



RESIDENCES AT SILVERCREEK -11403, 11453,
11461 HWY. 26 W. COLLINGWOOD
URBAN DESIGN BRIEF

2021-03-05

INTRODUCTION



The Residences at Silvercreek represent a unique opportunity to add to the range of accommodation choices for Collingwood residents. Three low-rise apartment buildings along with bungalow townhomes will sit on over 12 acres of prime residential lands.

Bordered by Highway 26 to the north and east and adjacent to the Cranberry Marsh community trail, residents will have safe and easy vehicular and trail connections to the community. Proximity to the main Collingwood Transit route adds to the range of transportation options available.

The fundamental site planning and architectural design approach is to create a living environment that marries housing form with on-site amenities, while respecting the overall predominant character of the immediate neighbourhood.

OVERVIEW

1. SITE PLAN & OVERVIEW

2. PUBLIC/PRIVATE REALM

The public/private realm is defined by this proposal as the interface between people and uses within and the broader community that surrounds the subject lands. This interface is explained through the built form supported by road access, internal sidewalk systems and, community trail network connections.

3. BUILT FORM PRINCIPLES, RENDERINGS & DRAWINGS

The built form is designed and sited to respect adjacent public streets through setbacks, architectural treatment and sympathetic landscaping. Community connections are enhanced through an extensive internal sidewalk system and links to existing community trails.

4. SUSTAINABILITY PRINCIPLES

5. SHADOW STUDIES



- Hwy. 26 fronts the north and East of the site
- Residential area dominated by medium to medium high density apartments and townhomes
- Existing community trail system links to major public open space featured to the west (Cranberry Marsh)
- Municipal transit route along Hwy. 26
- Proximity to public shopping and services

1.1

SURROUNDING CONTEXT



- Hwy 26 to the north and east
- Town water reservoir to north
- Existing dwelling and unopened town road row to the west
- Cranberry Marsh and related community trail system to the south west
- Wyldewood residential condominium to the south

SITE AREA:	NET LOT AREA:	FRONTAGE (HWY 26.):
50,974 M ² (5.1 HA)	44, 949 M ² (4.49 HA)	120.2 M

1.2

IMMEDIATE CONTEXT

DEVELOPMENT OVERVIEW

Plan Item	Development Summary
Zoning	R3-33
Site Area (Gross)	5.1 ha (50,974 m ²)
EP Zoned Lands	0.49 ha
Hwy. Widening	0.10 ha
Site Area for Density Calc.	4.49 ha
Density (Units Per Hectare)	OP Density Range: 20 MIN. per ha = 90 MIN. 55 MAX. per ha = 247 MAX.
Height	4 storeys (15.0 m MAX.)
Parking (townhomes + apartments)	187 (apts.) x 1 = 190 187 (apts.) x 0.25 = 47 visitor parking 60 (towns) x 2 = 120 60 (towns) x 0.25 = 15 visitor parking Provided = 372 stalls, incl. 8 barrier-free
Amenity Area	450 m ²

Plan Item	Development Summary	
Unit Mix (Building 1)	• 1 Bedroom + D	14
	• 2 Bedroom –	43
	• 3 Bedroom –	14
	• TOTAL	71
Unit Mix (Building 2)	• 1 Bedroom + D	8
	• 2 Bedroom –	26
	• 3 Bedroom –	12
	• TOTAL	46
Unit Mix (Building 3)	• 1 Bedroom + D	14
	• 2 Bedroom –	44
	• 3 Bedroom –	13
	• TOTAL	71
Unit Mix (Towns)	• TOTAL	60

1.3

DEVELOPMENT
OVERVIEW



VIEW TO
GEORGIAN BAY



WATER RESERVOIR – NORTH OF SITE



TOWNHOMES – SOUTH (Wyldewood)



HIGH-RISE RESIDENTIAL - NORTH

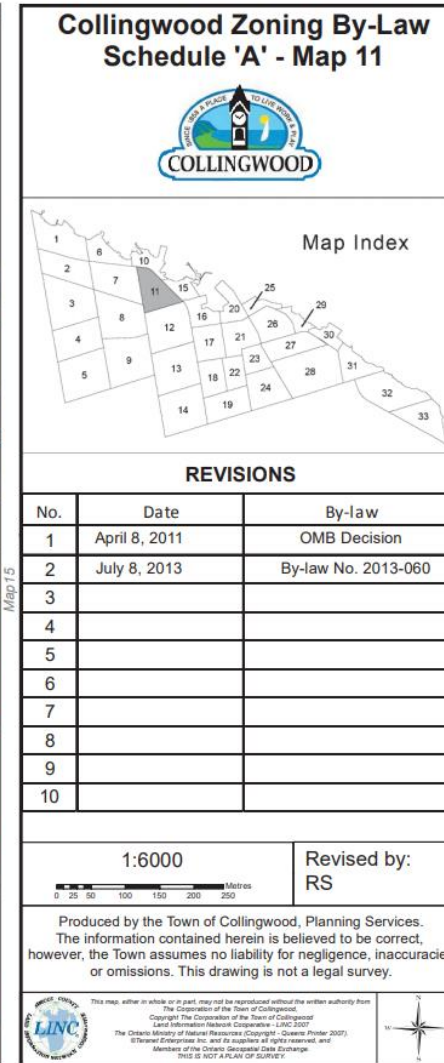
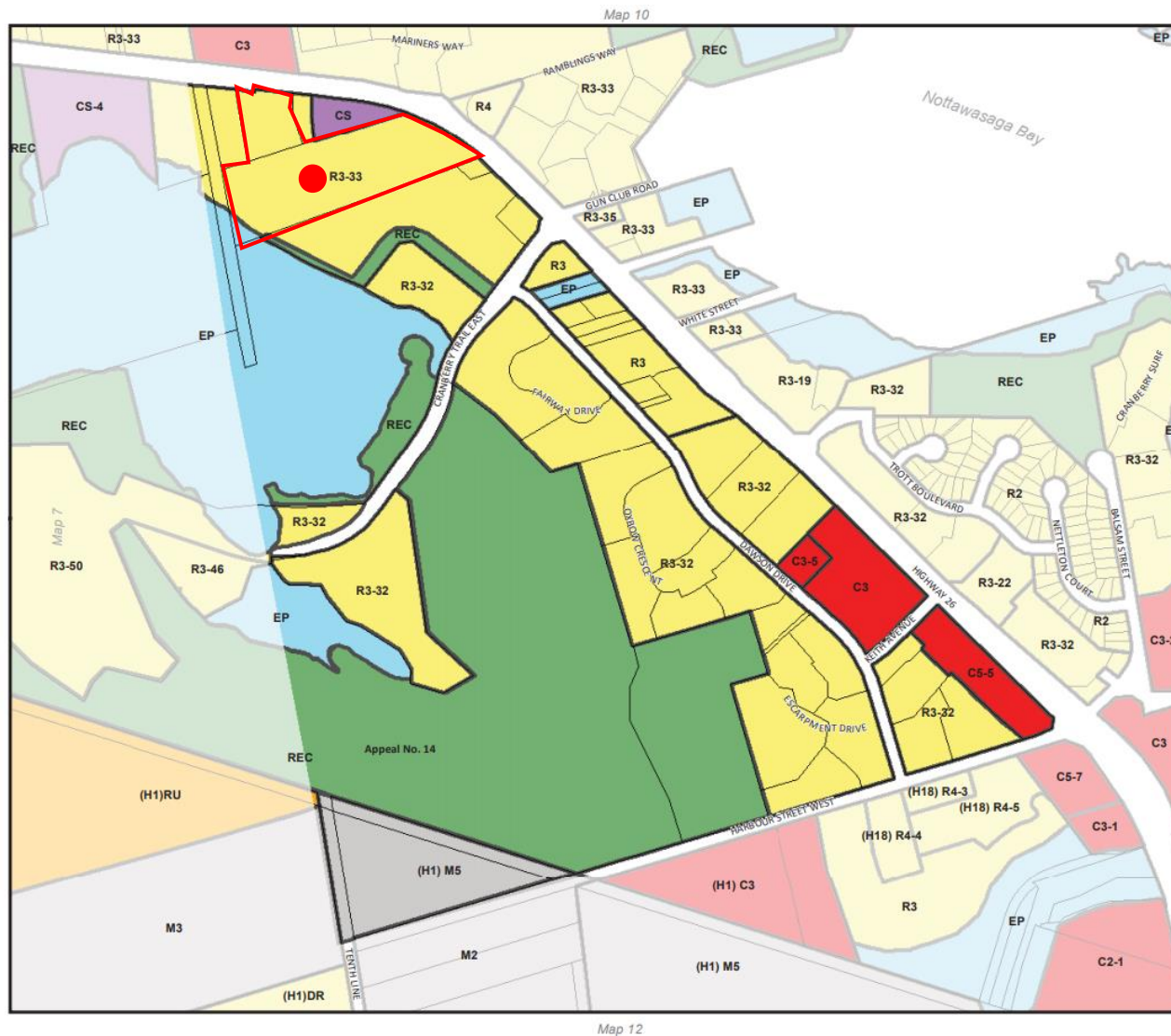


MID-RISE RESIDENTIAL (TOWNHOMES) – NORTH

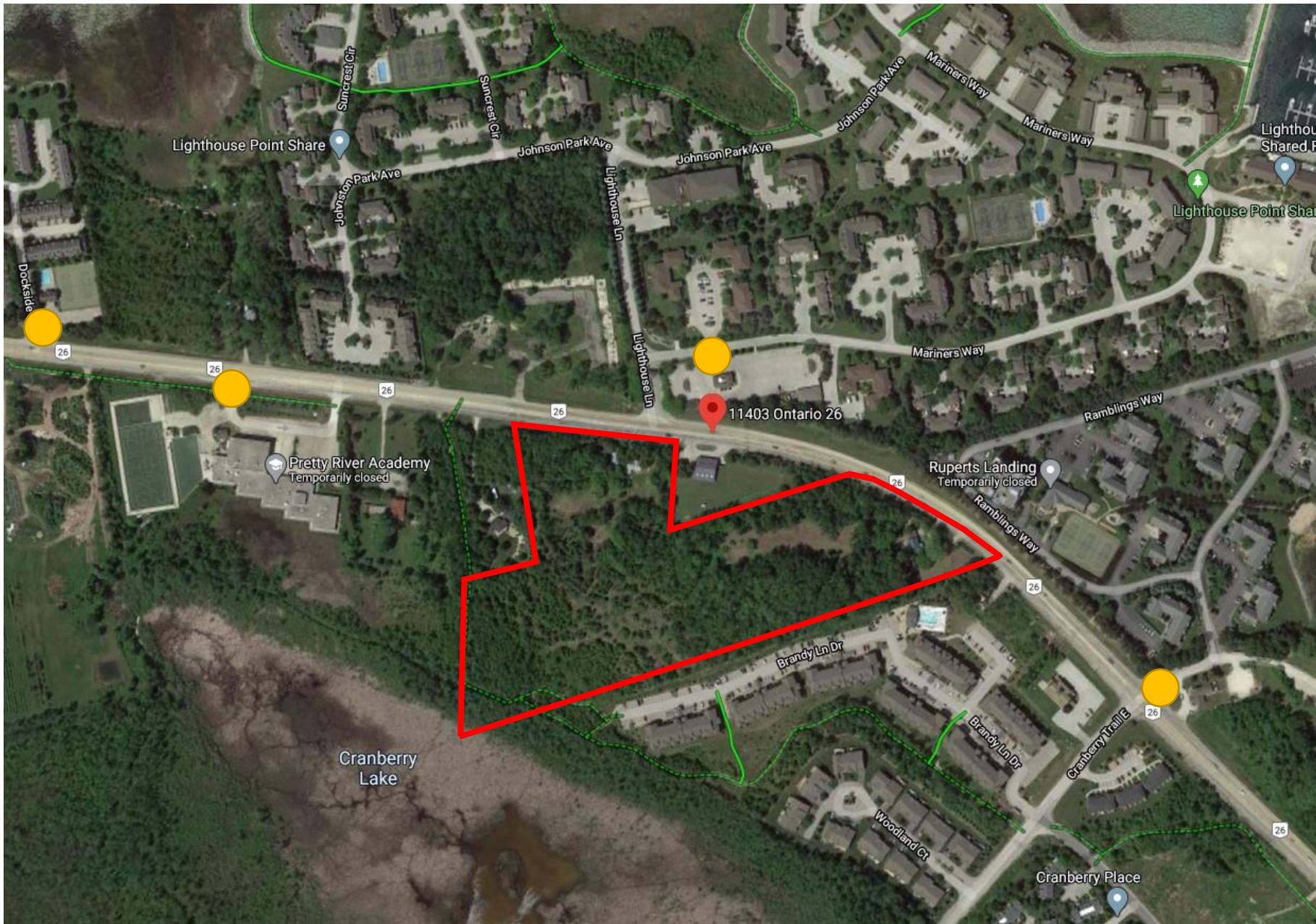
- Vicinity dominated by two-storey condo townhomes
- Existing high-rise condo apartment to the north situated in a medium density townhouse development
- Mid-rise condo apartment development to the south (Wyldewood)
- Wide variety of materials and design detail

1.5

SITE CONTEXT
PHOTOS



- Subject land is zoned under R3-33: Third Density Residential, , Recreational and Environmental Protection.
- Apartments are permitted
- Townhouses are permitted
- Similar zoning provisions dominate the immediate area



- TRANSIT STOP
- TRAIL (see next slide for a detailed trail map)

Active Transportation supported by:

- Access and proximity to main municipal transit route and stops
- Access to existing Cranberry Marsh community trail system
- Proximity to, and ability to connect to, future extensions of the Vacation Inn Trail and the Cranberry Inn Trail community wide system
- Bicycle and pedestrian supportive

2.1

TRANSIT /ACTIVE TRANSPORTATION



★ SITE

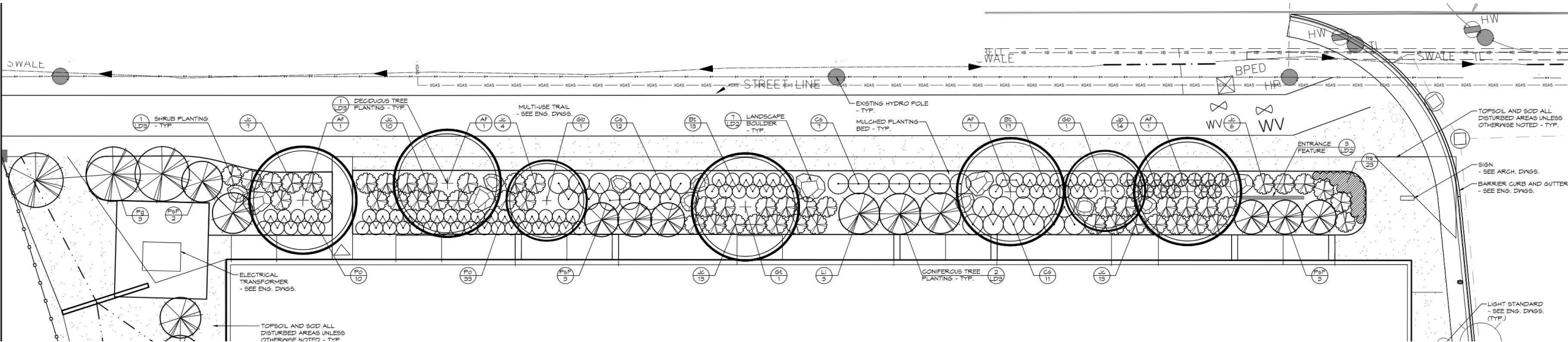
— SITE BOUNDARY

- Site is located with existing Cranberry Marsh trail system connection that will be retained through the development review and approval process
- Site is located at a junction where existing community trails will connect in accordance with the Official Plan trails Schedule (north along Highway 26 corridor)

2.2

TRAILS & RECREATION MAP

LANDSCAPE DESIGN

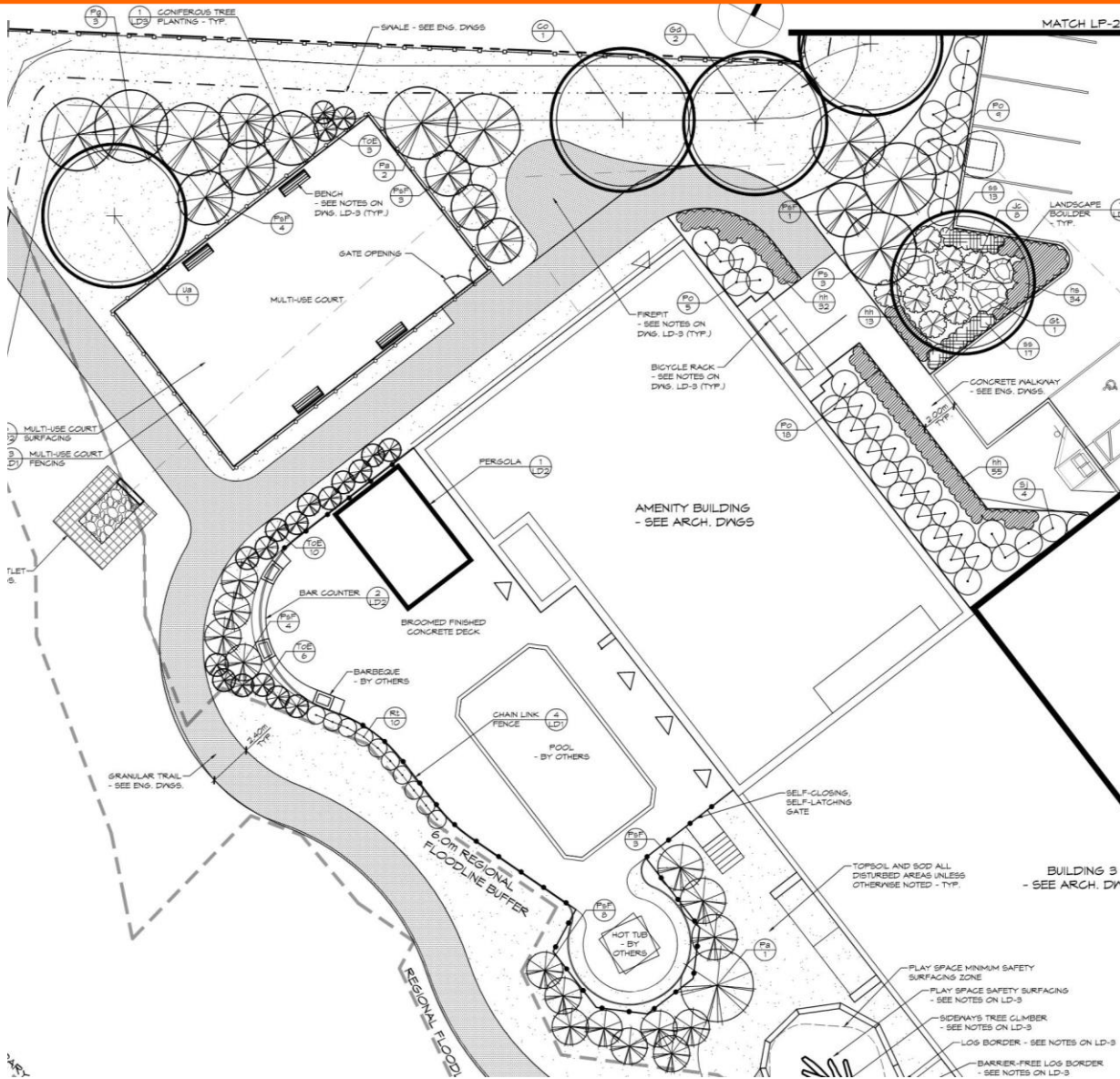


- The landscape design approach aims to enhance the community by providing an environmentally sustainable, functional and attractive design. The landscape design looks to improve the atmosphere for the multiple outdoor amenity areas and offers the following characteristics:
 - An engaging landscape treatment is proposed along Highway 26 to enhance the development interface with the public realm. The proposed plantings will soften and improve the visual character of the development by providing a harmonious integration of the built form, plantings and entrance feature.

2.3

DESIGN OVERVIEW

LANDSCAPE DESIGN

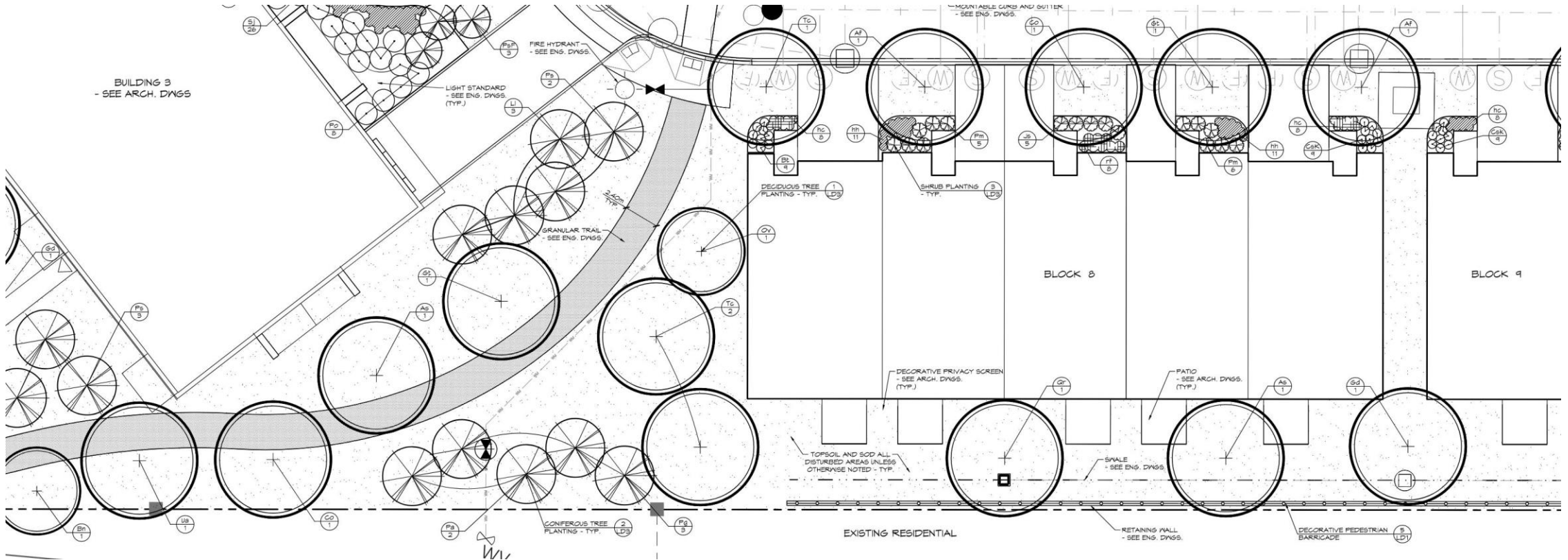


- A treed landscape strip is provided along the west property, abutting the existing low-density property to create a visual buffer from the development.
- The natural environmental and open space features, located at the south west corner of the property are to be preserved and embraced within the development by creating a direct connection between the development amenities and the environment.
- Connection to the existing Community Trail System is maintained on the South side of the multipurpose court.

2.4

DESIGN OVERVIEW

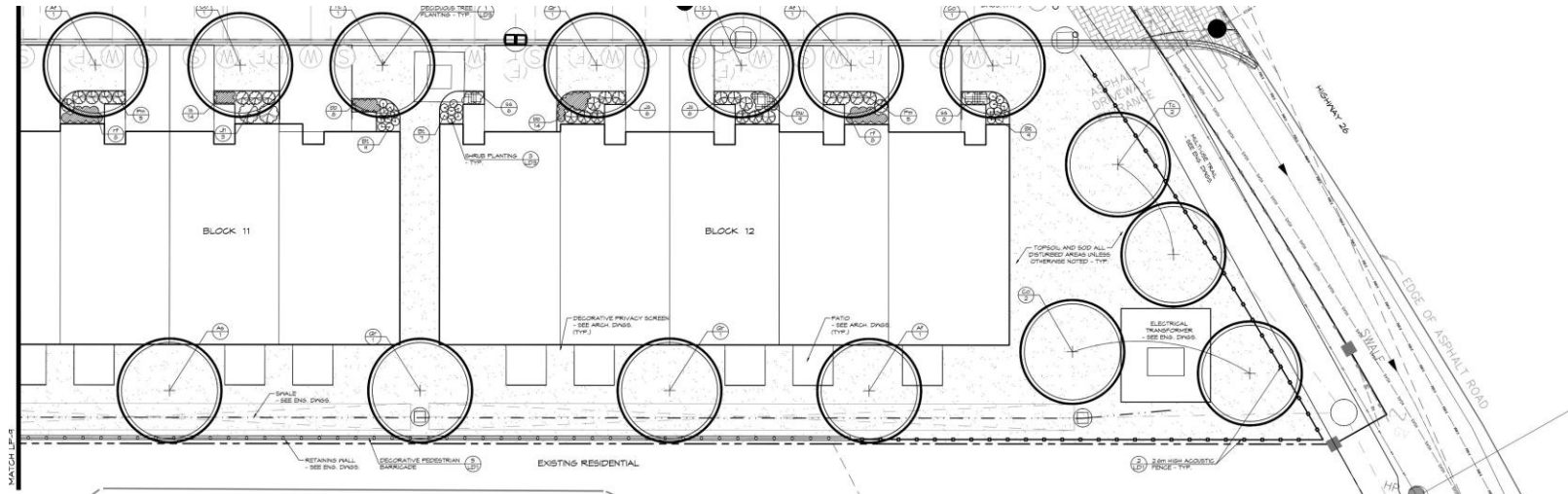
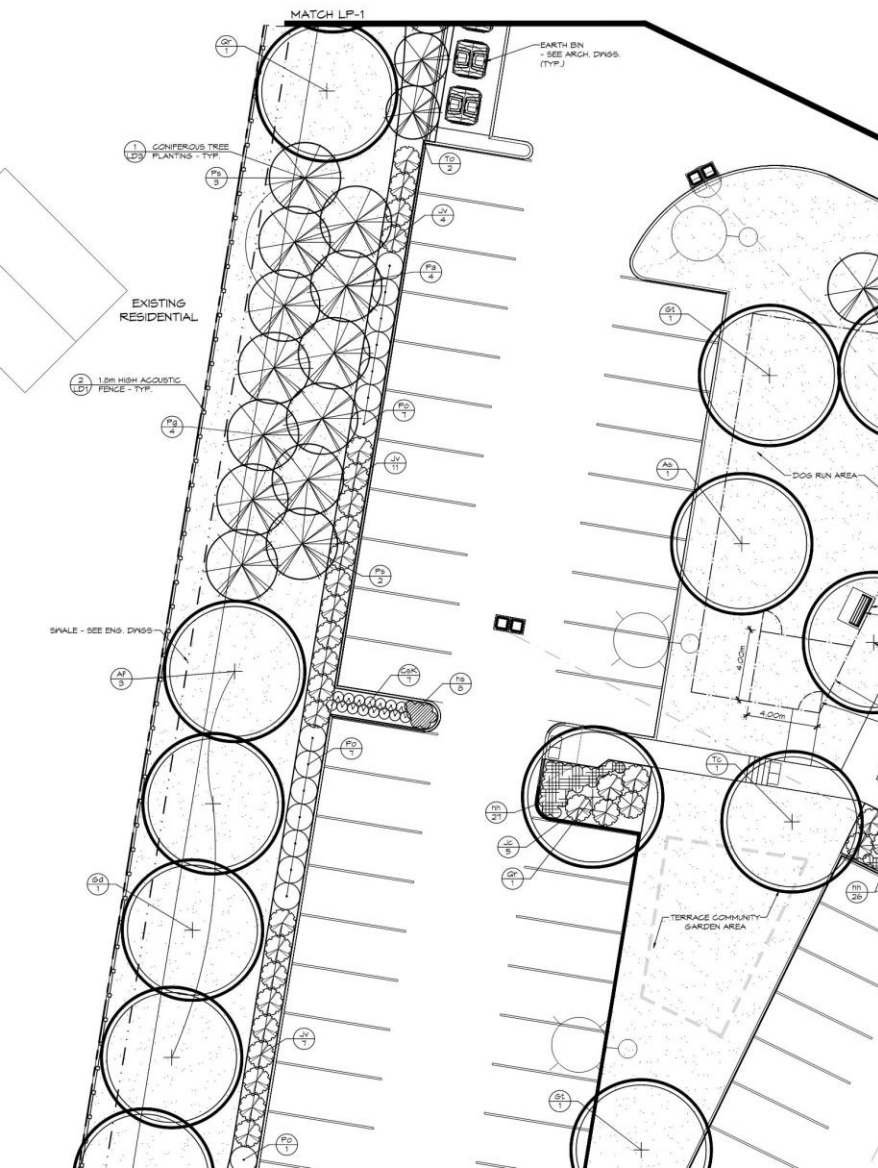
LANDSCAPE DESIGN



- The internal pedestrian circulation system provides a connection to the Collingwood trails, which allow residents to experience the natural environment by providing a link to the adjacent existing trail systems and naturalized areas.
- Appropriate plant species will be selected based on their hardiness and capability to tolerate urban conditions as well as seasonal effects, with an emphasis on utilizing native materials wherever possible.

2.5

DESIGN OVERVIEW



- Extensive boundary planting focused at north and north west quadrant to respect existing dwelling use and frontage along Hwy. 26
- Significant tree planting plan for the townhome component to reflect streetscape treatment and rear yard visual relief

2.6

LANDSCAPE PLAN

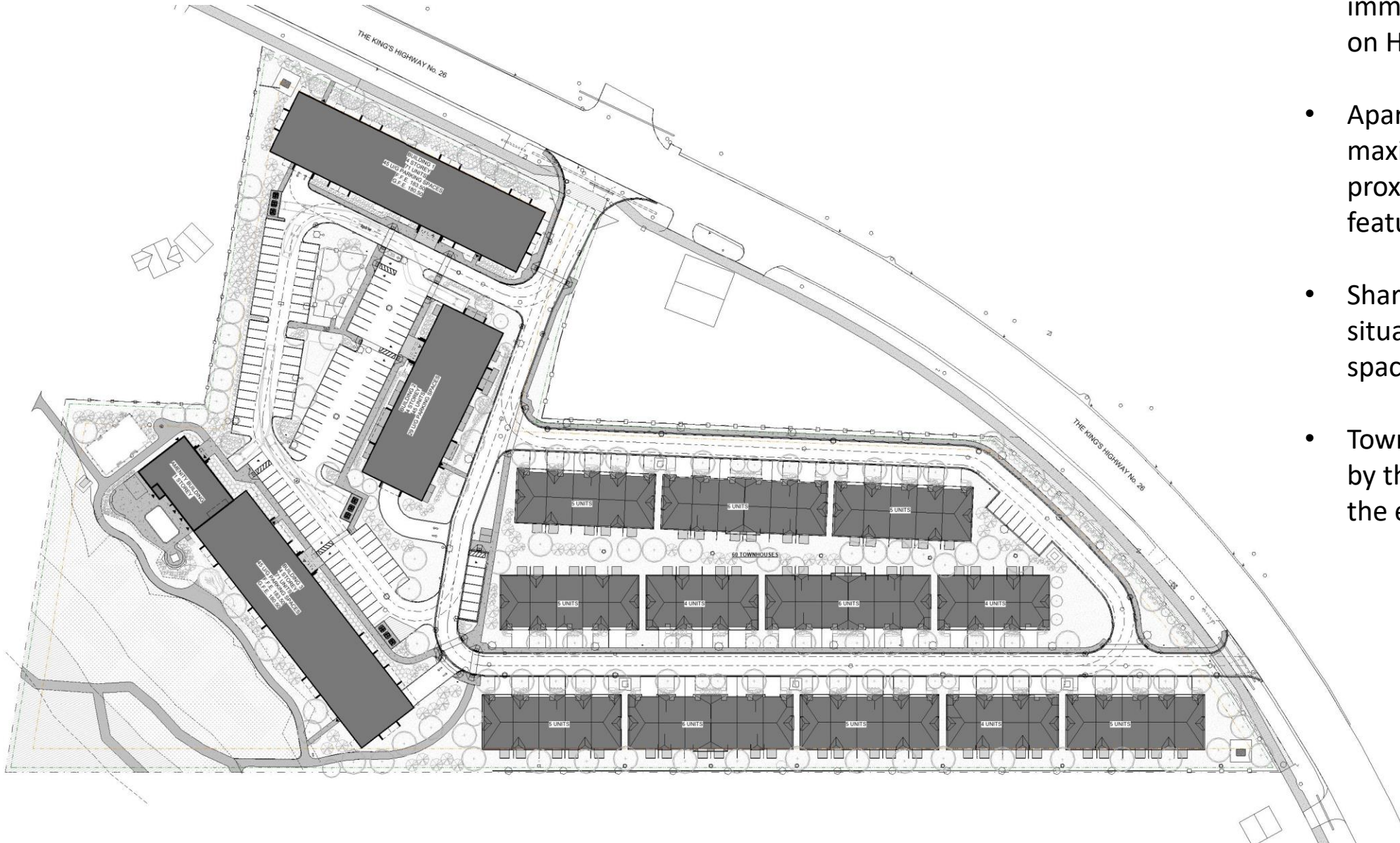
BUILT FORM PRINCIPLES



- Architecturally varied and context appropriate streetscape that follows the Contemporary New Urbanism as outlined in the Urban Design Manual.
- Design incorporates traditional materials widely used in the immediate area in a contemporary way, such as ledge rock, stone, and wood tonalities.
- 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 along Hwy. 26.
- Terrace and balcony placement maximize the vistas to the surrounding landmarks – Blue Mountain and Georgian Bay, existing wetland, and Cranberry Marsh Trail.

3.0

DESIGN OVERVIEW



- Apartment buildings have immediate access off the entry on Hwy. 26.
- Apartment building locations maximize orientation and proximity to open space features to south and west.
- Shared amenity building situated to respect the open space features.
- Townhouse orientation guided by the longitudinal character of the existing parcel shape.

3.1

SITE PLAN

COVERED PARKING LEVEL

BLDG 1 – 45 stalls

BLDG 2 – 30 stalls

BLDG 3 – 45 stalls

SURFACE PARKING

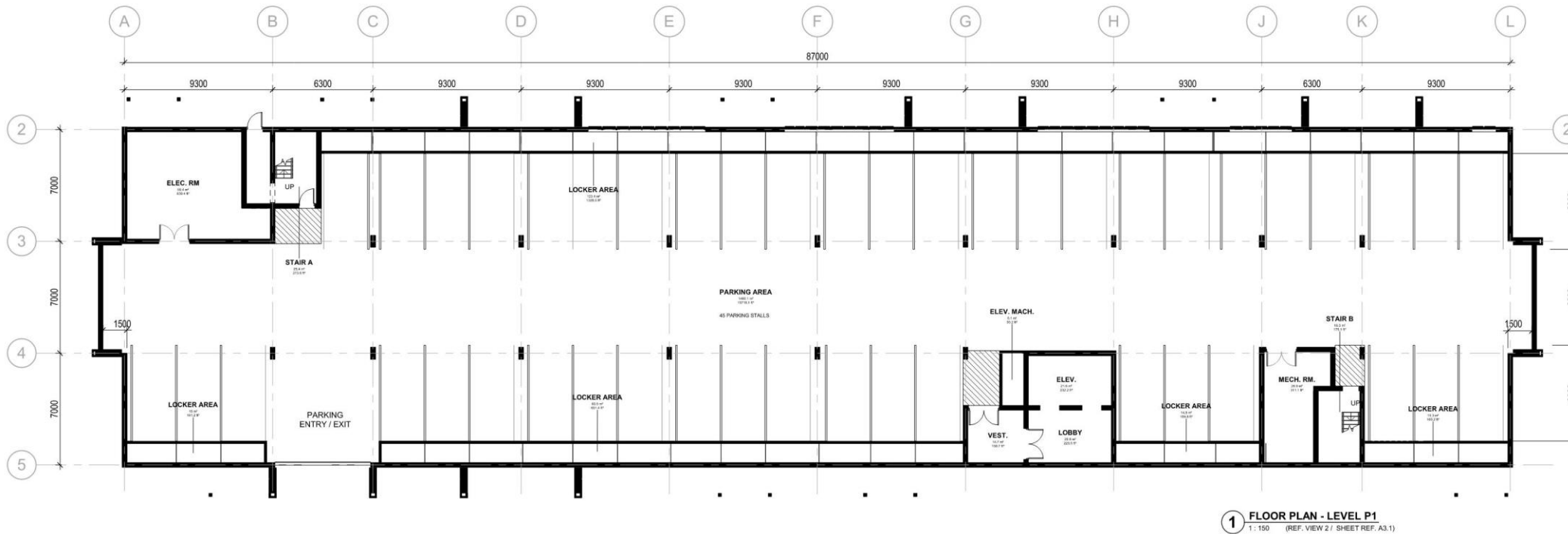
Apartment Building

118 surface parking stalls
(71 residential stalls+ 47 visitor)

Including 7 Barrier-Free
Townhomes

120 stalls (2 per townhome)

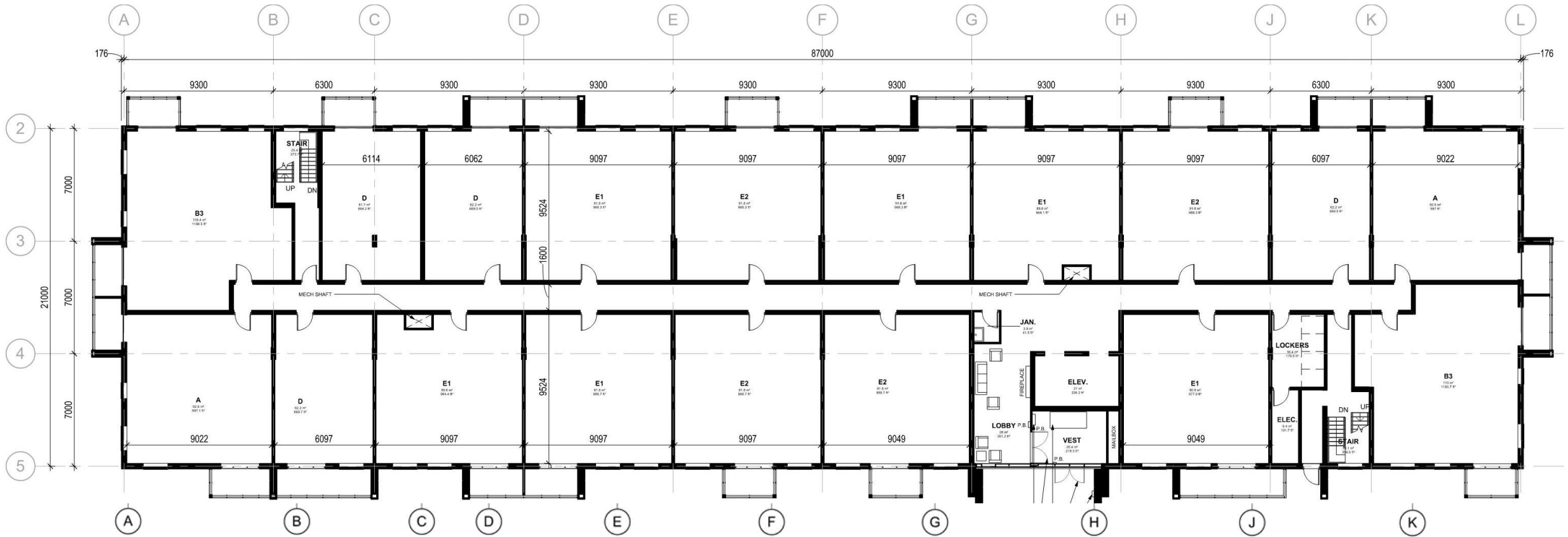
15 visitor stalls (incl. 1 BF)



- Underground parking garage layout provides ample site lines
- Lighting and ventilation systems ensure safe environment

3.2

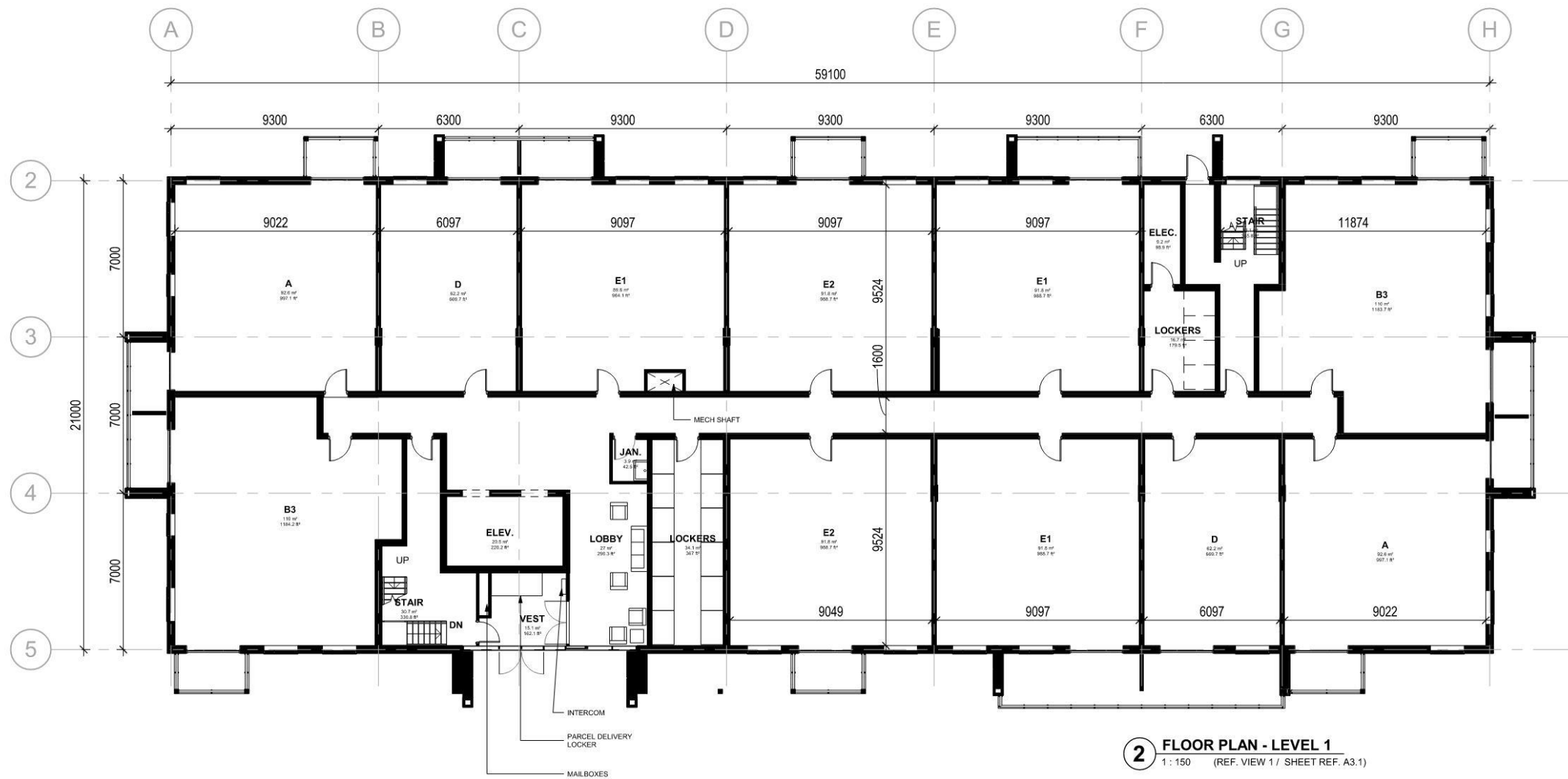
FLOOR PLAN: PARKING LEVEL



- Efficient building layout
- Substantial front Lobby that is visible from the exterior entry and parking
- Substantial main entry feature
- Articulated building wings diffuse sense of length of building

3.3

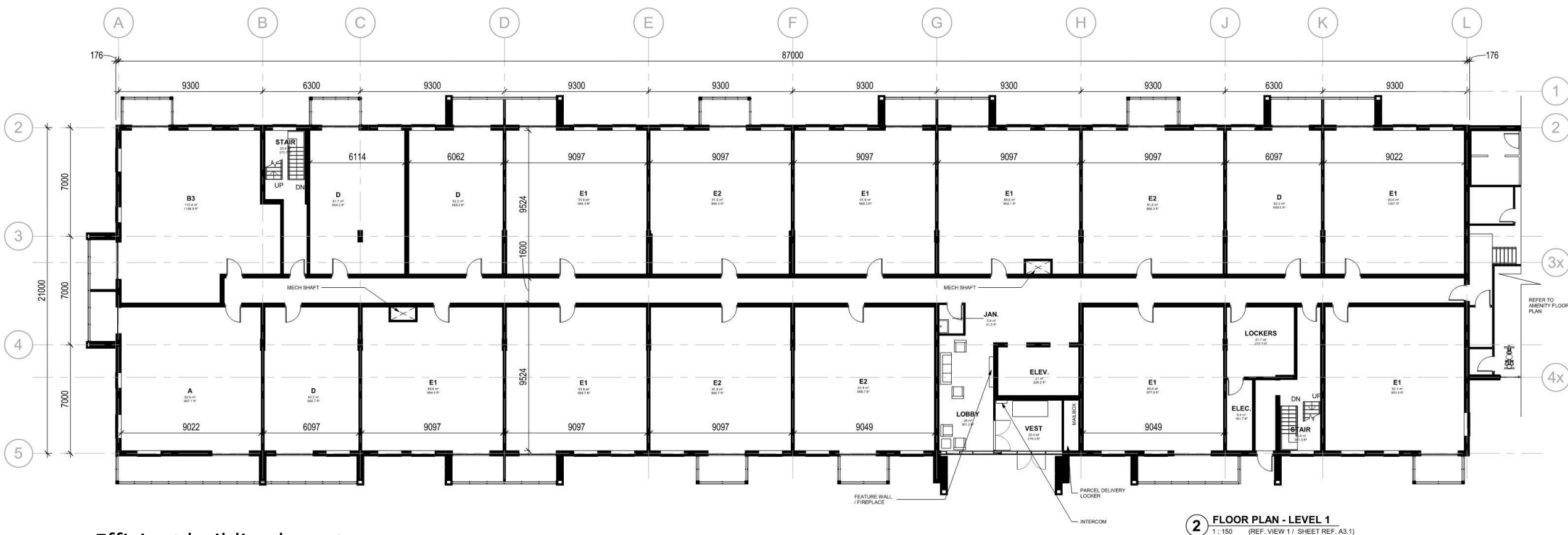
FLOOR PLAN:
BUILDING 1 - LEVEL 1



- Substantial main entry feature

3.4

FLOOR PLAN: BUILDING 2 – LEVEL 1



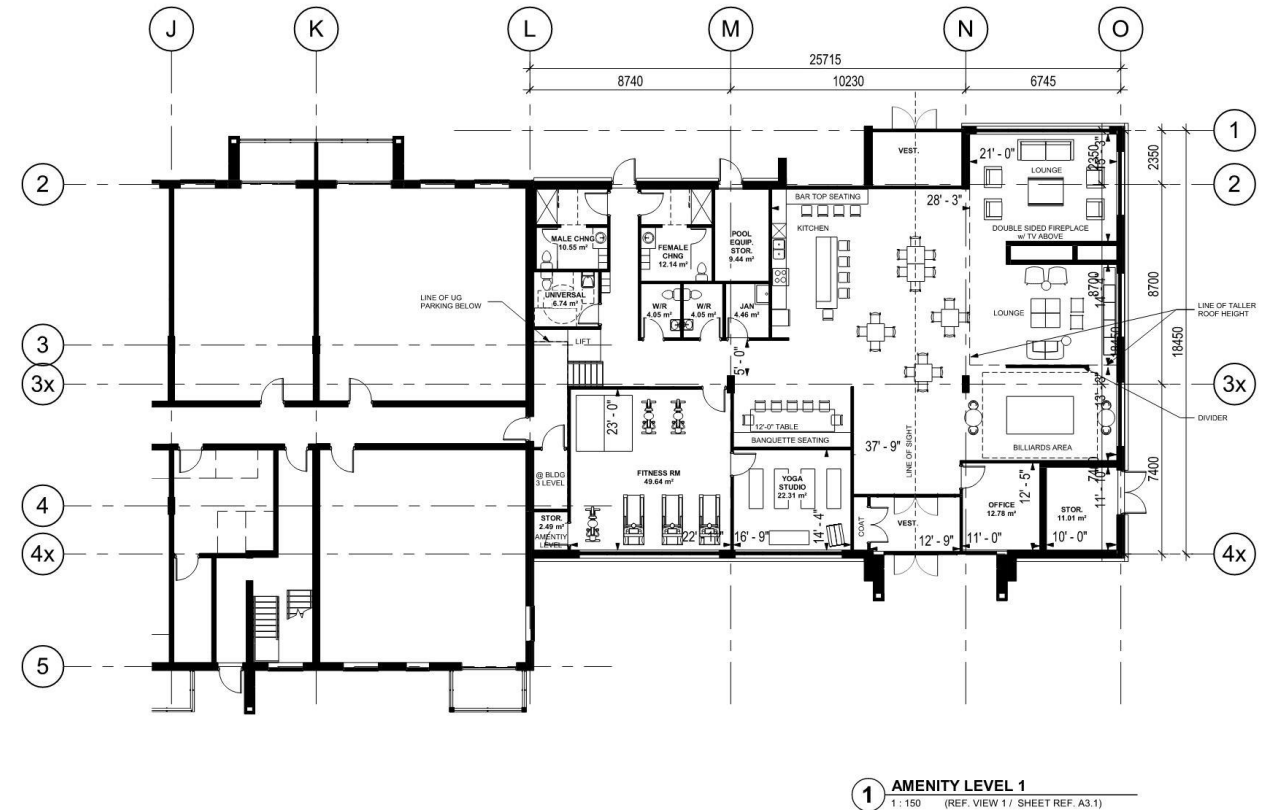
- Efficient building layout
- Substantial front Lobby that is visible from the exterior entry and parking
- Substantial main entry feature
- Articulated building wings diffuse sense of length of building

3.5

FLOOR PLAN:
BUILDING 3 – LEVEL 1



- Multi-use amenity building
- Direct access through apartment building
- Outside amenity area to be complimentary to adjacent open spaces
- Landscaped grounds to support natural environment setting



3.6

BUILDING 3 AMENITY FLOOR PLAN AND RENDERINGS



3.7

BUILDING 1 - EXTERIOR ELEVATIONS



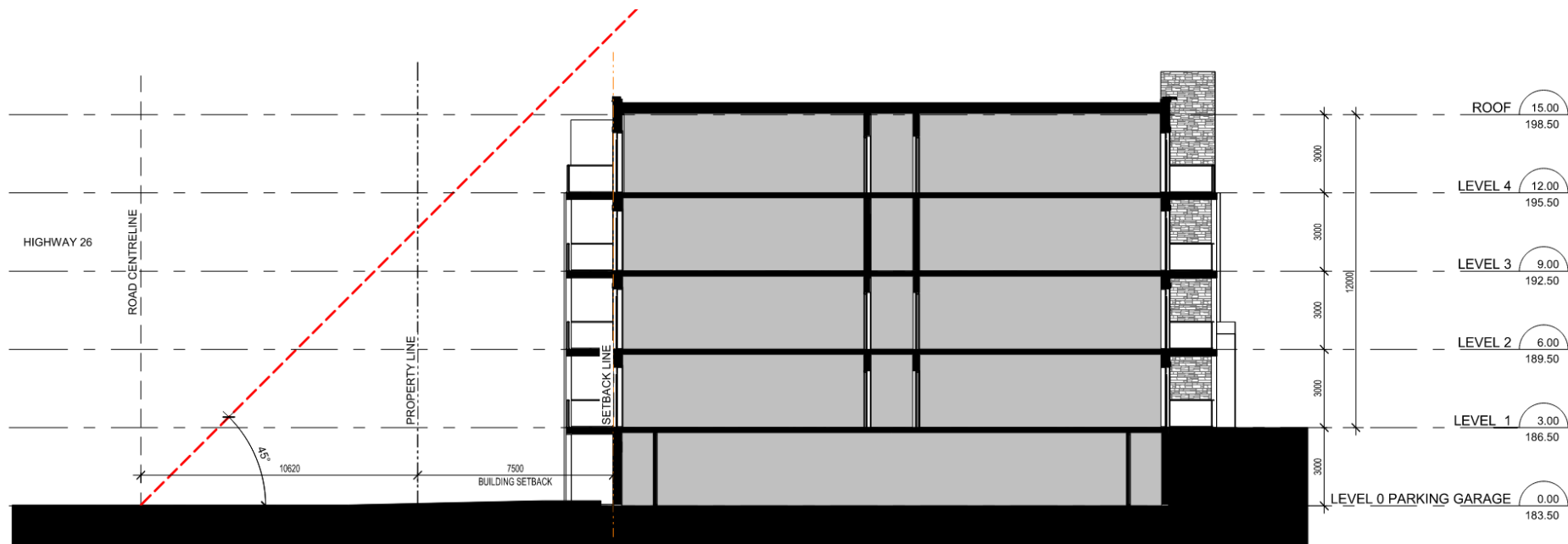
3.8

BUILDING 2 - EXTERIOR ELEVATIONS



3.9

BUILDING 3 - EXTERIOR ELEVATIONS

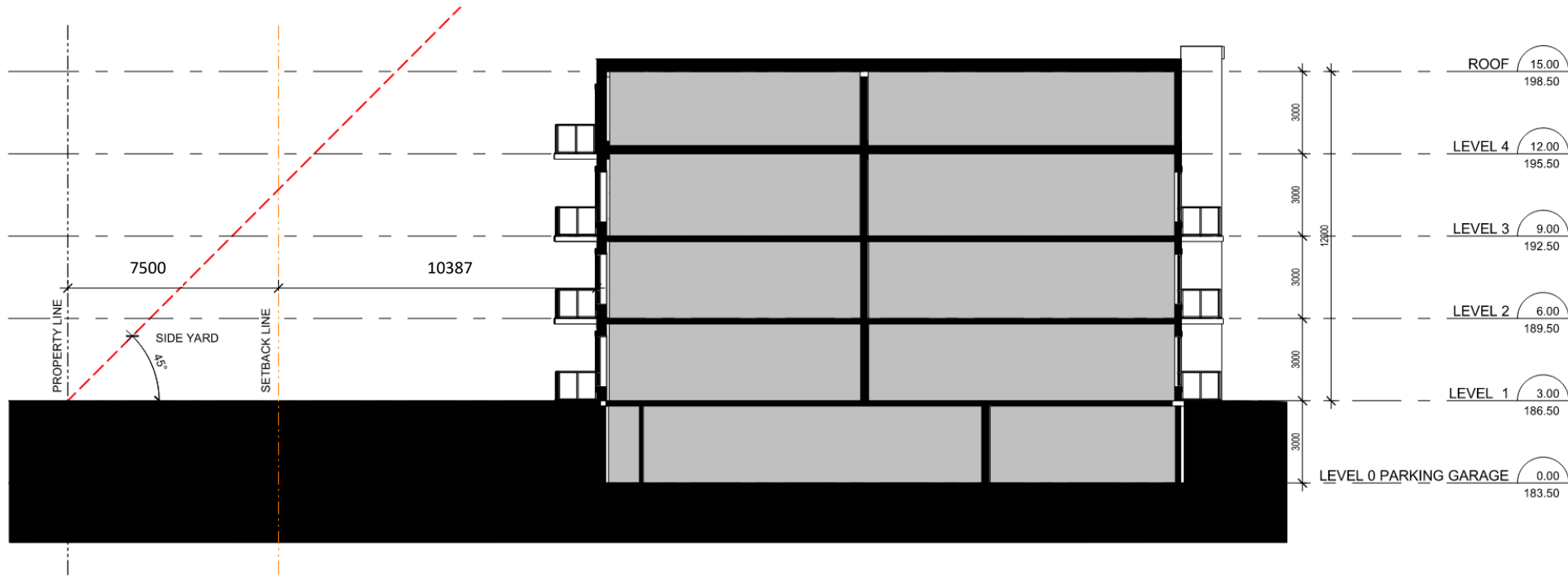


BUILDING 1 – NORTH TO SOUTH
HWY. 26 ANGULAR PLANE

- Angular plane to be measured 45 degrees from centreline of road (UDM 7.F.1)
- Proposed building setback noticeably beyond the limit
- Allows for additional landscape treatment along Highway 26 frontage

3.10

ANGULAR PLANES & HEIGHT MITIGATION

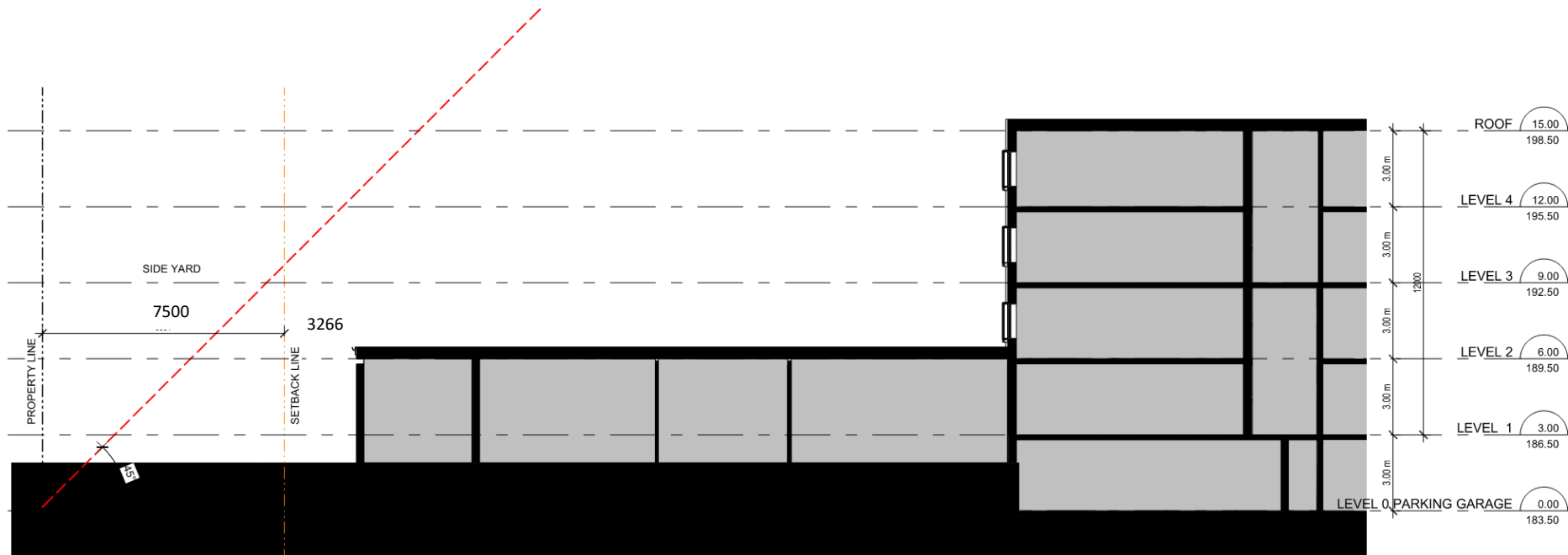


BUILDING 2 – EAST TO WEST

- Angular plane setback determined from property line (UDM 7.F.2.c)
- Proposed apartment building setback is beyond the angular plane setback having an effective building face setback of 17.88 m from property line

3.11

ANGULAR PLANES & HEIGHT MITIGATION

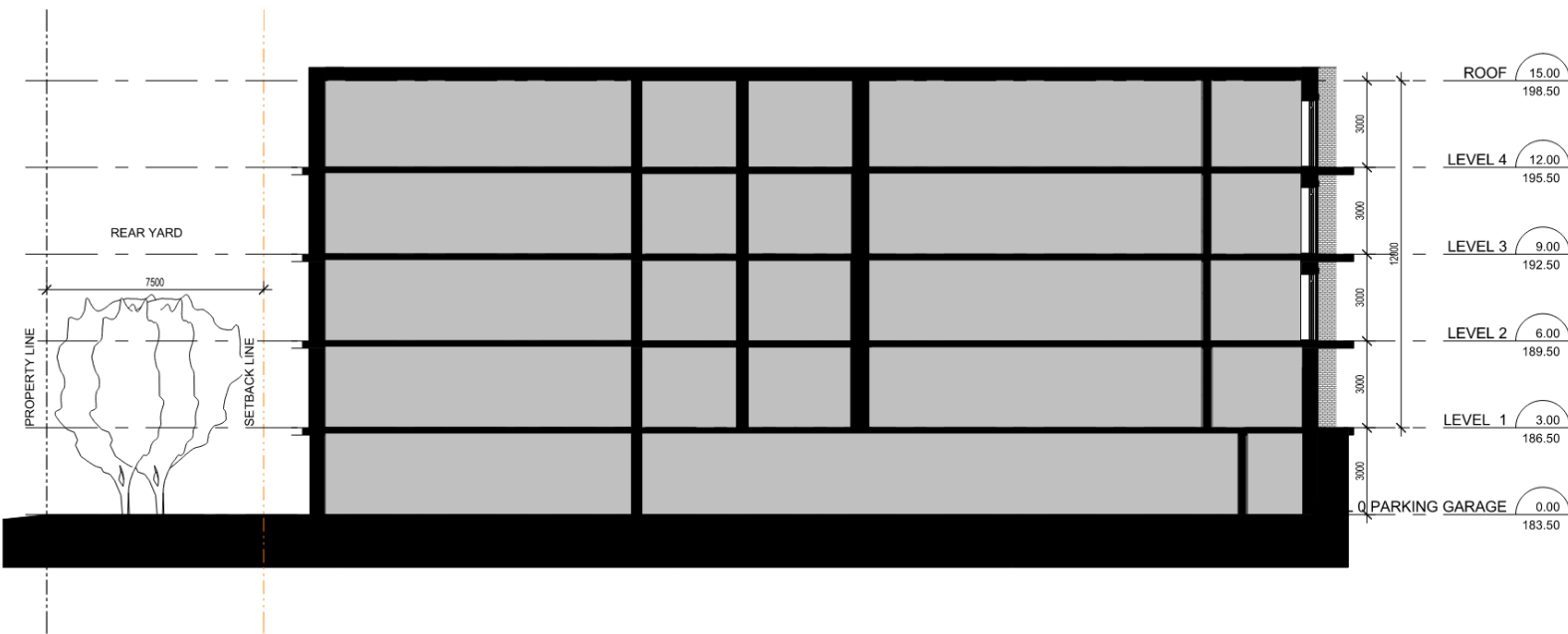


BUILDING 3 – EAST TO WEST

- Angular plane setback determined from property line (UDM 7.F.2.c)
- Proposed apartment building setback is beyond the angular plane setback having an effective building face setback of 10.76 m from property line

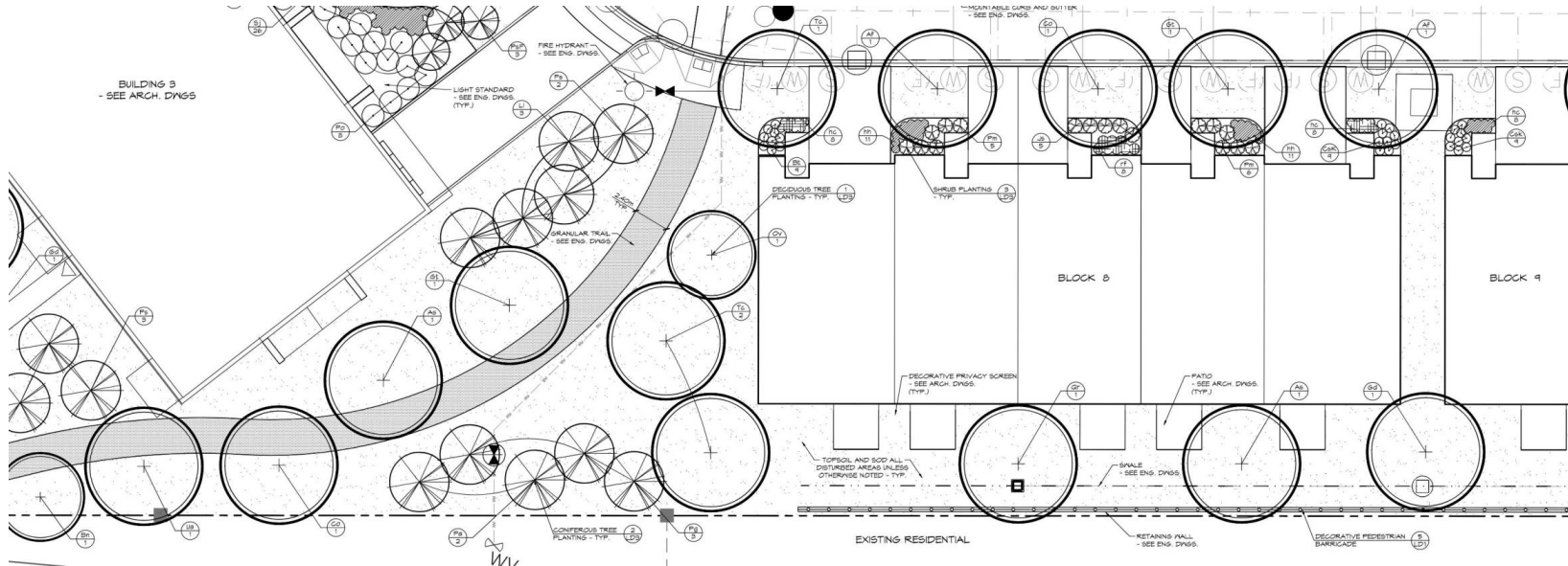
3.12

ANGULAR PLANES & HEIGHT MITIGATION



BUILDING 3 – NORTH TO SOUTH

- landscape buffer to screen views from adjacent property (UDM 7.f.2.b)
- Implemented UDM 2b) Incorporated specific landscaping to screen views



3.13

ANGULAR PLANES
& HEIGHT
MITIGATION

- Building entrance is pronounced and welcoming
- Distinguishable along façade
- Oriented to parking area for ease of access and monitoring



BUILDING 1 ENTRANCE

- Direct pathway connection to adjacent townhomes
- Oriented to parking area for ease of access and monitoring



BUILDING 2 ENTRANCE

- Front building faces are articulated
- Entrances are emphasized through materials
- Garages are set back from front face
- Landscaping and trees assist in breaking up and offer sense of length
- Sidewalks are provided as a connection to the apartments, trail system, and amenity building



TOWNHOMES

SUSTAINABILITY PRINCIPLES

- By employing the Urban Design Manual's best principles, the development will be more resilient and therefore contribute to sustainable practices.
- Buildings' design and density create an efficient building that contribute to its durability through use of materials such as aluminum paneling, concrete masonry and stone.
- Use of plants that are resilient to urban conditions as well as seasonal effects.
- Proximity to major transit and public trails systems contributes to active transportation principles and opportunities.
- Use of solar panels on apartment building roofs.

4.0

SUSTAINABILITY
PRINCIPLES



1 SPRING EQUINOX 9 AM
1 : 4500



2 SPRING EQUINOX 12 PM
1 : 4500



3 SPRING EQUINOX 4 PM
1 : 4500

Observation: throughout the spring equinox, there is no shadow impact on the existing adjacent dwelling, nor any impact on existing residential condominium to the south, nor any impact to the north.

5.1

SHADOW STUDY:
SPRING EQUINOX
(MARCH 21)



1 SUMMER SOLSTICE 9 AM
1 : 4500

2 SUMMER SOLSTICE 12 PM
1 : 4500

3 SUMMER SOLSTICE 6 PM
1 : 4500

Observation: throughout the summer solstice impacts on adjacent properties are negligible.

5.2

SHADOW STUDY:
SUMMER SOLSTICE
(JUNE 21)



1 FALL EQUINOX 9 AM
1 : 4500



2 FALL EQUINOX 12 PM
1 : 4500



3 FALL EQUINOX 4 PM
1 : 4500

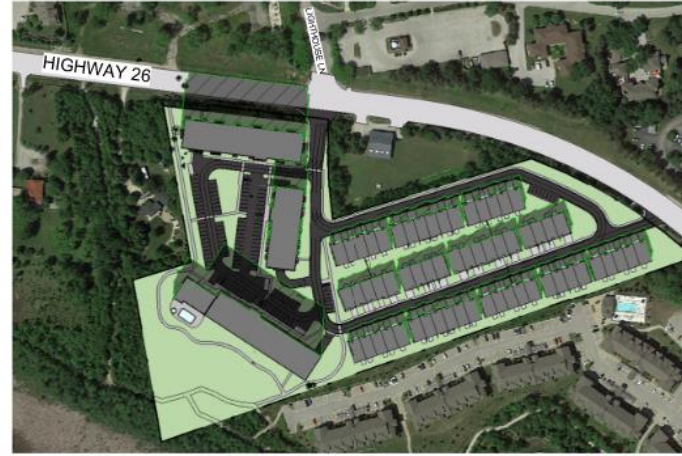
Observation: for the fall equinox there are no shadow impacts on existing adjacent residential uses.

5.3

SHADOW STUDY:
FALL EQUINOX
(SEPTEMBER 21)



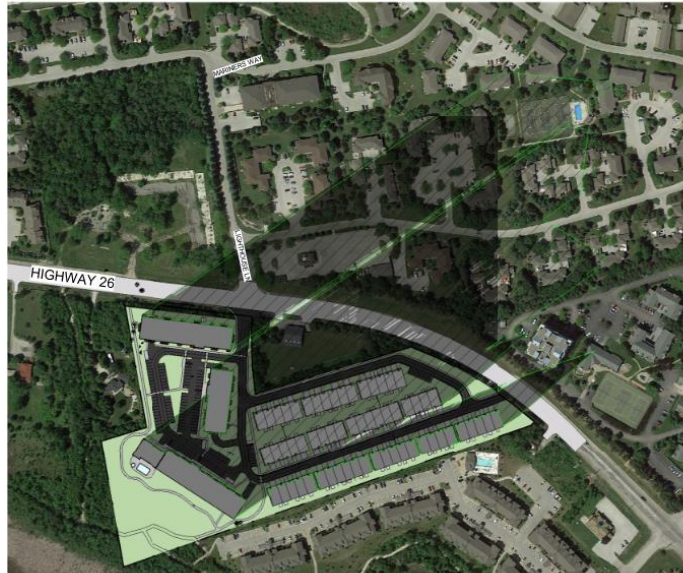
1 WINTER SOLSTICE 9 AM
1 : 4500



2 WINTER SOLSTICE 12 PM
1 : 4500



3 WINTER SOLSTICE 3 PM
1 : 4500



4 WINTER SOLSTICE 4 PM
1 : 4500

On December 21 in Collingwood Ontario, the sunset time is 4:44 for 2021. Typically, as long as shadows from proposed developments do not last for more than 1 hour per day, it meets the intent. This criterion is met if incremental shadows occur for no more than 2 consecutive test times. We included a test time at 3PM to demonstrate that change in shadow. At 3PM the shadow is only covering a neighbouring bus stop and utility building. We believe we meet the intent.

5.4

SHADOW STUDY: WINTER SOLSTICE (DECEMBER 21)

