The Subject Lands are situated within an established urban context characterized by a mix of residential neighbourhoods, parks and open spaces, and areas identified as environmental protection spaces. As illustrated in Fig 4.3, the surrounding area contains several significant community amenities, including a recreation centre, a school, hotel accommodations, and golf-related uses, all located within the broader 800-meter radius of the site.

The Subject Lands are supported by Highway 26 as the primary arterial road, complemented by local streets such as Brandy Lane Drive, Dawson Drive, and Cranberry Trail East. The Town's Transportation Plan also identifies a future collector road in proximity to the site, indicating planned enhancements to local connectivity.

Transit service is provided by the Collingwood Crosstown Route, with stops located near the Subject Lands, offering east-west connections to the school, neighbouring communities in the vicinity and to larger commercial plazas south of Highway 26.

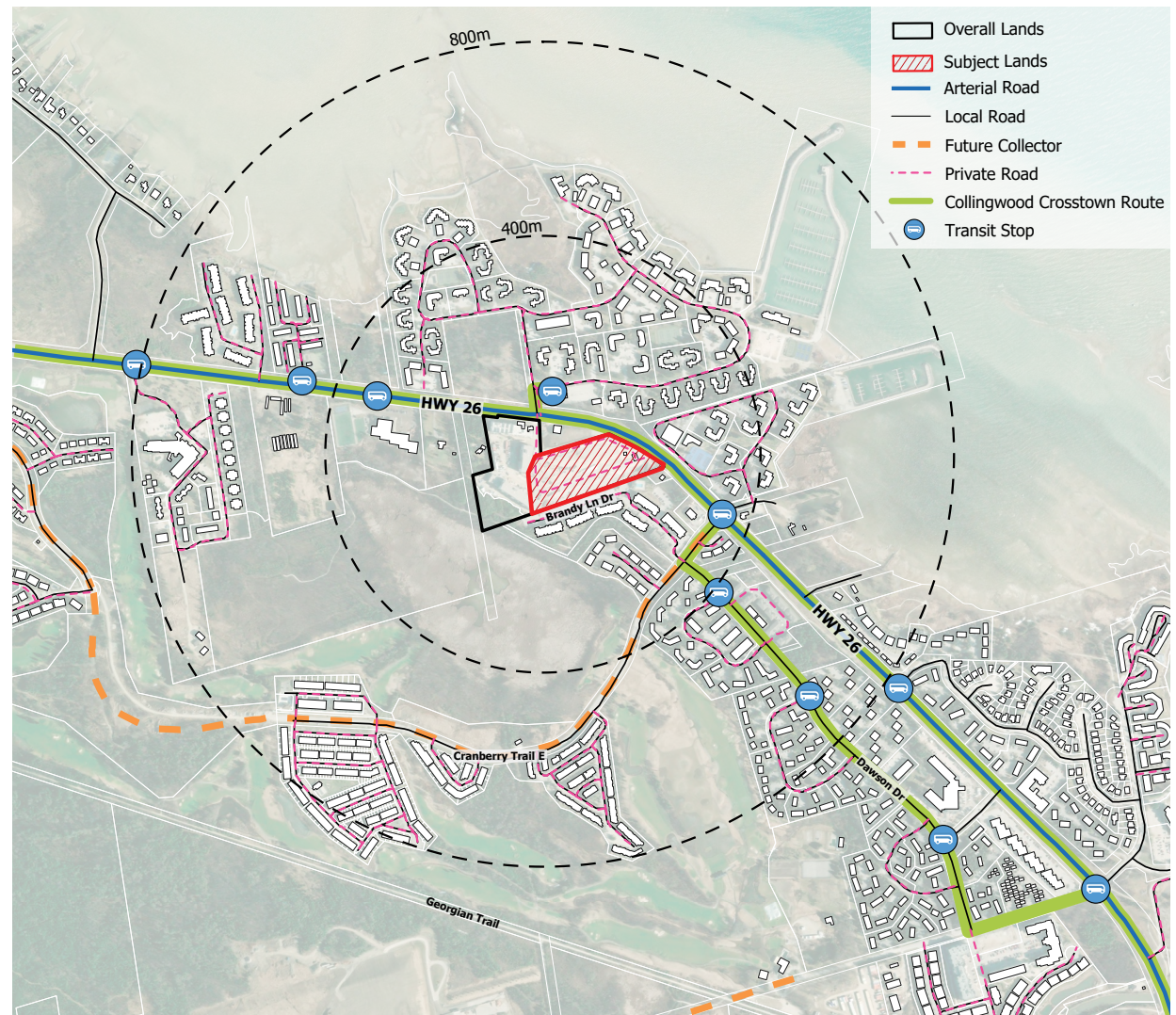


Figure 4.3 : Road and Transit Map

4.3 ACTIVE TRANSPORTATION

Active transportation infrastructure is present and continues to expand in the area. Multi-use pathways, neighbourhood bikeways, and connections to the Georgian Trail run adjacent to and near the Subject Lands, offering opportunities for walking and cycling.

While these networks support non-automobile travel, the absence of nearby commercial amenities means that the area remains predominantly car-dependent for daily needs. Nonetheless, the combination of recreational facilities, institutional uses, and active transportation routes contributes to a well-connected and amenity-rich broader context.

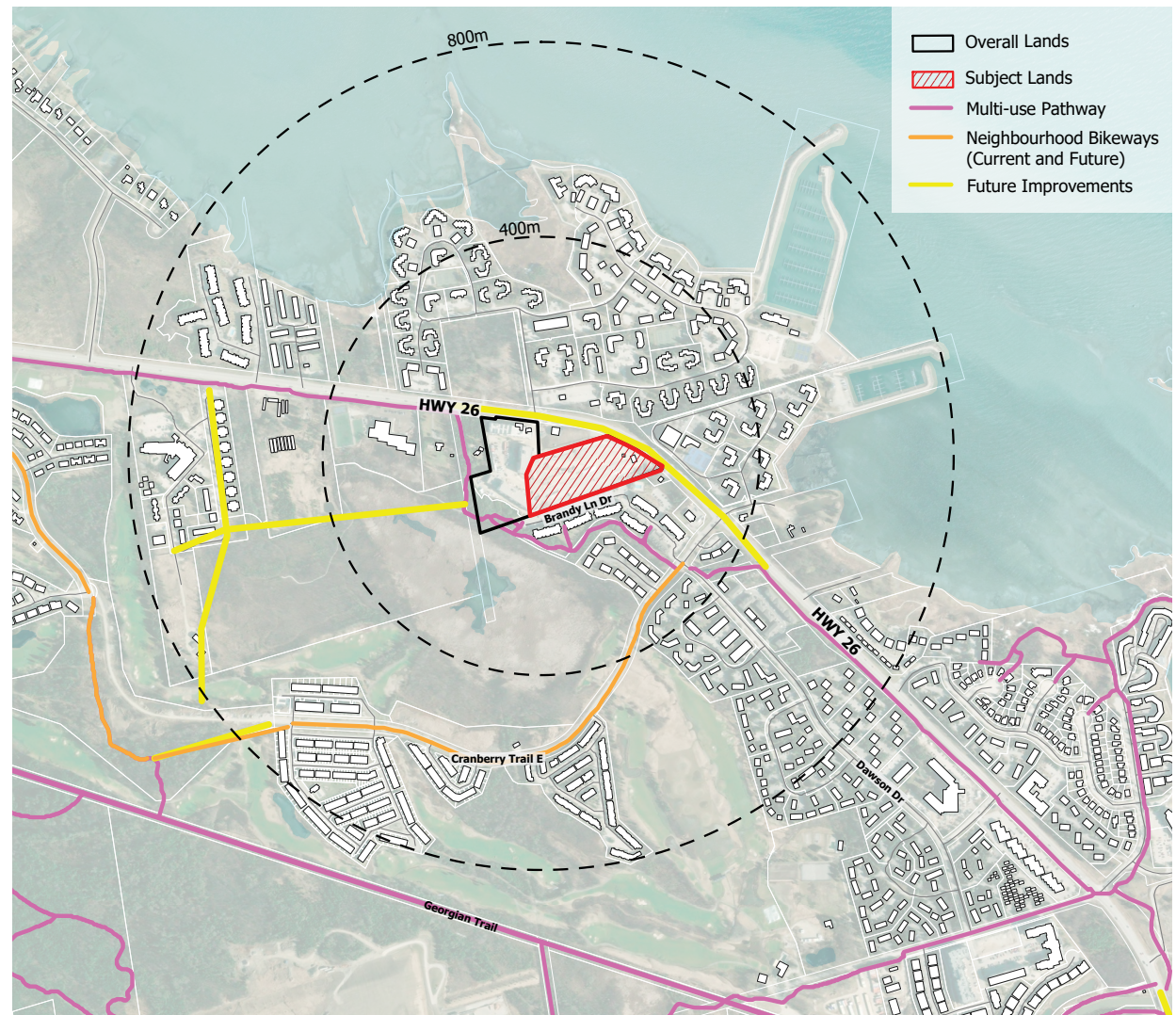


Figure 4.4 : Active Transportation Map

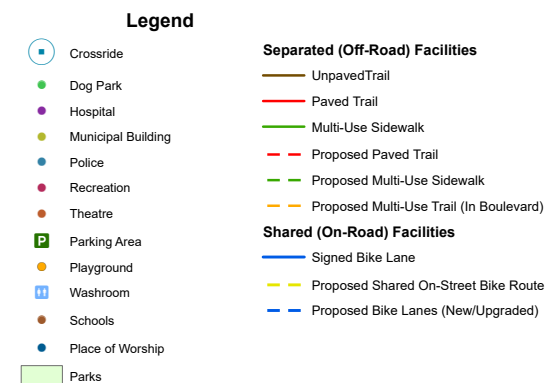
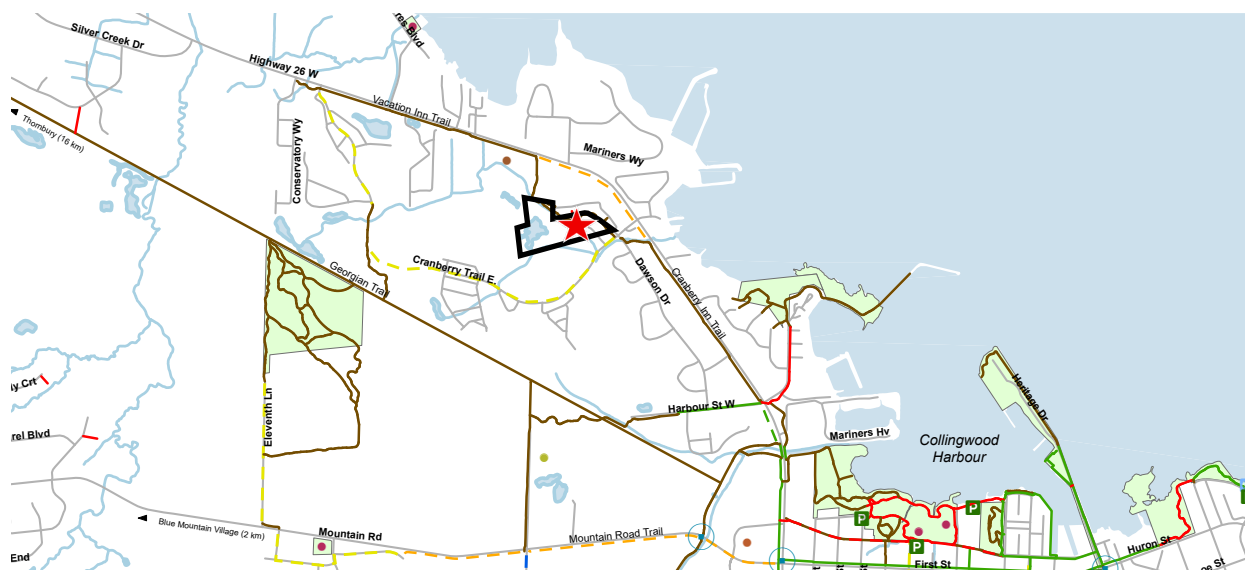


Figure 4.5 : Town of Collingwood Cycling Plan Future Cycling Network, September 2019

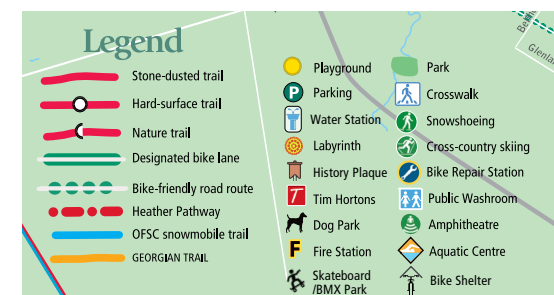
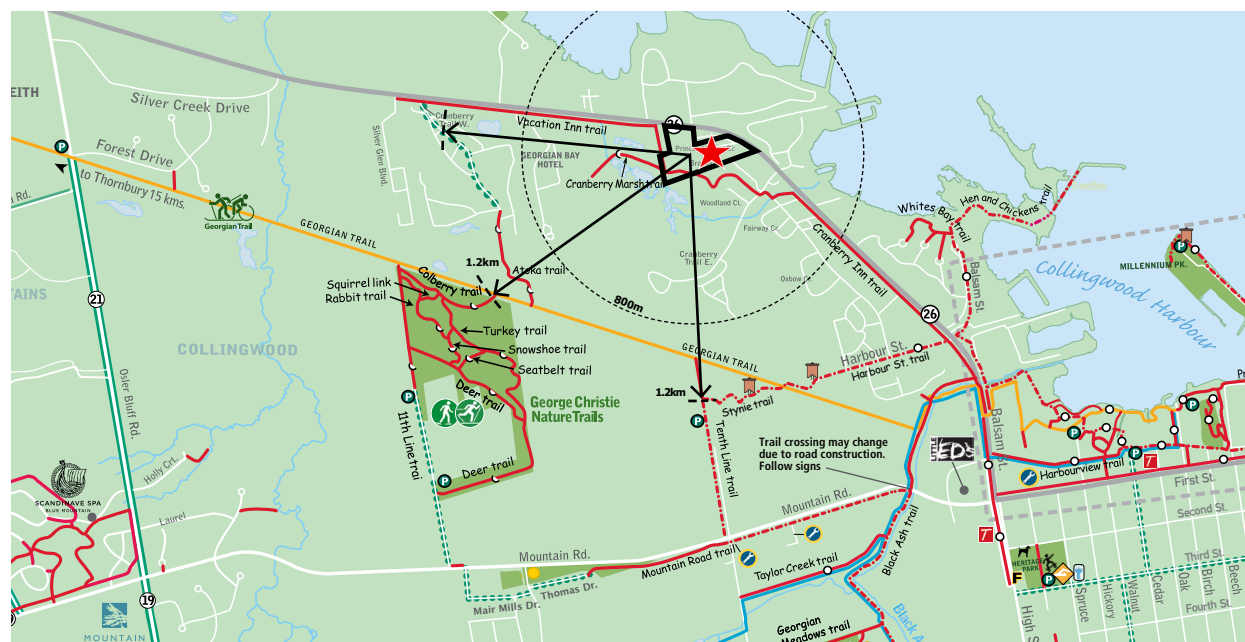


Figure 4.6 : Collingwoods Trail Map, 2025

5.0

Policy Context

5.1 COUNTY OF SIMCOE OFFICIAL PLAN 2023

The County Official Plan was adopted by Simcoe County Council in December 2016, and was consolidated in February 2023, incorporating approved amendments to ensure continued alignment with Provincial policy direction and regional growth objectives.

The County Official Plan establishes the overarching policy framework to guide land-use planning decisions throughout the County, while considering the economic, social, and environmental implications of development. The Official Plan seeks to manage growth in a manner that supports efficient municipal servicing, promotes complete communities, and ensures responsible long-term land use planning (Section 1.1 and Section 1.3).

The Proposal is located within a designated "Settlement Area" in the County of Simcoe Official Plan (Appendix 1), which the plan identifies as the primary focus for population and employment growth (Section 3.5). Section 3.5 of the Official Plan outlines the objectives for Settlement Areas, which include focusing population and employment

growth within serviced communities, promoting efficient land use patterns, supporting mixed-use development, and encouraging the creation of healthy, vibrant, and sustainable communities.

The development is fully serviced by municipal water and wastewater systems and represents an intensification of an already approved residential block. This aligns with the County's growth management objectives to:

- Direct development to settlement areas where full municipal services exist
- Promote compact, efficient land use patterns
- Support complete communities and a diverse housing supply
- Minimize land consumption and servicing costs

The Proposal therefore conforms with the overarching intent of the County Official Plan.

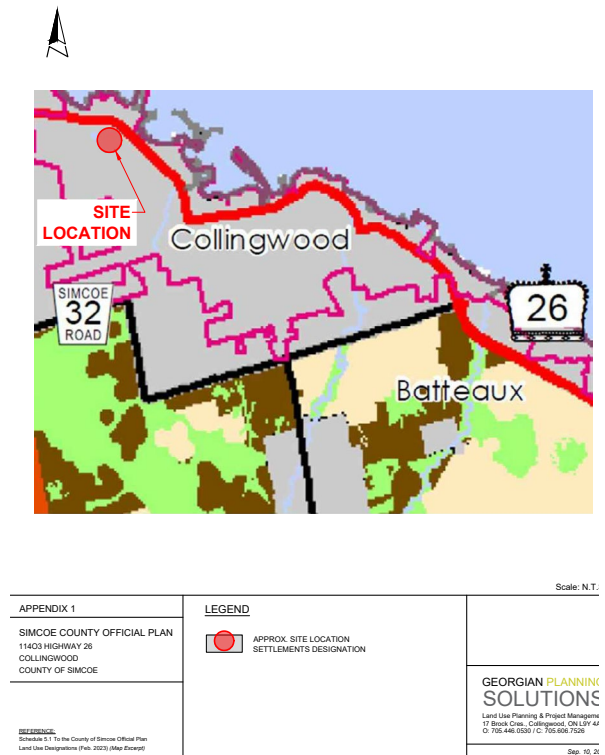


Figure 5.1 : Simcoe County Official Plan

5.2 TOWN OF COLLINGWOOD OFFICIAL PLAN 2024

The Town Official Plan was adopted by the Town of Collingwood in 2024, replacing the previous 2004 Official Plan, and provides the municipal policy framework that guides land use planning, growth management, housing, and community development within the Town.

The Proposal is designated “Residential Community Areas” on Schedule 1 – Growth Management Plan and “Existing Neighbourhood” on Schedule 2 – Land Use Plan (shown on Fig 5.2 and 5.3).

The Residential Community Areas designation is intended to accommodate residential growth within serviced settlement areas and supports a range and mix of housing types and densities that contribute to complete and sustainable communities.

The Existing Neighbourhood designation is intended to maintain and enhance established residential areas while allowing for sensitive and compatible residential intensification. This designation supports a variety of housing forms that respond to the needs of a diverse population and encourages development that remains compatible with surrounding land uses.

Section 3.8 of the Official Plan provides Urban Design Standards Goals and Objectives, and

Section 4.3.2.2 direct the applicant to having consideration for the Urban Design Manual as it is an integral part of the review of residential development proposals throughout the Town.

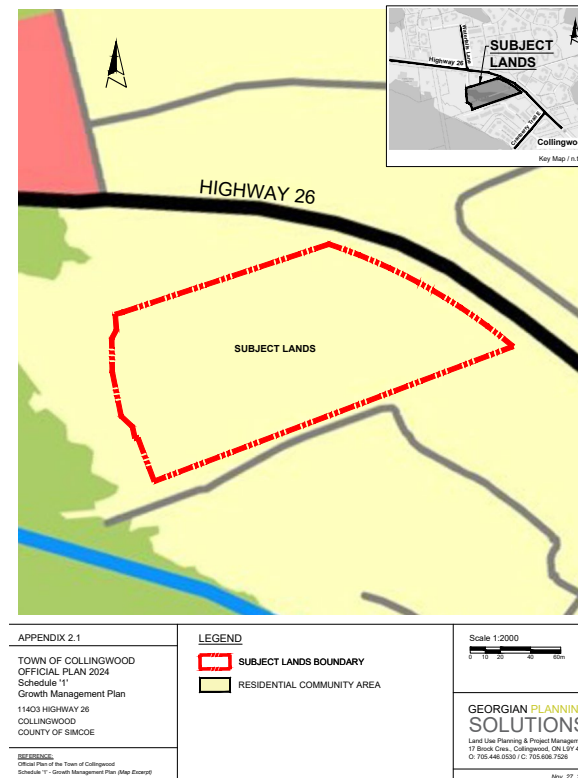


Figure 5.2 : Town of Collingwood OP 2024, Schedule '1'

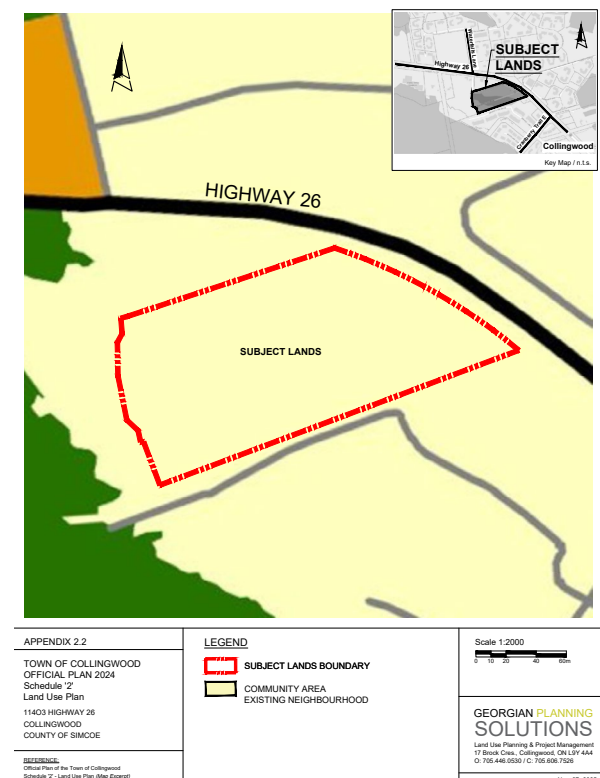


Figure 5.3 : Town of Collingwood OP 2024, Schedule '2'

5.3 COLLINGWOOD URBAN DESIGN MANUAL 2010

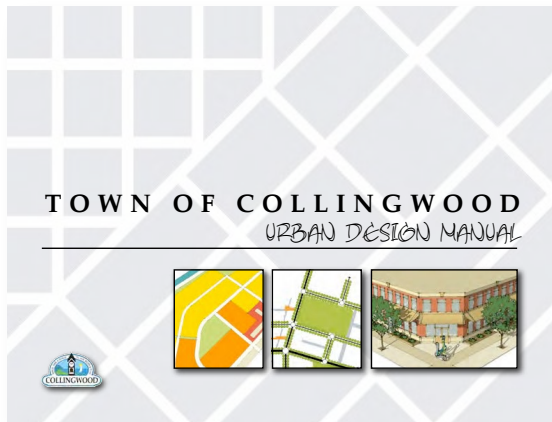


Figure 5.4 : Town of Collingwood Urban Design Manual, 2010

The Town of Collingwood Urban Design Manual ("CUDM") provides design guidance for placemaking, community structure, site planning, and building design throughout the Town. The Manual is intended to guide development toward high-quality, pedestrian-oriented environments that reinforce Collingwood's character as a complete and connected community while responding to the natural landscape and surrounding built context.

The most applicable sections of the CUDM to the Proposal include guidance related to site character and context, subdivision layout, and parks and open space integration, as outlined in Section 1 – Site Character and Context, Section 4.A – Layout, and Section 4.B – Parks and Open Space. These sections encourage development to respond to the existing parcel configuration, natural features, and surrounding landmarks while organizing buildings and open spaces to create a legible and connected site structure.

In addition, the Proposal responds to the guidance contained in Section 6 – Blocks and Streets, and Section 8- Active Transportation, which promotes building placement and massing that define streets and outdoor spaces and contribute to a balanced and pedestrian-oriented streetscape. The architectural design of the stacked townhouse blocks also reflects the built form guidance provided in Section 7 – Architecture, including Section 7.H, 7.S which encourages varied architectural expression and the use of locally appropriate materials.

Lastly, the proposed landscape design responds to Section 10- Landscaping and Public Spaces which outlines design principles to ensure project landscaping contributes to a safe, attractive, and environmentally sensitive development.

Collectively, these sections of the Urban Design Manual (UDM) inform the overall design of the Proposal. A summary analysis of design policy and UDM compliance, with a detailed breakdown of the Proposal will be outlined in Section 6, Detailed Design Directions of the Urban Design Brief.

6.0

Detail Design

6.1 SITE DESIGN

In Response to Sections 1: [A2; C1(a) 2],
Section 2 [A2] **Section 3** [E1(a,b) 3, 4, 5;
 G1, 2, 4] **Section 6** [A1,4,6,7,8; B6(a,b,c,d),
 8(a,b) 9, 10, 11, 12; D1; F1(g); K1,7(a);
 N 4,6,7;O1,2,3,4,5,6; P1,5; R1, 2(a,b,d);
 S1(b,c,d)]

The Proposal represents an intensification of the residential built form, increasing the number of townhouse units from 60 to 124, and adjusting the parking supply from 118 to 197 spaces. It also introduces 20 short-term bicycle racks and additional outdoor amenity space, including a dedicated children's playground. The Proposal maintains the minimum two-storey height requirement along the Highway 26 frontage while accommodating the additional units.

The proposed stacked townhouse blocks are organized into 8-unit and 12-unit configurations, but visually appear no longer than 6 unit blocks of townhouses. The townhouses are oriented to front

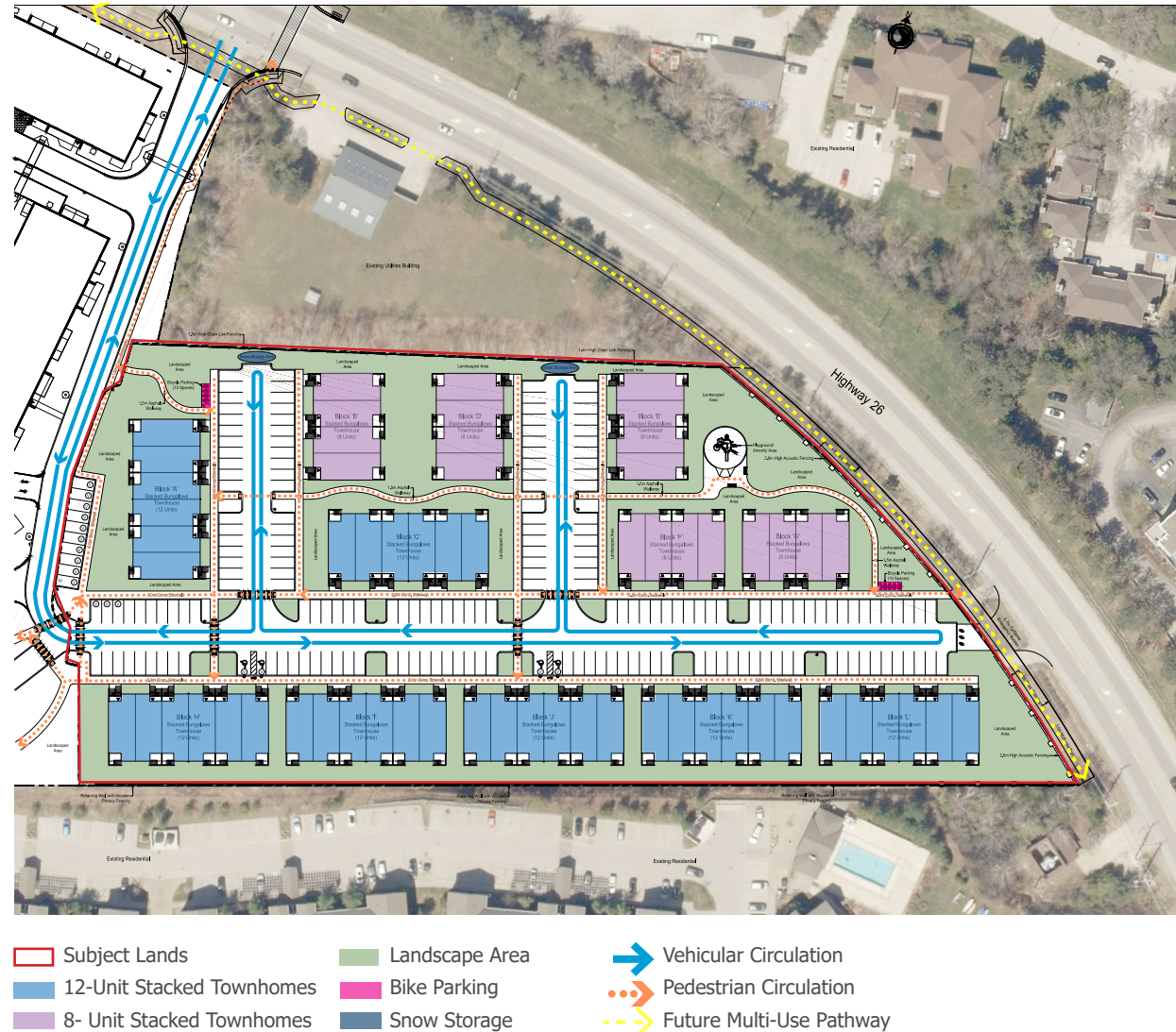


Figure 6.1 : Site Plan showing design layout and circulation



PUBLIC REALM



CONNECTIVITY



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 units will all face the road and have direct pedestrian access via an internal sidewalk system. Each unit will be provided with a defined landscaped frontage to enhance character and create unity throughout each block.

Vehicular access will be maintained through a single ingress/egress point that connects to the north-south aligned private road off Highway 26. 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 townhouse blocks, as a limited row of parking. Visitor parking will be grouped and located

near the road entrance. Temporary snow storage on site will be stored in locations that avoid conflicts with parking, servicing and pedestrian movement. Utilities, waste, and recycling are contained within individual units, with garbage collection provided on a weekly basis.

The proposed built form has been designed to respond thoughtfully to the surrounding context with the inclusion of gentle intensification that introduces stacked townhouse units in place of lower-density traditional townhouses. Outdoor amenity space is located in the northeast portion of the site, behind Blocks F and G, and is accessible via the internal pedestrian walkway network. This area is intended to include a children's playground, seating areas, open lawn space, and landscaped shaded areas for passive recreation.

Lastly, storm water management is integrated into the site design through grading, where runoffs will be directed to landscaped areas to promote infiltration, and runoff from paved surfaces will be directed to an underground stormwater storage system designed to accommodate larger storm events.

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. The development will establish a clear public-private interface through the integration of access driveways, internal pedestrian connections, and linkages to existing community trail infrastructure.

6.2 BUILT FORM

In Response to Section 7 [A1,5,9; D1(a,c,d,e), 2, 3, 5; E1(b,c) 2, 3(a,c,d,e,f); G2(a,b,c,d) 3, 4, 10, 11, 16(c); I1(a,b); J1, 2, 4(b,c), 6, 7; N4(a); O1, 2; P1(a,b); S1(c), 2, 3(a,b), 11, 15, 19, 27(b,h,k) 34, 40(c,d) 42 (a,b,c,d) 46, 47(a,b,d,e), 48]

The proposed design strikes a balance between built form and open space, creating an interplay of mass and open space. Aligned with the CUDM, 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. This approach reinforces a structured and

legible development pattern while ensuring that buildings define internal streets and outdoor spaces, contributing to a balanced and well-articulated streetscape.

The architectural design follows the Contemporary New Urbanism theme, supporting a visually cohesive yet varied streetscape that is compatible with the surrounding context. The building façades incorporate a palette of local materials, such as brick in brown and off-white tones, horizontal wooden cladding, charcoal metal detailing, and large glass windows. Two coordinated colour schemes are applied across the townhouse blocks to introduce



FOCAL POINT



MASSING



BUILT FORM

variation while maintaining a consistent architectural language.

Façade articulation is achieved through the integration of recessed and projecting elements, including framed terraces and balconies that introduce depth and rhythm to the elevations. Additional articulation is provided through material transitions and the incorporation of a ledge rock



Figure 6.2 : 8-Unit Stacked Bungalow Townhome Elevation, prepared by Reids Heritage

base treatment, particularly along areas adjacent to parking, which helps anchor the buildings and enhance the pedestrian-scale experience.

Private outdoor spaces, including terraces and balconies, are oriented to maximize views toward prominent natural features such as Blue Mountain, Georgian Bay, and the Cranberry Marsh Trail. In addition to visual connections, the site design facilitates direct physical access to nearby trails and

open spaces, supporting an interconnected network of pedestrian routes and recreational amenities within the broader neighbourhood.

At grade, individual unit entrances are designed to face internal streets and pedestrian walkways, providing direct access to the established pedestrian network and reinforcing a safe, active, and walkable environment. These entrances are clearly defined through architectural detailing and landscaping

elements, contributing to a strong relationship between the built form and the public realm.

Overall, the proposed built form and architectural design respond to the intent of Section 7 of the Urban Design Manual by providing a well-articulated, visually cohesive, and context-sensitive development that enhances the streetscape and contributes to a high-quality residential environment.

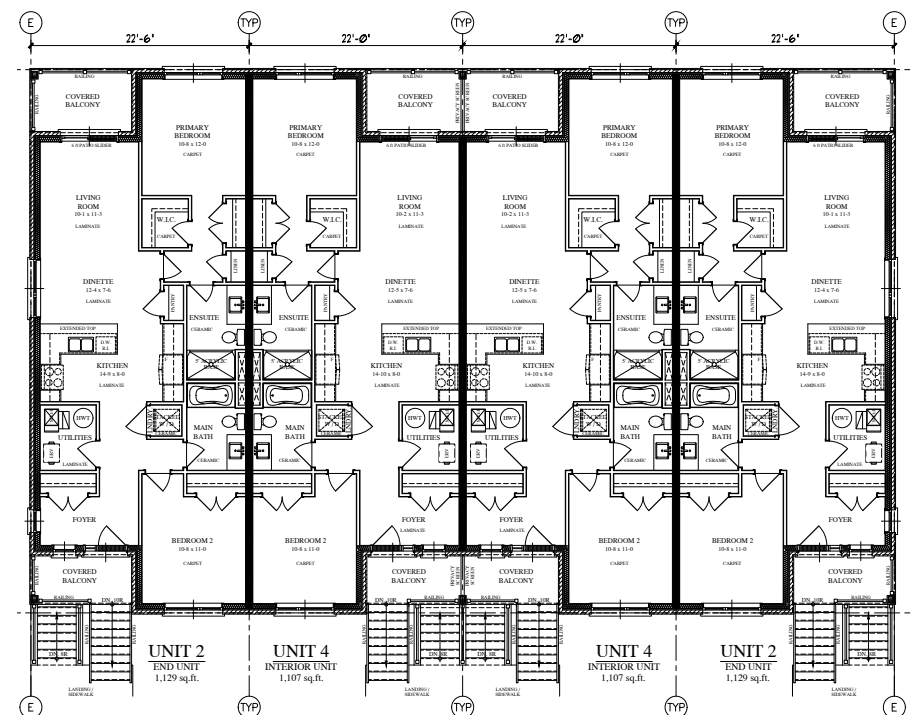
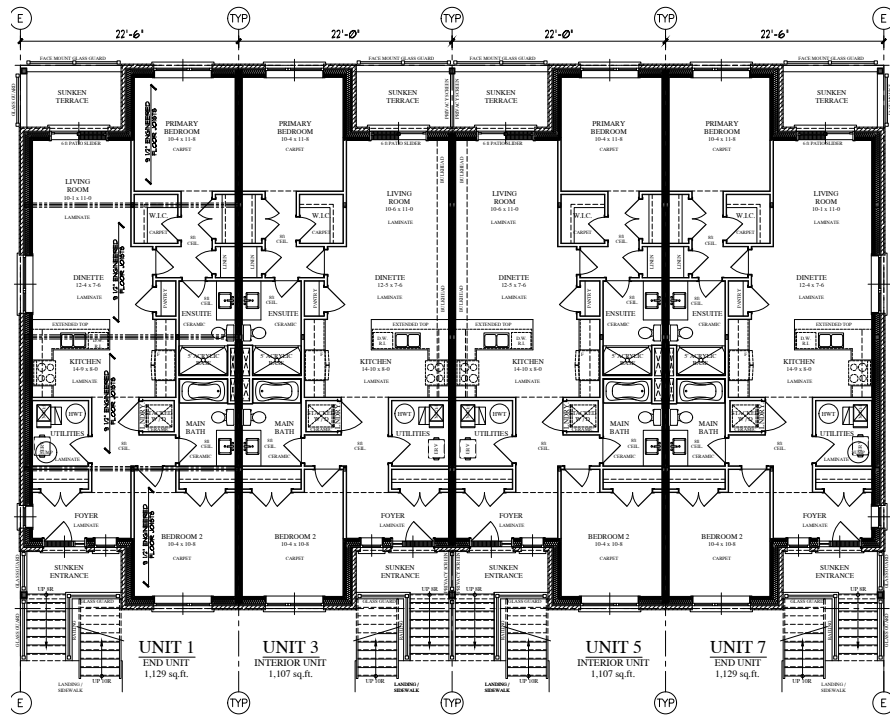


Figure 6.3 : Stacked Bangalow Townhome Lower Level Floor Plans, prepared by Reids Heritage

Figure 6.4 : Stacked Bangalow Townhome Upper Level Floor Plans, prepared by Reids Heritage

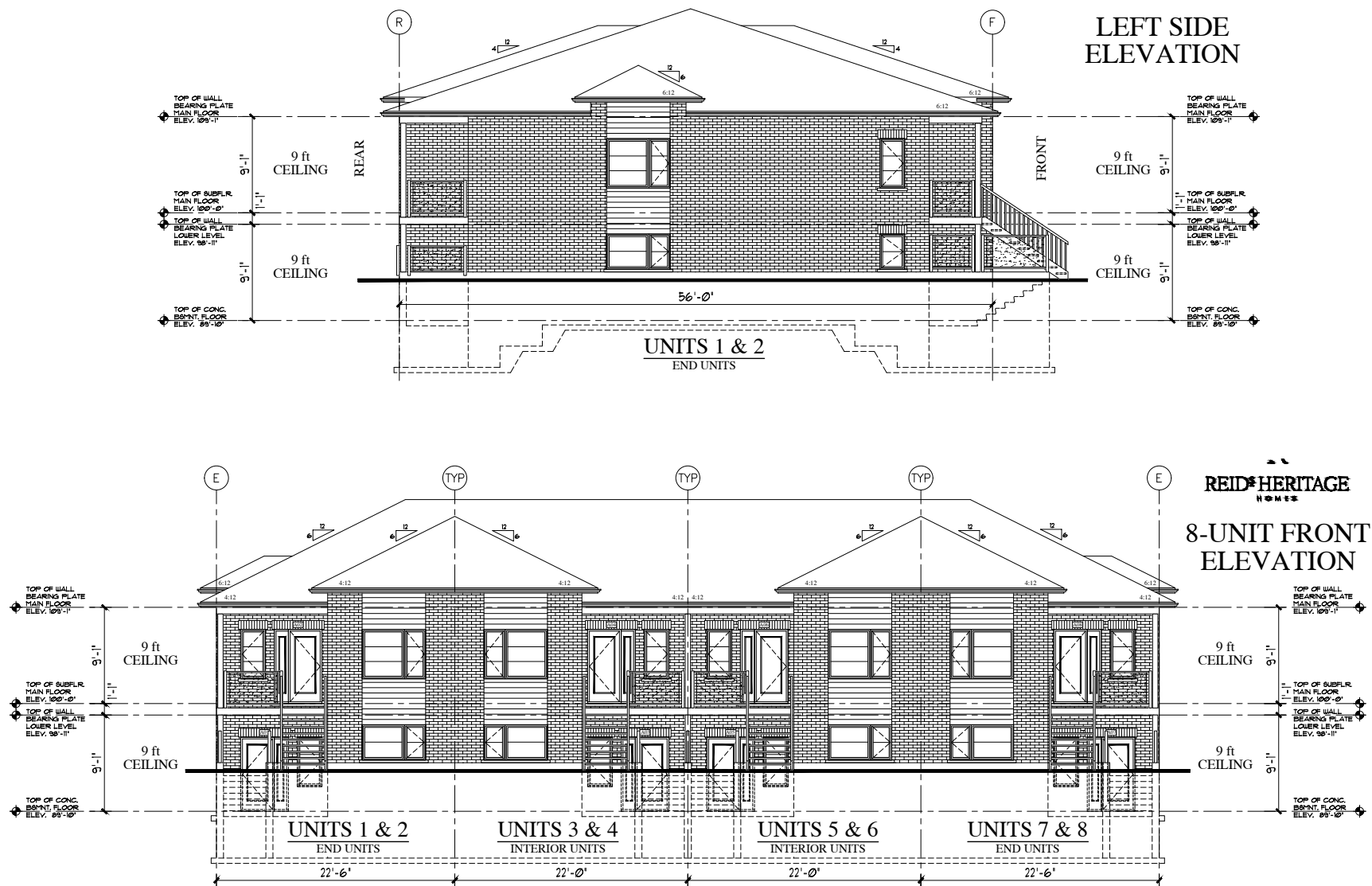


Figure 6.5 : 8-Unit Stacked Bungalow Townhome Elevation, prepared by Reids Heritage

6.3 LANDSCAPE DESIGN

In Response to Section 10
[A1(c,d,e,h,i,j,m,n,o,p), 4, 5, 9(a), 10, 14, 16; B1,3; D1; E1; G1; H3(a,b,c), 4(c,d); I(a,b,c,e,f), 3a, 4, 5; L1(b,c,f,l), 2, 5a, 6; M1(a,b,e,g), 2(a,e,h,i,j) 3, 6, 8(a,c)]

The Proposal provides a total landscaped area of 9,726.37 m² with an approximate tree canopy coverage of 32% across the site. The landscape design integrates deciduous and coniferous trees, deciduous shrubs, perennials, and groundcovers throughout the development to establish a consistent green base across all inter-block spaces, perimeter zones, and frontage areas. The Proposal aims to enhance the community by providing an environmentally sustainable, functional, and visually appealing design while building on 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.

A central playground structure and amenity area is provided in the northern portion of the site, between Blocks E, F, and G, serving as a focal

point for the development and providing passive and active recreation space for residents. This is complemented by benches, bicycle racks and a network of a 1.5-metre walkways connecting units, parking areas, and the amenity space to the internal circulation system and the broader pedestrian network.

Perimeter landscaping is concentrated along the northern boundary adjacent to Highway 26, where a generous planting of deciduous trees and shrubs softens the acoustic fencing and provides a green interface with the public realm. Along the western property line, tree planting provides a visual buffer between the development and the adjacent low-density residential properties. Retaining walls with wooden privacy fencing define the southern boundary, complemented by shrub and groundcover planting that screen the edge condition and integrates the built form with the surrounding landscape.

Throughout the internal courtyards and between blocks, deciduous trees are consistently planted to provide canopy cover, shade, and visual relief across the parking and pedestrian areas. The proposal maintains the same plantings that

soften and enhance the visual appeal, ensuring a harmonious blend of built form, greenery, and entrance features to reinforce the residential character of each unit entry. Native and adaptive plant species are proposed, with detailed species selection to be refined at a subsequent design stage.



FOCAL POINT



TREE CANOPY



**LANDSCAPE
BUFFER**



Figure 6.6 : Proposed Landscape Design Concept, prepared by Crozier Consulting Engineers.



6.4 SUSTAINABILITY

In Response to Section 6 [O1,2,3,4,5,6; P1,5; R1, 2(a,b,d); S1 (b,c,d)]

The Revised Proposal incorporates a range of sustainable design measures that address building design, servicing, landscape integration, and stormwater management.

Durable and high-quality building materials, including wood panelling, concrete and masonry, are utilized to support long-term building performance and reduce maintenance requirements. Trash and recycling storage and servicing areas are integrated within the building design, ensuring convenient access for residents while minimizing visual impacts on the public realm.

Snow storage areas are located behind buildings and are designed to avoid negative impacts on landscape areas, particularly trees, as well as views of buildings and public outdoor spaces from

the street. These areas are also positioned to ensure that pedestrian circulation routes remain unobstructed and safe throughout the year.

The landscape design will incorporate native and adaptive plant species that are appropriate to local conditions, contributing to reduced water demand and improved site resilience. A refined lighting plan will also be contemplated to support safety and visibility throughout the site, with details to be further developed at a subsequent design stage. The development supports active transportation through connections to adjacent trails and pedestrian pathways, encouraging walking and cycling as viable modes of travel.

Stormwater management facilities are integrated into the site design and coordinated with landscaped open spaces and pedestrian areas. These systems are designed to function as amenities through the incorporation of landscaping and naturalized

elements, and are integrated with open space areas, trails, and tree planting zones. Low Impact Development (LID) measures, such as on-site infiltration and landscaped drainage features, are incorporated where feasible to support sustainable stormwater management practices.

Collectively, these measures reflect a comprehensive approach to sustainability that integrates built form, landscape design, and servicing functions within the overall site design, with detailed plant species selection and lighting design to be refined at a subsequent stage.



**ACTIVE
TRANSPOR-**



**SUSTAIN-
ABILITY**



**NATIVE
PLANTING**

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.

Design Terms



ACCESSIBILITY
Providing for ease, safety, and choice when moving to and through places



ACTIVE TRANSPORTATION
The use of human-powered transportation as alternative to motorized transportation



ADAPTIVE REUSE
Converting an existing building uses into a new use



ANGULAR PLANE
A geometric measurement that maintains solar access and height transition



ANIMATION
Support sustained activity on the street through visual details, engaging uses, and amenities



ARTICULATION
The layout or pattern of building elements (e.g. windows, roofs) that defines space and affects the facade



BARRIER FREE
Public and private places and spaces, designed to accommodate persons of all ages and abilities



BUILT FORM
The physical shape of developments including buildings and structures



CHARACTER
The look and feel of an area, including activities that occur there



CIRCULATION
The movement patterns of people and vehicles through a site or community



COMPATIBILITY
Ensuring the size, form and character of a building fits relative to others around it



CONNECTIVITY
The ease of movement and access between a network of places and spaces



DESIRE LINE
Shortest or most easily navigated route marked by the erosion of the ground caused by human traffic



ECOLOGICAL RESTORATION
Strategies to enhance existing natural heritage systems for environmental benefits



FACADE
The exterior wall of a building exposed to public view



FIGURE GROUND
The visual relationship between built and unbuilt space



FINE GRAIN
A pattern of street blocks and building footprints that characterize an urban environment



FOCAL POINT
A prominent feature or area of interest that can serve as a visual marker



GATEWAY
A signature building or landscape to mark an entrance or arrival to an area



HEAT ISLAND EFFECT
Buildings and paved surfaces that retain and re-emit the sun's heat, resulting in higher temperatures in urban environments



HEIGHT TRANSITION
The gradual change in height between buildings within a community



INFILL DEVELOPMENT
Development of underused lands within existing built communities to complete or densify those communities



LANDMARK
Highly distinctive buildings, structures or landscapes that provide a sense of place and orientation



LANDSCAPE BUFFER
Enhanced landscaping along property perimeters that protect privacy and promote compatibility



MASSING
The effect of modifying the height and bulk of the form of a building or group of buildings



MAJOR TRANSIT STATION AREA
Areas within walking distance of an existing or planned higher order transit station



MICROCLIMATE DESIGN
Design strategies that create comfortable outdoor conditions for year-round use



NATIVE PLANTING
Plants from the same local ecology, used to improve biodiversity, reduce levels of maintenance and conserve water



NODE
A place where activity and circulation are concentrated



PASSIVE SOLAR DESIGN
Building design and orientation that utilizes the sun to promote greater use of renewable energy and building comfort



PASSIVE SURVEILLANCE
Design techniques to enhance visibility and safety of public areas



PEDESTRIAN-ORIENTED
An environment designed to ensure pedestrian safety and comfort for all ages and abilities



PUBLIC REALM
Public space between buildings including boulevards and parks, where pedestrian activities occurs



RHYTHM AND PATTERN
The repetition of elements such as materials, details, styles, and shapes that provide visual interest



SETBACK
The orientation of a building in relation to a property line, intended to maintain continuity along a streetscape



STEP BACK
A recess of a building in order to ensure an appropriate built form presence on the street edge



STREET ENCLOSURE
The ideal ratio of street to building wall that promotes a walkable and comfortable pedestrian realm



STREET FURNITURE
Human-scale street elements on streets, including light fixtures, fire hydrants, trash receptacles, signs, benches, mailboxes, news-paper boxes and kiosks



STREET WALL
The consistent edge formed by buildings fronting on a street



SUSTAINABILITY
Development with the goal of maintaining natural resources and reducing human impact on ecosystems



TRANSIT-ORIENTED COMMUNITY
Compact, mixed-use, pedestrian-friendly developments near public transit



TREE CANOPY
Cover and shade created by the layering of deciduous tree branches and foliage



URBAN FABRIC
The pattern of lots and blocks in a place



VIEW TERMINUS
The end point of a view corridor, often accentuated by landmarks



VISTA
Direct and continuous views along straight streets or open spaces



WAYFINDING
Design elements that help people to navigate through an area (e.g. signs, spatial markers)



URBAN INTENSIFICATION
Increasing urban density and land use efficiency through re-development



WATER MANAGEMENT
Management of available water resources to promote water quantity, and its efficient use and reuse

