

Town of Collingwood

Shipyards Public Realm Plan

June 2024

BrookMcIlroy/

Town of Collingwood
Shipyards Public Realm Plan
Issued: July 2024
Prepared for: Town of Collingwood
Prepared by: Brook McIlroy

161 Spadina Ave, 2ND Floor
Toronto, Ontario
M5V 2L6
t. 416 504 5997
brookmcilroy.com

TABLE OF CONTENTS

1.0 Introduction	5
1.1 Executive Summary	5
1.2 Vision and Directions	7
2.0 Context and Analysis	9
2.1 Context	9
2.2 Guiding Documents	10
2.3 Current Site Conditions	15
2.4 Opportunities & Strengths	16
3.0 The Plan	19
3.1 Public Realm Strategies	24
3.2 Guiding Principles	27
3.3 Design Considerations	28
3.4 Character Areas	45
4.0 Implementation	73
4.1 Phase 1 (0-5 years):	75
4.2 Phase 2 (5 to 10 years):	77
4.3 Phase 3 (10 plus years):	81



1.0 Introduction

1.1 Executive Summary

The Shipyards Public Realm Plan represents a vital initiative to enhance the vibrancy and connectivity of the district, serving as a key link between the waterfront and downtown area of Collingwood. With a focus on creating a sense of place, the plan draws on the successes of downtown Collingwood, weaving its charm and character into the fabric of the Shipyards. This approach not only celebrates the area’s rich history and natural beauty but also sets a foundation for future growth and redevelopment, strengthening the local economy and thriving community.

Key design changes proposed for Hurontario Street, Side Launch Way, and the Piazza aim to enhance the overall user experience while maintaining a cohesive aesthetic that ties the district together. By creating designated character areas within the Shipyards, the plan fosters a sense of identity, ensuring that each space has its own characteristic charm, while contributing and connecting to the area’s overall vitality.

The success of the Shipyards requires collaboration with various stakeholders and public input, as their contributions and investments play a crucial role in realizing the vision outlined in the Public Realm Plan. Ongoing consultation throughout the implementation process ensures that community input and expertise is valued and incorporated into decision-making, fostering a sense of ownership and pride in the revitalization efforts.

In summary, the Shipyards Public Realm Plan represents a holistic approach to enhancing the waterfront area, capitalizing on its strengths and leveraging the successes of the existing Collingwood community to create a vibrant and connected public realm. Through thoughtful design changes, strategic partnerships, and ongoing community engagement, the plan aims to cultivate a vibrant and inclusive space that reflects the unique character and spirit of Collingwood.

The Downtown is the focal point of mixed-use activity within Collingwood, the civic heart of the Town and an urban destination. The waterfront in this area will offer high quality public spaces, along with new mixed use development opportunities that will strengthen the connection between the downtown and the water, and foster increasing local commercial activity.

Design standards for new development and the redevelopment of key sites are required to transform this area from its current suburban, auto-oriented nature to a more pedestrian-friendly, urban character.

- Collingwood Waterfront Master Plan (2016)

1.2 Vision and Directions

The vision for public realm improvements within the Shipyards District provides a holistic approach to waterfront and urban development, integrating functionality with aesthetics to create a vibrant and welcoming waterfront, expanding the downtown core in Collingwood. In building on and celebrating the heritage of the shipbuilding within the design, this vision emphasizes a pedestrian-centric design, sustainable practices, and the integration of local businesses and artistic installations.

Building on connectivity, economic vitality, and environmental stewardship, the Shipyards' public realm improvements aim to build on the successes of the downtown and waterfront communities in becoming a prosperous, vibrant and enjoyable public space, enriching the lives of the Collingwood community and its visitors.

The Shipyards Public Realm Plan is characterized by a commitment to pedestrian-focused design, utilizing high-quality materials and thoughtful planning and urban design principles to establish an inviting and accessible environment for all.

Embracing sustainable design, the aim is to seamlessly connect the waterfront with downtown, creating a dynamic hub of activity that supports the diverse needs of the community.

Central to this vision is the support and promotion of the community, local artists and businesses, to create a distinct sense of identity.

Key directions include enhancing walkability and cycling connections, integrating street planting and green spaces, encouraging community engagement, supporting infrastructure for economic success, and ensuring universal accessibility to promote inclusivity.

With the implementation of this plan, the Shipyards will become a destination that celebrates Collingwood's past, present, and future ambitions.



2.0 Context and Analysis

2.1 Context

Building on the existing Waterfront Master Plan developed in 2016 for the Town of Collingwood, the Shipyards Public Realm Plan takes these recommendations and design ideas further to seek design strategies along Side Launch Way and adjacent publicly owned parcels into a cohesive plan.

The Shipyards District site is bordered by First/Huron Street to the south, Maple Street to the west, Heritage Drive to the east and Georgian Bay to the north. The area's current condition includes residential homes to the north and commercial development to the south. There are two large parking lots off Side Launch Way for the commercial buildings located along First St. While the Waterfront Master Plan identifies a long-term redevelopment of these buildings, the Shipyard Public Realm Plan builds off the current conditions of the site. Through the development and placemaking of the Shipyards, further studies should be undertaken to review the existing developments and their future.

There are currently three major parcels being developed for residential purposes, including Collingwood Quay (Block 6 – Side Launch Way), Collingwood Harbour House (31 Huron Street) and the Dunn Capital Hotel / Residential Project. These three key developments within the Shipyards District will create major changes to the area by bringing additional residents and businesses to the waterfront. With these new developments, it is critical to consider the overall public realm design to ensure the streetscape strikes a balance as an access road as well as a safe, pedestrian focused environment. Part of the planning and review process for these developments should include the review of abutting public realm spaces and the materials and styles selected to create a holistic design strategy. Using the Public Realm Plan, the Town is encouraged to work with the developers to ensure all parties agree to the level of design intent and implementation process.

Existing trails and pedestrian linkages extend to the Shipyards area, however upon arrival, there is a lack of thoughtfully designed spaces for people to enjoy. Bookended by two trails on the east and west side, Side Launch Way is an uncomfortable space to spend time. In addition, the bustle of Downtown lies to the south of the site, and the two developments (1 Huron Street and 1 First Street) create both a physical and visual barrier in connecting to the waterfront.

2.2 Guiding Documents

The following key policy documents and studies have provided background context and direction for the Shipyards Public Realm Plan.

2.2.1 Waterfront Master Plan (2016)

The Waterfront Master Plan outlines a long-term plan for Collingwood’s waterfront, encompassing the area from Hen and Chicken Island to Sunset Point Park. It provides recommendations to guide future development for Collingwood’s Waterfront area at a high level, which are supported by detailed design guidelines and implementation strategies.

The Waterfront Master Plan directly supports the Community Based Strategic Plan completed in 2015, which called for “Public Access to a Revitalized Waterfront” as one of the community’s top 5 goals for the next 20 years. The plan’s guidelines are considered key to providing direction for development in the Shipyards District.

2.2.2 Town of Collingwood Official Plan (2023)

The Town’s Official Plan provides high level guidance on land uses and types of development permitted in different areas. The Official Plan 2023 was adopted by the Town of Collingwood and, at the time of writing, has not yet received approval from the County of Simcoe. The Official Plan provides a vision of the Town of Collingwood to the year 2051. The vision includes an animated and connected waterfront and a community that demonstrates strong civic pride. Detailed guidance on the Shipyards Special Policy Area is also included in the Official Plan. The Shipyards Public Realm Plan fulfills the Official Plan’s ambition to provide for strong public realm linkages to the waterfront.

2.2.3 Downtown Heritage Conservation District Plan (2008)

The Town of Collingwood’s Downtown Heritage Conservation District (HCD) generally includes the area from Hume Street to the waterfront, and St Paul Street to Pine Street. The plan outlines Design Guidelines for this district area, including guidelines for new buildings, streetscapes, and other elements such as street furniture, lighting, and signage.

A portion of the Shipyards District study area falls within the area of the HCD. The Heritage Conservation District Plan’s policies are relevant for understanding the connections between downtown and the waterfront, and its guidelines should be applied to any development in the Shipyards District.

2.2.4 Town of Collingwood Active Transportation Framework (2017)

The Active Transportation Framework identifies priorities and opportunities for active transportation in Collingwood, provides formalized guiding principles for decision making processes regarding active transportation, and outlines specific projects and initiatives that support these priorities. The purpose of this framework was to formalize an Active Transportation Plan, completed in 2013, that outlined policy and design direction for improving active transportation in the Town, but was never formally adopted.

Active transportation is a key element in developing the public realm and is a major consideration for the Shipyards Public Realm Plan.

2.2.5 Town of Collingwood Community Based Strategic Plan (2020)

The Community Based Strategic Plan was originally completed in 2015 to identify the community’s vision for the Town for the next 20 years. It was updated in 2020.

The Strategic Plan directs Council in developing priorities for the Town. The five goals originally outlined in the Strategic Plan are:

- 1. Accountable Local Government
- 2. Public Access to a Revitalized Waterfront
- 3. Culture and the Arts
- 4. Healthy Lifestyle
- 5. Support for Economic Growth

Relevant to the Shipyards Public Realm Plan, the Strategic Plan identifies more detailed objectives under Goal 2 - Public Access to a Revitalized Waterfront. These include preservation of natural and cultural heritage, improvement of public access, and exploration of opportunities to connect the downtown and the waterfront.

Survey results have been completed as part of the Strategic Plan Review and Downtown Visioning currently underway, identifying access to the waterfront as a top quality/strength of the Town. These survey results have been incorporated within the Shipyards Public Realm Plan.

2.2.6 Town of Collingwood Strategic Multi-Year Accessibility Plan (2020)

The Accessibility Plan outlines the Town’s commitments in working towards a vision of Collingwood as “a place to live, work, and play for people of all abilities”. It also details proposed actions to support these commitments.

The plan’s commitments include several relevant guidelines for the built environment, including enhancing the accessibility of public spaces, and providing accessible transportation services and active transportation.

2.2.7 Urban Forest Management Plan for the Town of Collingwood (2020)

The Urban Forest Management Plan provides a policy framework for the management of the urban forest ecosystem in Collingwood. The plan also outlines specific procedures and practices that support the Town’s vision of valuing and stewarding the urban forest.

Collingwood’s urban forest, both natural and man-made, is recognized to be a valuable contributor to the livability of the community and quality of the public realm. Therefore, this plan’s guidelines are considered in landscape and urban design recommendations for the Shipyards Public Realm Plan.

2.2.8 Town of Collingwood Cycling Plan (2019)

The Cycling Plan provides a long-term vision and strategy to implement a strong cycling culture in Collingwood. It identifies programs and facilities that will be needed to provide accessible cycling opportunities and options for residents.

Infrastructure for active transportation and recreational activities such as cycling align with the guidelines and objectives provided in the Waterfront Master Plan (2016) and cycling infrastructure is provided for in the Shipyards Public Realm Plan.

2.2.9 Collingwood Pollinator Protection Plan (2024)

The Pollinator Protection Plan provides guiding principles towards a vision of Collingwood as a home for diverse pollinator species. The plan outlines objectives and actionable steps for protecting pollinators locally and addressing biodiversity loss.

The plan provides helpful guiding objectives and direction for landscape design recommendations in the Shipyards Public Realm Plan.

2.2.10 Collingwood Stormwater Management Master Model (2022)

The Collingwood Stormwater Management Master Model report provides an overview of the existing stormwater infrastructure in Collingwood and surrounding area. It also provides an assessment of the capabilities of the system and any potential for watercourse spills or flood damage.

The study is helpful in providing localized guidelines for landscape and urban design considerations relating to stormwater management and should be consulted for development in the Shipyards District

2.2.11 Town of Collingwood Urban Design Manual (2010)

The Town of Collingwood Urban Design Manual provides guidelines for design decisions in the development of the town’s built environment. It provides a framework that sets a predictable expectation for new development, which should engage harmoniously with the surrounding context and remain consistent with Collingwood’s overall vision and character.

The Manual provides detailed guidelines for urban design in the Town of Collingwood and is relevant to consider in both high level and detailed recommendations for the Shipyards Public Realm Plan.

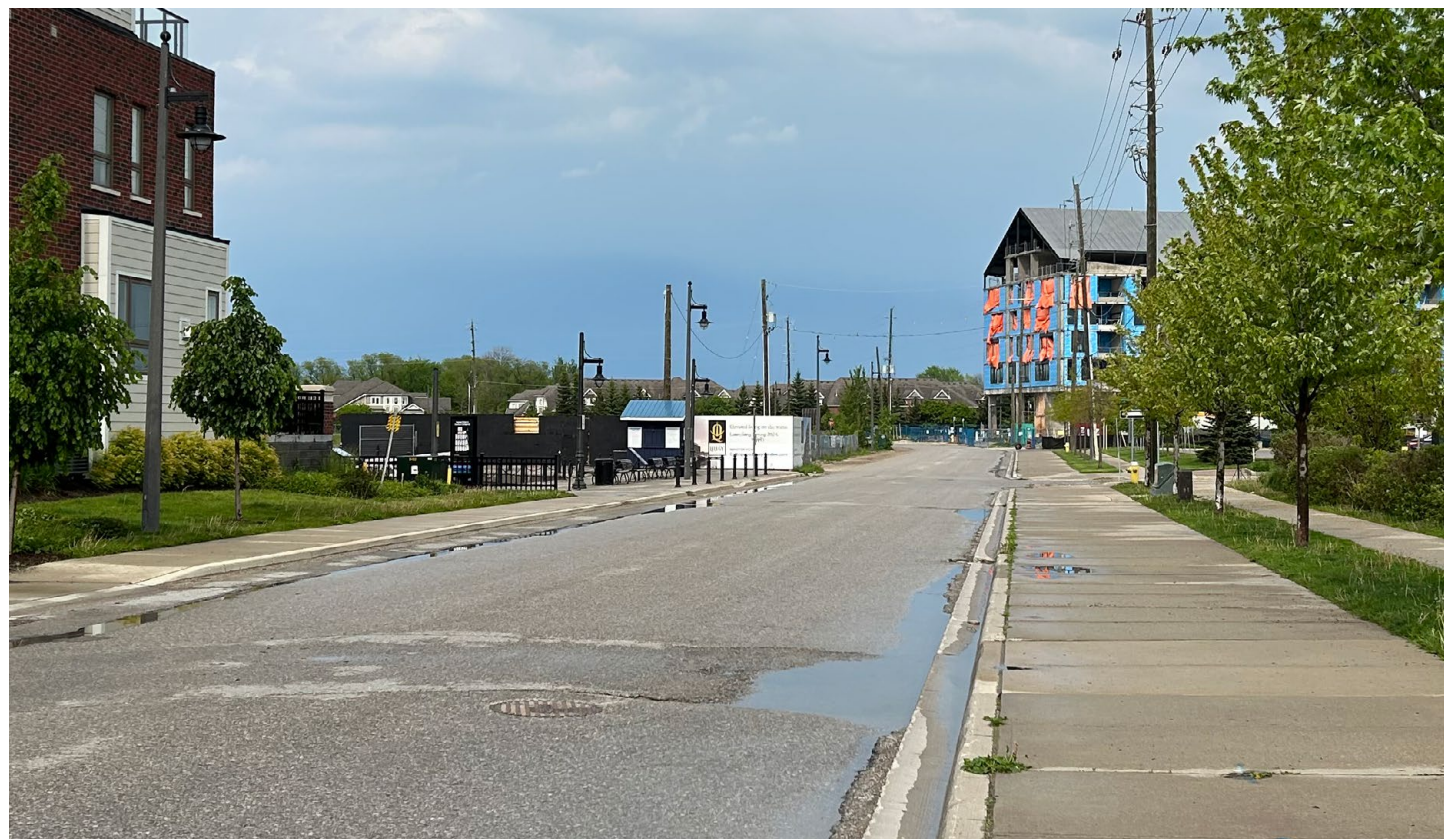


Figure 1 Current view of Side Launch Way facing East



Figure 2 Current view of Hurontario Street facing South

2.3 Current Site Conditions

To the north of Side Launch Way there's a large residential development, including townhomes and one condominium-apartment building. These homes were the first residential development in the Shipyards District but will soon be joined by three mid-rise developments. Sidewalks are located on both sides of the roadway, increasing pedestrian connectivity from Maple Street to Hurontario Street. In addition, there is a concrete multi-use trail adjacent to the southern sidewalk, with both terminating at the BMO/Rexall drive aisle.

Despite the absence of dedicated cycling infrastructure, the Collingwood Cycling Plan designates Side Launch Way as a cycling route, with the plan to provide cycling for leisure and commuting. The Town's foresight during the road's initial design phase included the integrating utilities within the right-of-way.

There are currently limited ways to physically reach the water's edge. In reviewing future site improvements, the Public Realm Plan looks at ways in which the community can safely experience the water.

Looking beyond the Shipyards boundary, it's important to understand how the community will access the site. Considerations of traffic patterns, walkability, parking, cycling infrastructure and entry/exit points will be critical in ensuring the site is successful and vibrant. Where necessary, additional studies may be required to understand parking strategies and vehicular circulation patterns in and around the Shipyards area.

With the three new mixed-use developments, the nearby Terminals Point revitalization, and future growth for additional sites within the Shipyards, it's anticipated that there will be an increase in pedestrian activity in the upcoming years. The site holds the potential to become a distinctive destination within Collingwood, serving as the missing link between the waterfront to the downtown core. Through thoughtful design interventions highlighted in the Public Realm Plan, the Shipyards will create a meaningful destination and a sense of community that's well situated within the urban context.

2.4 Opportunities & Strengths

The Shipyards District in Collingwood should be crafted to support a vibrant public realm, as it holds many opportunities and strengths that can further enhance the Town’s urban environment. With the progression of new developments, the area will see transformative growth in a matter of years. The commitment from the Town of Collingwood to enhance public spaces and the overall public realm shows a dedication to building on the success of the Downtown and its waterfront.

With few existing public realm characteristics, the Shipyards offer a lot of opportunity for a vibrant streetscape virtually from the ground up. As Collingwood sees numerous visitors year-round, the Shipyards will see the support and expansion of local businesses growth in all seasons.

The Shipyards historically has a rich culture and heritage, serving as a ship building hub within the province and its intrinsic connection to Georgian Bay and beyond. As the site undergoes revitalization, there exists a unique opportunity to integrate design elements that honour this history. From inlays and lighting to unique art installations, the Side Launch Way streetscape and character areas can serve as tributes to the history and heritage of the Shipyards. By integrating elements inspired by shipbuilding and the natural beauty of Georgian Bay, the Shipyards will celebrate the history of the site, while creating a sense of place and identity for residents and visitors.

In addition, the design of the public realm can highlight the adaptability of the streetscape to a variety of future events, from festivals to markets. As the public realm vision takes shape, the site will host areas for recreation, relaxation, and community gathering. The Shipyards District has the potential to be an exciting destination in Collingwood.



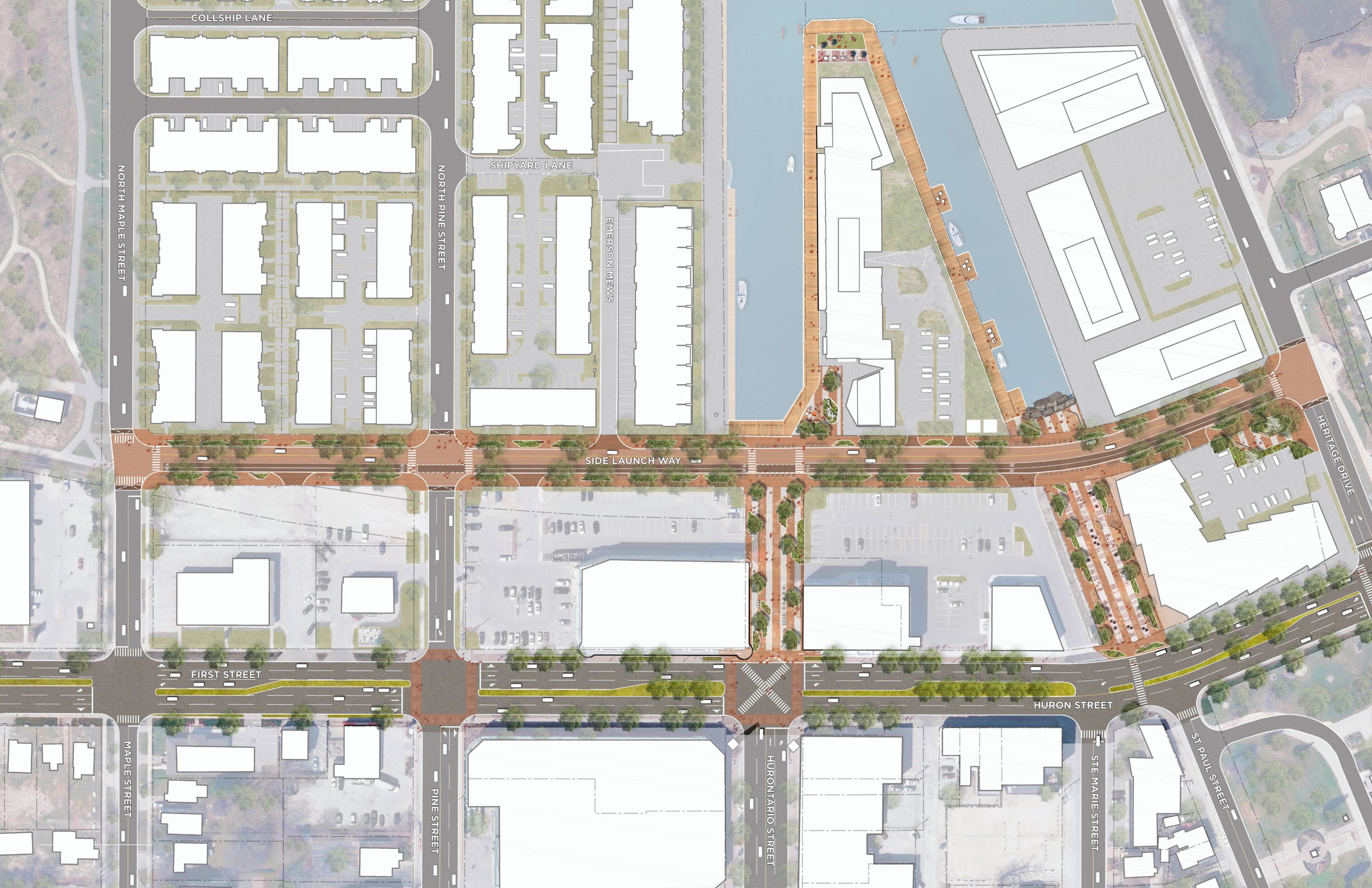
Figure 3 Current view of Town Square



Figure 4 Current view of First/Huron St facing East

3.0 The Plan

The Shipyard Public Realm Plan provides an overarching vision for the area from Maple Street to Heritage Drive and First/Huron Street to the water's edge. General design considerations for the Shipyards are explored, with additional insight on how these considerations can be applied to five distinct character areas to enhance the district's appeal and functionality. Factoring in stakeholder input, public feedback and best practice research, the public realm plan provides a framework for the Shipyard District that functions as the initial set in transforming the area with a consistent level of design elements. Further engagement with the community in developing the detailed design components of these areas will ensure the Shipyard District is a vibrant and inclusive environment that reflects the needs and values of Collingwood's residents.



COLLSHIP LANE

SHIPYARD LANE

NORTH MAPLE STREET

NORTH PINE STREET

EMERSON MEWS

SIDE LAUNCH WAY

FIRST STREET

HURON STREET

HERITAGE DRIVE

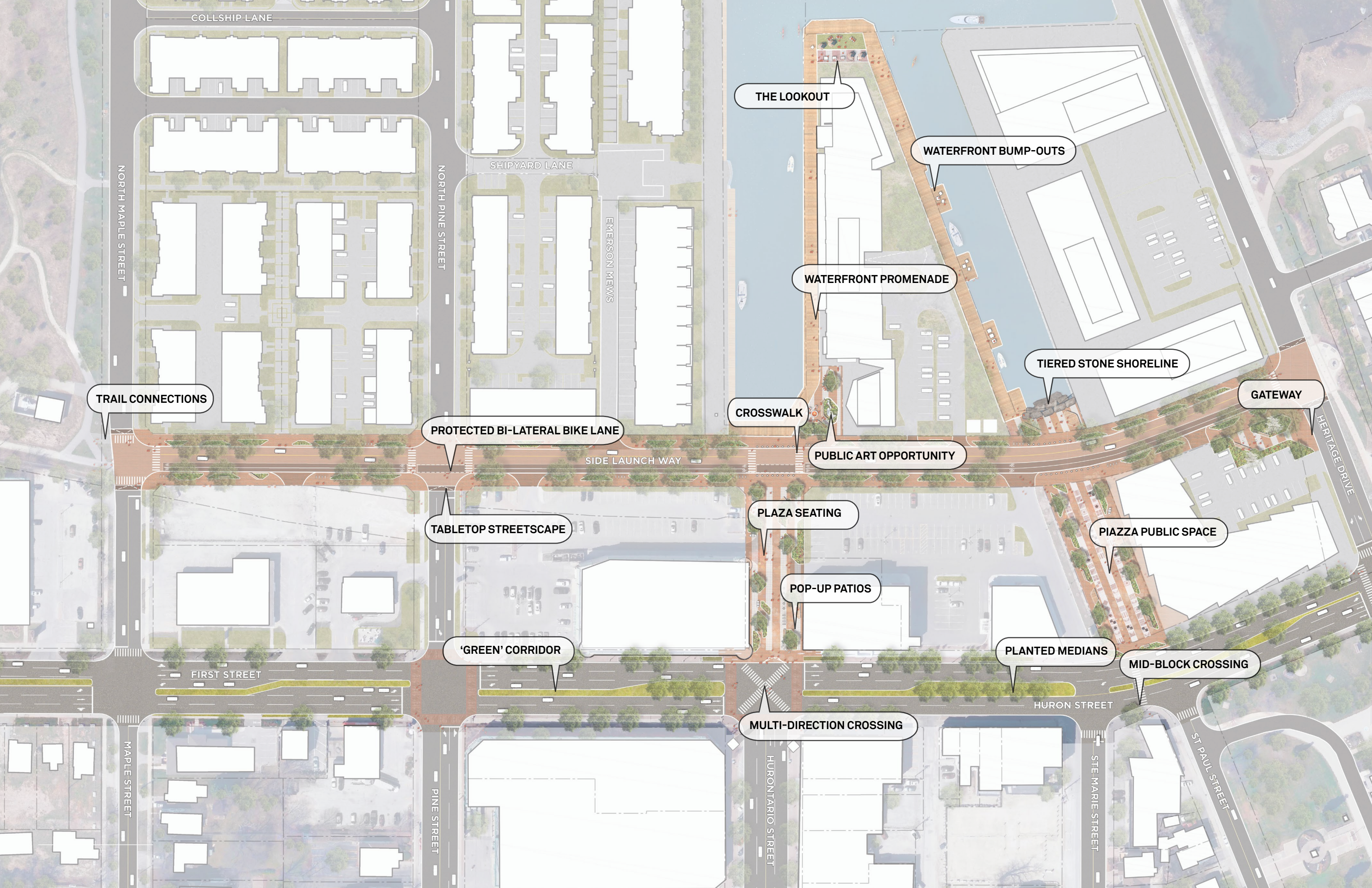
MAPLE STREET

PINE STREET

HURONTARIO STREET

STE MARIE STREET

ST PAUL STREET



COLLSHIP LANE

SHIPYARD LANE

EMERSON MEWS

NORTH MAPLE STREET

NORTH PINE STREET

SIDE LAUNCH WAY

FIRST STREET

MAPLE STREET

PINE STREET

HURONTARIO STREET

STE MARIE STREET

ST PAUL STREET

HERITAGE DRIVE

THE LOOKOUT

WATERFRONT BUMP-OUTS

WATERFRONT PROMENADE

TIERED STONE SHORELINE

GATEWAY

TRAIL CONNECTIONS

PROTECTED BI-LATERAL BIKE LANE

CROSSWALK

PUBLIC ART OPPORTUNITY

TABLETOP STREETScape

PLAZA SEATING

POP-UP PATIOS

'GREEN' CORRIDOR

PLANTED MEDIANS

MID-BLOCK CROSSING

MULTI-DIRECTION CROSSING

PIAZZA PUBLIC SPACE

3.1 Public Realm Strategies

The following strategies aim to recognize the rich history of ship building and reinforce the Shipyards District as a destination along the waterfront in Collingwood. These strategies provide a vision for future growth, while celebrating the Shipyards unique identity that supports activation, accessibility, and usability.

Connect

With the developments located at First/ Huron Street and Hurontario Street, Side Launch Way is currently shielded and disconnected for the vibrant Downtown. There is an opportunity to unify these spaces by creating linkages and continuity to activate the waterfront and create a destination within the Town.

Activate

There is a lack of programming and activation along the waterfront, with limited public space. To activate the Shipyards District, provide programming and animate public spaces through public art, events and gathering spaces.

Prioritize

Prioritize and focus on key public space improvements and integrate the public realm goals with new future developments. Ensure capital funding and on-going maintenance standards are able to support the design intent and programs within the area.

Acknowledge

Ensure landscape furnishings and fixtures reflect the Shipyard’s heritage. Respect and honour the local Indigenous Communities past and present through meaningful placemaking spaces, including use of language, storytelling opportunities and public art.

Unify

Public realm improvements should support people of all ages and abilities. Public space belongs to everybody and creating a safe, accessible, and playful environment will ensure the success and vibrancy of the Shipyards District.

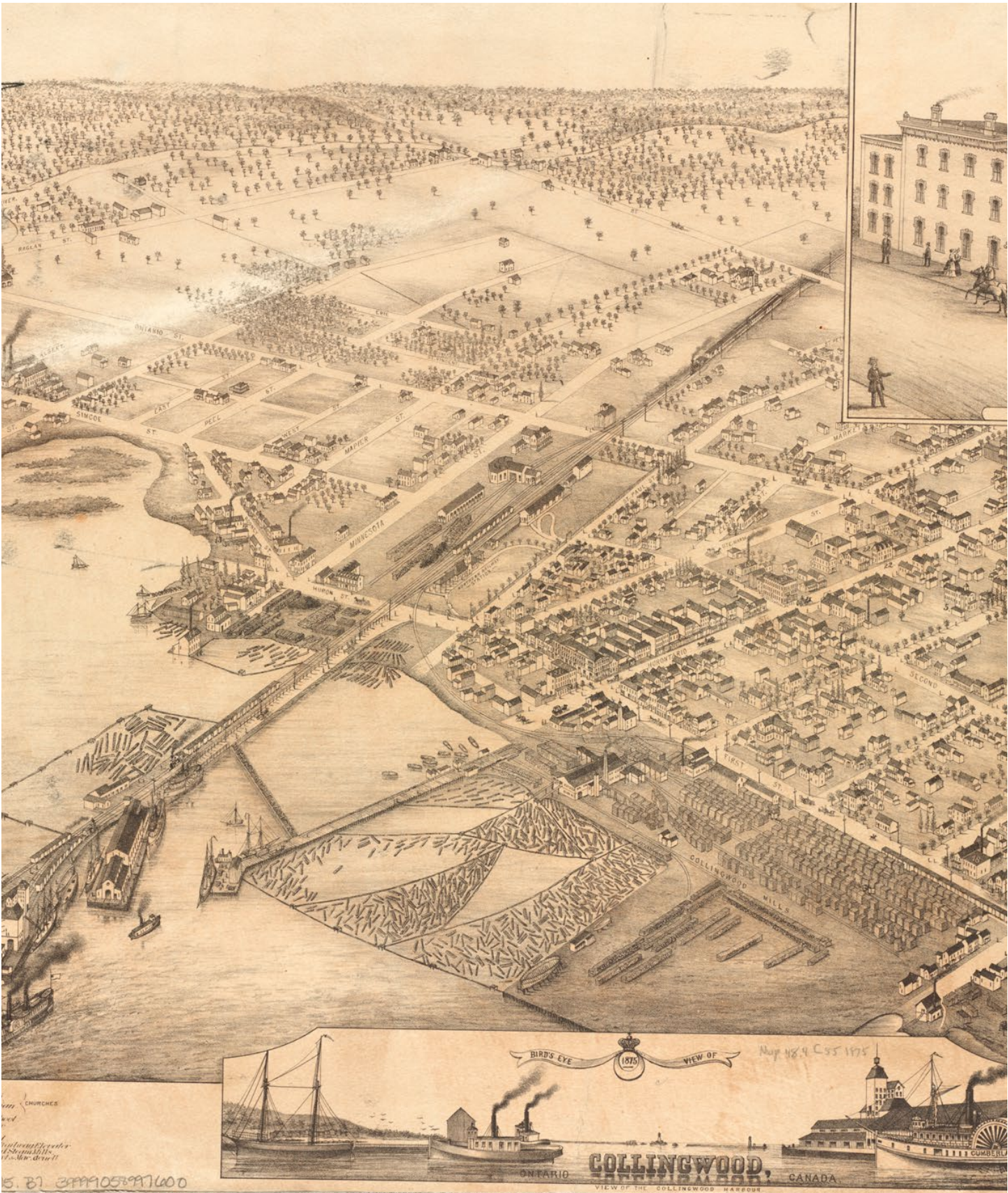


Figure 5 Historic map of Downtown Collingwood

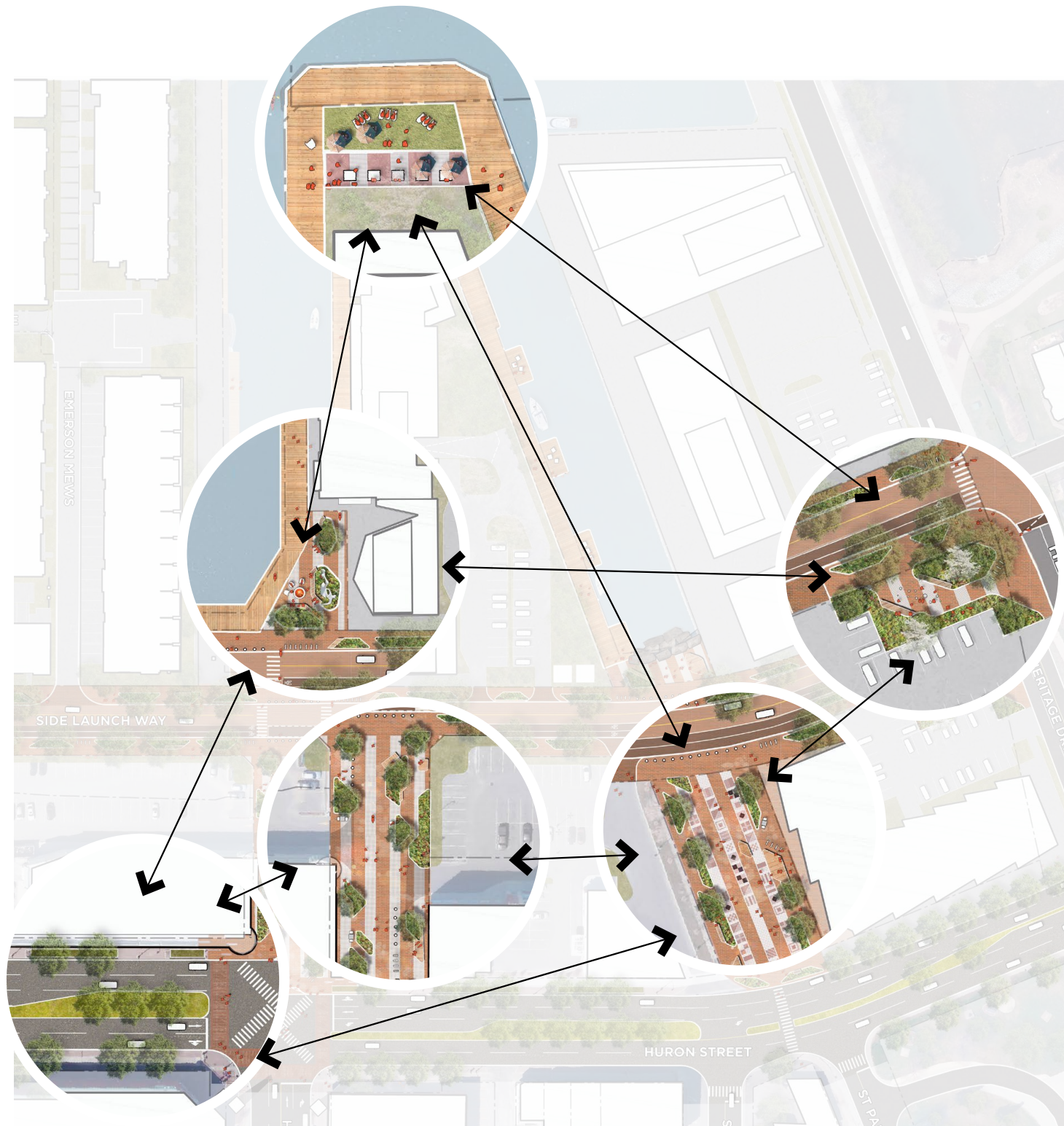


Figure 6 Connected design elements and identity

3.2 Guiding Principles

The Guiding Principles help create a high-quality public realm that reflects Collingwood's unique location between the escarpment and Georgian Bay, as well as its presence as a four-season destination for residents and visitors. The themes of the Guiding Principles are intended to inform and inspire the design and programming of the outdoor spaces and character areas within the Shipyards, creating a strong sense of place within the Town. The Guiding Principles were developed based on feedback from Town Staff and the public throughout consultation, as well as understanding the current site conditions and best practices in landscape architectural design.

Pedestrian-Centric

Pedestrian-friendly streetscaping, including wide sidewalks, pedestrian-only zones, and accessible amenities, to prioritize safety, accessibility, and walkability that will create vibrant and inviting spaces to encourage active transportation, social interaction, and community engagement. Ensure that public spaces are safe, inclusive, and accessible for all individuals, incorporating universal design principles, adequate lighting, and accessible infrastructure.

Waterfront Activation

Activate waterfront areas with recreational amenities, public spaces, and dining options to enhance the overall attractiveness of the public realm.

Culturally Enriched Design

Recognize and celebrate the rich culture of the local community by incorporating elements of local artistry, historical traditions, and cultural heritage into the design process.

Climate-Positive Design

Integrate green infrastructure and sustainable practices to minimize environmental impact and enhance climate resiliency within the public realm, demonstrating a commitment to climate-positive design initiatives.

3.3 Design Considerations

The Shipyards Public Realm Plan represents a collection of overall design considerations for character improvement areas to create a sense of place that celebrates the shipbuilding heritage of the area through the activation of public space.

These design considerations are intended to be applied consistently throughout the area. To ensure the Shipyards District remains a successful, vibrant destination, it is recommended that capital budget and staffing are allocated to the maintenance and ongoing operations of this area to ensure its success well beyond implementation.

3.3.1 Tabletops

Tabletops are areas of paving where the driving surface and the pedestrian surface are at the same level, with no curb separation. Vehicular and pedestrian zones can be defined by a variety of techniques including bollards, planters, textured paving, high contrast paving, and flush curbs. The intent of the tabletop is to demarcate a pedestrian priority area, and to allow for a barrier-free surface for events during road closures.

Designing a table-top streetscape within the Shipyards District provides safety measures that enhance the pedestrian experience and create a sense of place. It is important

to implement safe pedestrian crossings at strategic points along the streetscape to ensure pedestrian safety. Having the roadway at one level ensures vehicles are aware of their surroundings and promotes efficient traffic calming measures. In addition to tabletop, narrow lanes help to encourage a more leisurely pace within the streetscape. By rearranging the hierarchy of transportation methods to prioritize pedestrians and cyclists, the streetscape can be transformed into a comfortable environment that promotes social interaction and community engagement.

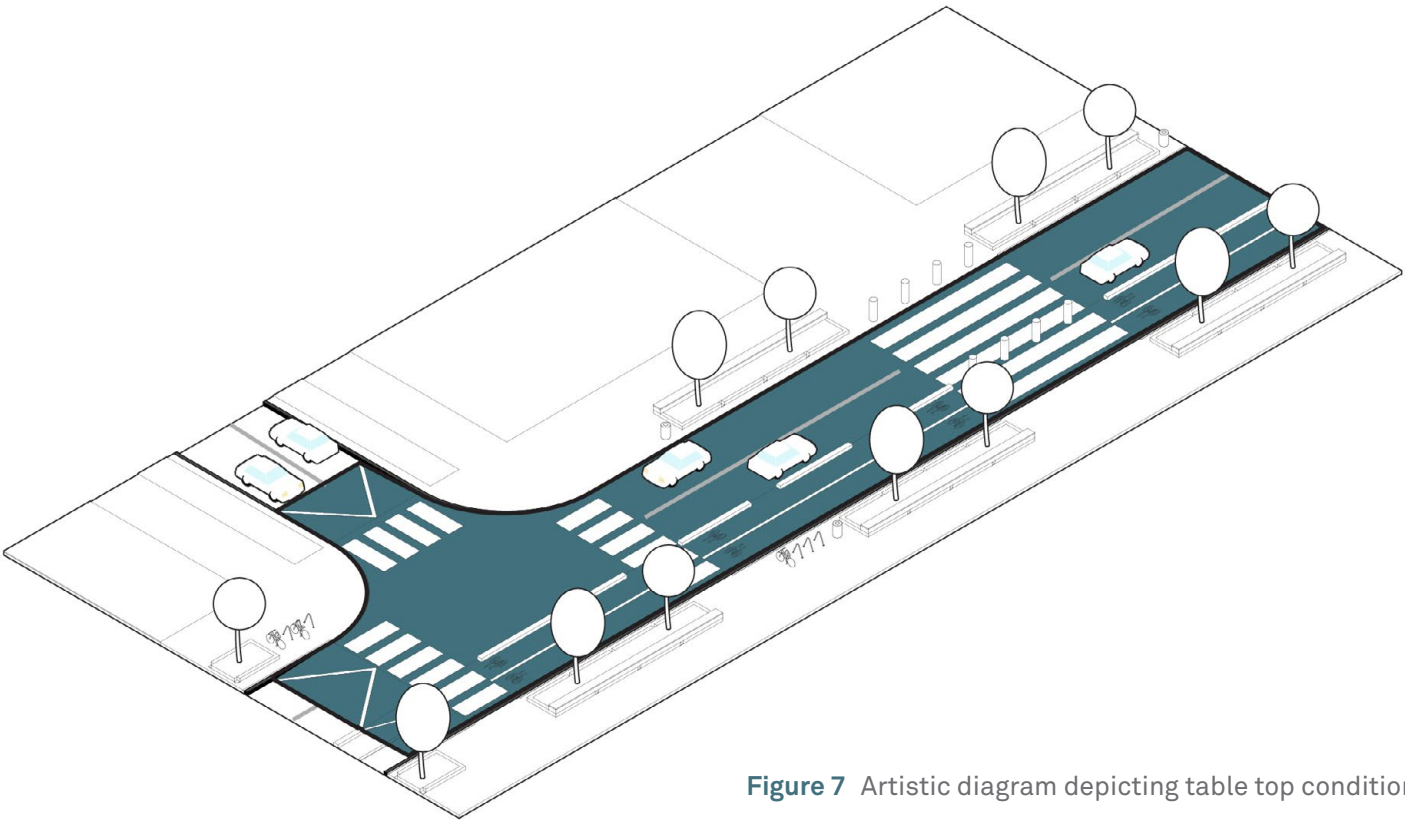


Figure 7 Artistic diagram depicting table top condition



Figure 10 Precedent image of bike lanes

3.3.2 Bike Lanes

Separated bike lanes play a pivotal role in promoting safety and accessibility along pedestrian-centric streets. By creating a dedicated space for cyclists, distinct from vehicular traffic, these lanes ensure safe movement for both cyclists and pedestrians alike. Bike lanes will connect to the larger cycling network within the Town and beyond to bring the community into the Shipyards easily and safely. While a convenient way to move throughout the community, bike lanes also encourage sustainable modes of transportation and reduce vehicle congestion. In addition, these bikes lanes will link to nearby trails, increasing connectivity, promoting active lifestyles, and fostering a sense of community along the waterfront.

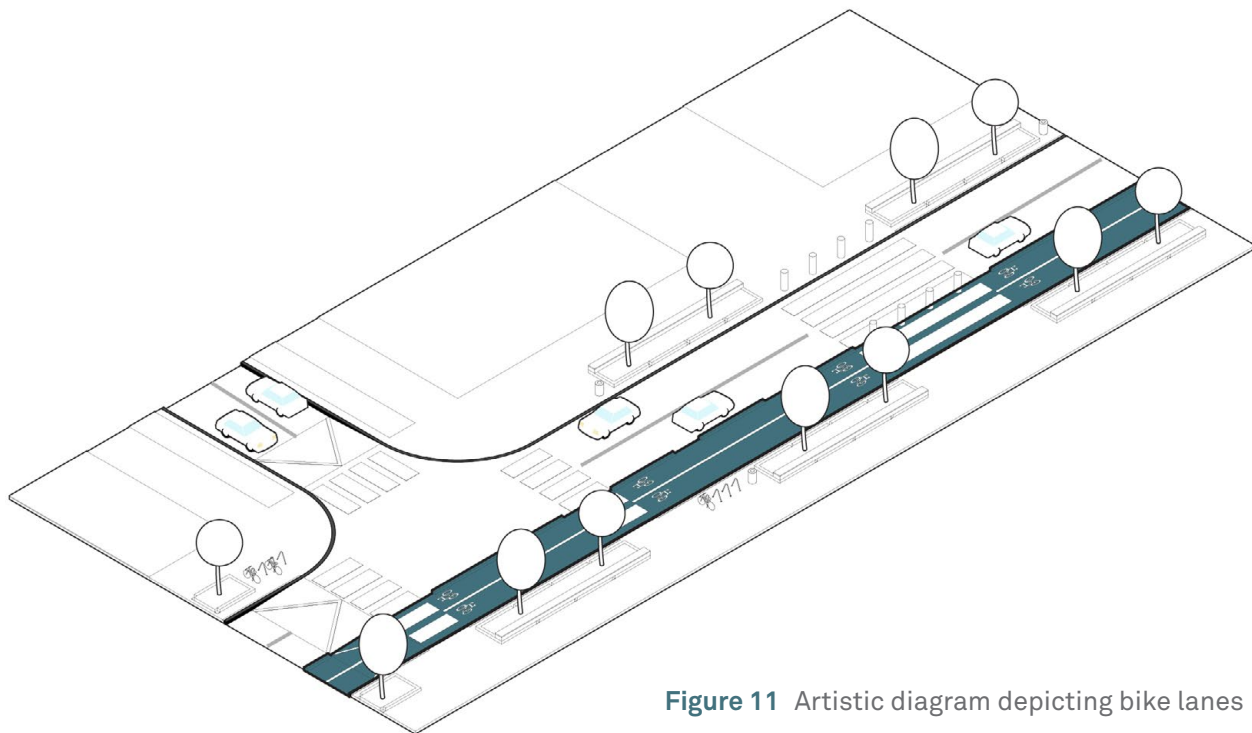


Figure 11 Artistic diagram depicting bike lanes



Figure 12 Precedent image of vegetated streetscape

3.3.3 Mid-Block Crossing

Mid-block crossings provide convenient locations for pedestrians to cross where there are large gaps between intersections. Often these crossings are marked crosswalks or physical bump outs into the roadway, that allow for cars to pause to allow pedestrians to safely cross the roadway. Crossings may or may not be signalized, depending on their context. Within a tabletop condition, it is important to demarcate specific areas for pedestrian crossing to ensure safe movement across the roadway.

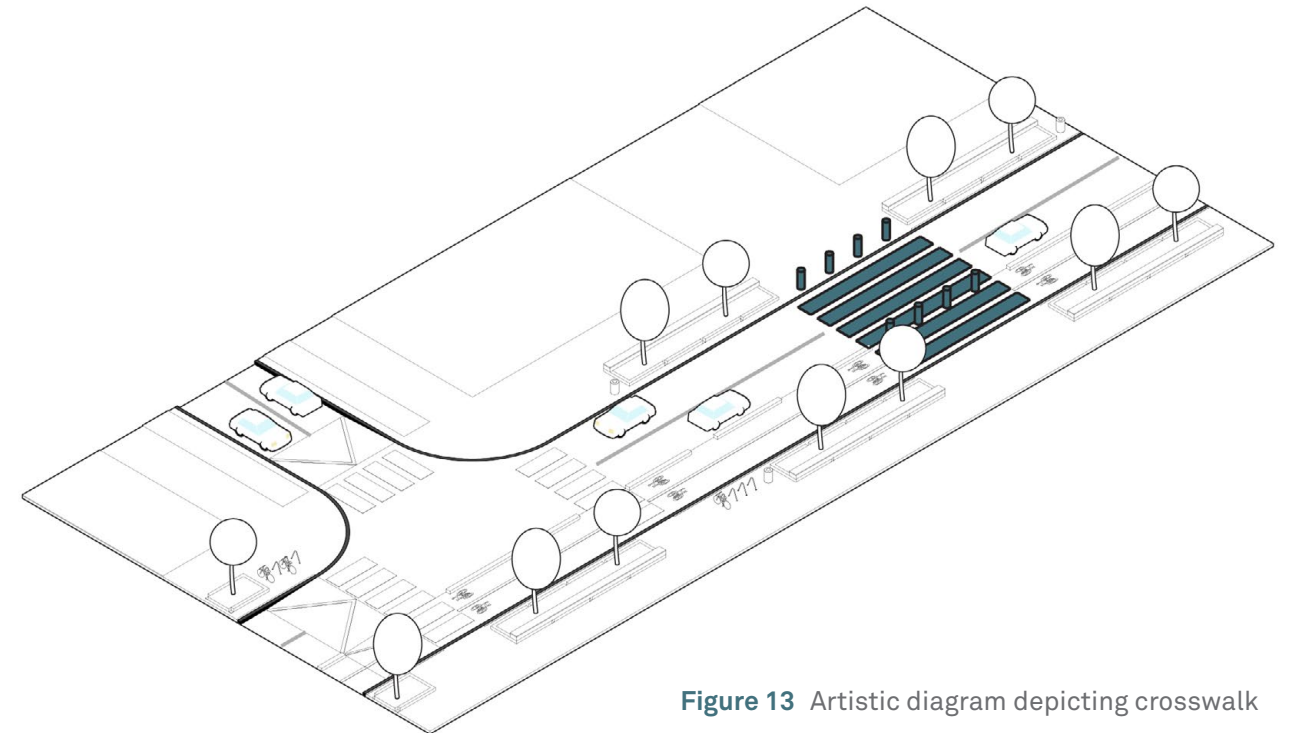


Figure 13 Artistic diagram depicting crosswalk



Figure 14 Precedent image of street furnishings

Where traffic patterns and surrounding movement permit, mid-block bump-outs can be implemented to provide an improved pedestrian experience, allowing for:

- Increased opportunity to cross
- Increased space for pedestrian circulation
- Improved sense of safety for all users
- Improved connectivity between the Downtown and the waterfront

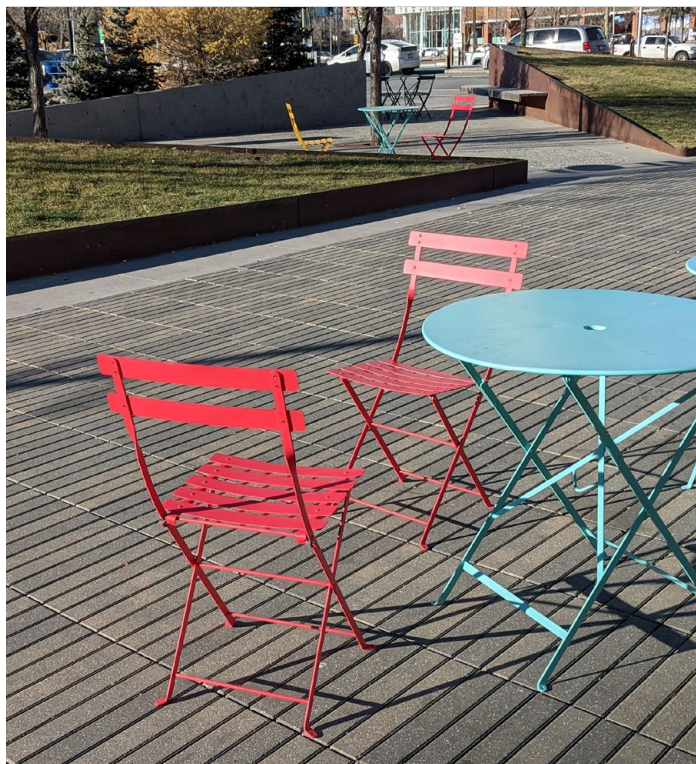


Figure 15 Precedent image of street furnishings

3.3.4 Tree Planting and Landscaping

Planting softens the urban environment by increasing the urban tree canopy, reducing urban heat island effects, enhancing comfort along streetscapes, complementing the built form and emphasizing critical views. Along the streetscape and within the character areas, the Town should consider opportunities to maximize planting areas and reduce paved surfaces to enhance the overall function of the landscapes.

Providing the proper planting conditions will allow for success in street tree growth within the urban environments. To ensure healthy growth, it is important to work with the existing species used within the Town that show the proven success of vegetation within Collingwood's climate. Provide sufficient high soil quality and volume to allow street trees to sustain a large healthy canopy cover. This can be achieved by increasing the size of open planting pits or providing soil cells below the hardscape. It is recommended that each tree have access to 30 cubic metres of soil volume, at minimum.

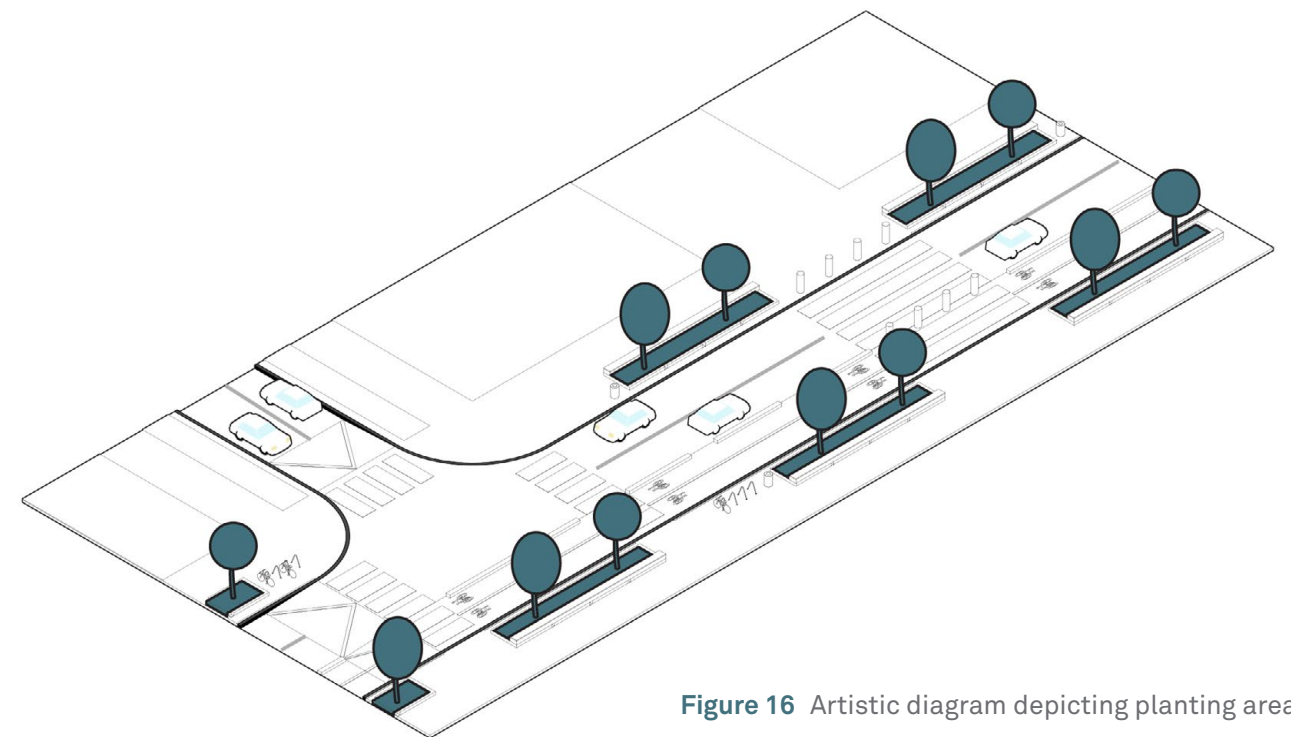


Figure 16 Artistic diagram depicting planting areas

A thriving tree canopy provides ample shade and is crucial for transforming largely hardscaped public areas into inviting and enjoyable spaces for pedestrians, particularly during the summer months when urban heat is in effect. Without the comforting presence of greenery and shade, even well designed paved areas may fail to attract pedestrians.

In addition to the aesthetic benefits, streetscape plantings can contribute to sustainable stormwater management practices, offer low impact design solutions, sequester carbon, restore native habitats, and improve mental health and well-being.

Providing planting within the streetscape is an important component of sustainable practice and aligns with the Town’s Climate Change Action Plan initiatives.



Figure 17 Precedent image of vegetation along walkway

3.3.5 Furnishings and Fixtures

Outdoor furnishings, including seating, bike racks, waste and recycling receptacles, and lighting address user needs within the Shipyards and allow for people to enjoy and inhabit the waterfront and public spaces for extended periods of time. Providing varying types of seating that is comfortable, accessible, well-maintained, and positioned in the right location is critical in successful placemaking.

Outdoor furnishings should be provided along the streetscape, as well as clustered in character areas, adjacent to retail entry points, and along pedestrian pathways. Site furnishings should be located adjacent to, or along pedestrian routes without impeding pedestrian mobility or infringing on the pedestrian clearway. Special attention should be made to the maintenance and operations of the chosen furnishings and fixtures to ensure ease of repair and/or replacement.

Seating Typologies

- Bench**
Bench seating should be installed at regular intervals along the sidewalk and in key gathering areas. Providing benches with no backs (as well as ledges) allows people to sit on both sides at the same time. When providing a mix of bench styles, it is important to install sufficient accessible seating opportunities, including benches with backs and arm rests for those who need additional physical supports.
- Picnic Tables**
Picnic tables should be located in distinct character areas to encourage users to enjoy the Georgian Bay shores and open spaces for picnicking. Wherever possible, picnic tables should be mounted to the ground and configured to provide wheelchair and stroller access.
- Cluster Seating**
Movable tables and chairs allow people to freely relocate the seating to take advantage of their surroundings. Places with strong pedestrian activity and ample opportunities for passive surveillance from different directions are ideal locations for movable style seating. They should be provided adjacent to buildings to extend outdoor seating space, while providing an increased level of security. Where appropriate, furniture may be surface mounted, or chairs may be tethered with a short cable to tables.

Cycling Infrastructure

Bike Racks

Bike racks should be provided at character areas, along building entrances and within or adjacent to large gathering spaces. Side Launch Way is used as a major biking route and ample places to stop and rest should be provided for cyclists. Bike racks should be installed in groups and should be embedded in-ground into concrete paving where possible.

Bike Racks - High Density

High Density bike racks should be provided in areas where significant amounts of bike parking are required. With bike lanes lining Side Launch Way and nearby trail connections, character areas will be a hub for rest stops and need to support a number of bikes. High Density Racks require bi-directional access in order to maximize capacity.

Bike Repair Stations

Bike Repair Stations should be provided adjacent to open spaces where cyclists may need to rest and repair. They should be positioned in convenient, safe locations for cyclists, be well lit, provide good surveillance, and provide ample room for repairs.

Litter Receptacles

Litter receptacles should be provided in character areas that are easily accessible to the Town’s maintenance and operations team, as well as building entrances, picnic tables, and outdoor spaces. A “smart” litter receptacle is recommended, which can monitor fill levels to optimize collection routing, thereby reducing carbon emissions.

Lighting

Ample, uniform lighting should be provided along Side Launch Way and in character areas to promote safe and accessible spaces. The light fixtures and light level will correspond to the role and function of the spaces they are in. The proposed lighting solutions should follow the Town standard to ensure repair and maintenance practices are consistent throughout the Town. Where feasible, unique lighting should be used to highlight character sites within the Shipyards to create a sense of place and unique identity. It is important to consider how outdoor spaces will be used in all seasons and adjust the lighting requirements accordingly. Downcast lighting is recommended to minimize light spill and reduce light pollution along the waterfront.



Figure 18 Precedent image of plaza lighting

3.3.6 Paving Materials

A cohesive palette of paving materials used along Side Launch Way and its connecting access points will create a unified network of circulation routes and open spaces, while establishing a distinct identity.

To unify and extend the pedestrianization and sense of place already established within the Downtown, paving colours and patterns should extend across First/Huron Street to draw pedestrians to the waterfront. Along Side Launch Way, a similar style should be utilized along the pedestrian walkways. Unit paving used within the streetscape should highlight the colours of the local environment, the escarpment, limestone, and waterways. Over time, a unified palette of paving materials will significantly improve the look and feel of the Downtown and waterfront, to feel like one unified place.

Unit Paving

Within character areas of the District and along major pedestrian routes, unit paving is recommended to enhance the pedestrian experience. The detailed design and installation of these pavers should factor in vehicular loads to ensure longevity. Where possible, incorporate permeable jointing to allow groundwater recharge and limit overland flow.

Concrete

Cast in place concrete should be used in conjunction with unit pavers in the design of any heavily used areas within the Shipyards. Where unit pavers are not feasible, cast-in-place concrete with unique control joints and/or finishes should be considered.



Figure 19 Artistic diagram depicting streetscape components

3.3.7 Tourism

Tourism is a key component of the culture and economic development in Collingwood, a town characterized by its year-round appeal. As a true four-season destination, the Town recognizes the significance of nurturing its public spaces and waterfront to sustain tourism throughout the year to support the local economy.

Opportunities for experiential tourism will allow visitors to create memorable, immersive experiences that connect them with the local culture, history, and environment. By integrating these elements, this area can become a destination that attracts visitors throughout the year, mitigating the effects of seasonality and promoting sustained economic growth.

This area will support both the local economy and small businesses, leveraging the large amount of tourism that Collingwood already sees. Seasonal markets, festivals, and year-round events will ensure a constant influx of visitors that provide economic opportunities for local vendors and artisans. The Shipyards will become a lively destination regardless of the season, fostering a strong sense of community while enhancing Collingwood’s appeal as a tourist destination.

3.3.8 Four Season Design

In crafting a streetscape design that caters to all four seasons, considerations extend far beyond the aesthetics; they consider the microclimate of the site, sun and shade patterns, wind mitigation, winter interest, and overall comfort. Understanding these components ensures that the streets remain vibrant and inviting throughout the year. By strategically planting trees and vegetation that offer all-season interest, the Shipyards District will provide shade in summer and windbreaks in winter, with changing colours all year-round. In addition, incorporating features such as seating areas with heating elements, including fire pits or electric heaters, ensures comfort during colder months. Engaging the community year-round involves hosting seasonal events, such as farmers’ markets in summer and winter festivals. This comprehensive approach fosters a sense of belonging and encourages continuous interaction and enjoyment of the Shipyard District regardless of the season.

3.3.9 Seasonal Maintenance

Priority for winter maintenance within pedestrian areas in the Shipyard District public realm is based on highest and best use for pedestrian needs. Understanding how the site will function in the winter is critical to ensuring the area is safe for pedestrians and vehicles in all seasons and cleared of snow in the winter.

While it is important to consider snow removal, reviewing the existing connections and adjacent access points may restrict the availability of snow clearing. Connection to adjacent promenades and trails along the water should reduce salt use given the close proximity to the water’s edge. Careful consideration should be used when driving snow-clearing vehicles along the water. The narrow trails and structural integrity of the walkways may not support these methods. Alternates routes should be mapped and provided to ensure pedestrians have clear and safe walking routes within the Shipyards District that allow for a continuous route.

To increase current snow clearing methods, additional resources and allotment of capital budget by the Town are required in conjunction with the Downtown BIA to provide a higher level of services within these areas.



Figure 20 Precedent image of winter night market



Figure 22 Precedent of stormwater management in streetscape



Figure 23 Precedent of public seating amongst vegetation

3.3.10 Stormwater Management

Traditional collection of water through underground stormwater pipes is the most common form of stormwater management within the Town. Low Impact Development is an alternative form of stormwater management that mimics natural processes in order to protect water quality and reduce water entering the storm system. Low Impact Development strategies include bioretention facilities such as rain gardens and bioswales, green roofs, and permeable pavement.

Incorporating stormwater management practices within the streetscape of the Shipyards District not only enhances the aesthetic appeal but also offers invaluable solutions for managing stormwater runoff without relying solely on traditional greywater infrastructure. Features such as rain gardens and bioswales add visual interest but also serve as natural filtration systems, effectively capturing and cleansing stormwater. By retaining water within planting beds, these features replenish groundwater levels and mitigate the risk of flooding while promoting and supporting the growth of the trees and planting beds. Embracing these nature-based solutions reduces additional infrastructure costs and highlights a commitment to sustainable urban development and environmental stewardship for the Town of Collingwood within the Shipyards District.

3.3.11 Accessibility

In creating an inclusive streetscape and public spaces, accessible design practices play an important role in ensuring everyone can comfortably navigate and enjoy these areas. Embracing universal design principles involve more than standard level of compliance, it includes fostering environments that seamlessly integrate accessibility into their existing systems. Accessible furnishings such as benches with adequate spacing and clearance for strollers and wheelchairs cater to diverse needs, while tactile paving and audible signals ensure safe mobility for all users. By seamlessly integrating these features into the design, the Town ensures that accessibility isn't afterthought, but woven into the design process from inception to promote inclusivity and enhance the overall experience for the community.

The Public Realm Plan prioritizes community inclusion and social connection within the streetscape and character areas by ensuring all spaces are accessible to individuals of all ages and abilities. By incorporating universal design principles, the area will promote equal participation and interaction, creating a welcoming environment for everyone.

3.3.12 Public Art and Culture

Incorporating public art should prioritize the inclusion of local artists and support for the community, fostering a sense of place unique to Collingwood. Emphasis should be placed on actively engaging with local artists and involving them in the execution of public art projects. This not only celebrates the talent of the community but also ensures the artwork resonates with the culture and identity of the Town. Additionally, integrating elements of Collingwood's rich history and cultural heritage into the artwork helps create a narrative that connects residents and visitors to the town. Public art should serve as a reflection of the community's values, aspirations, and collective memory to enhance the public realm and foster a sense of pride and belonging.

Art in the public realm can include sculptures, murals, and interactive installations, each adding vibrancy and storytelling into the landscape. In addition, community involvement in the selection process can further strengthen the relationship between the artwork and its surroundings, making it a cherished part of Collingwood's cultural landscape.

The Shipyards project will adhere to the Town's Public Art Policy, enriching public spaces and fostering cultural identity, creativity, and dialogue among Collingwood residents and visitors.

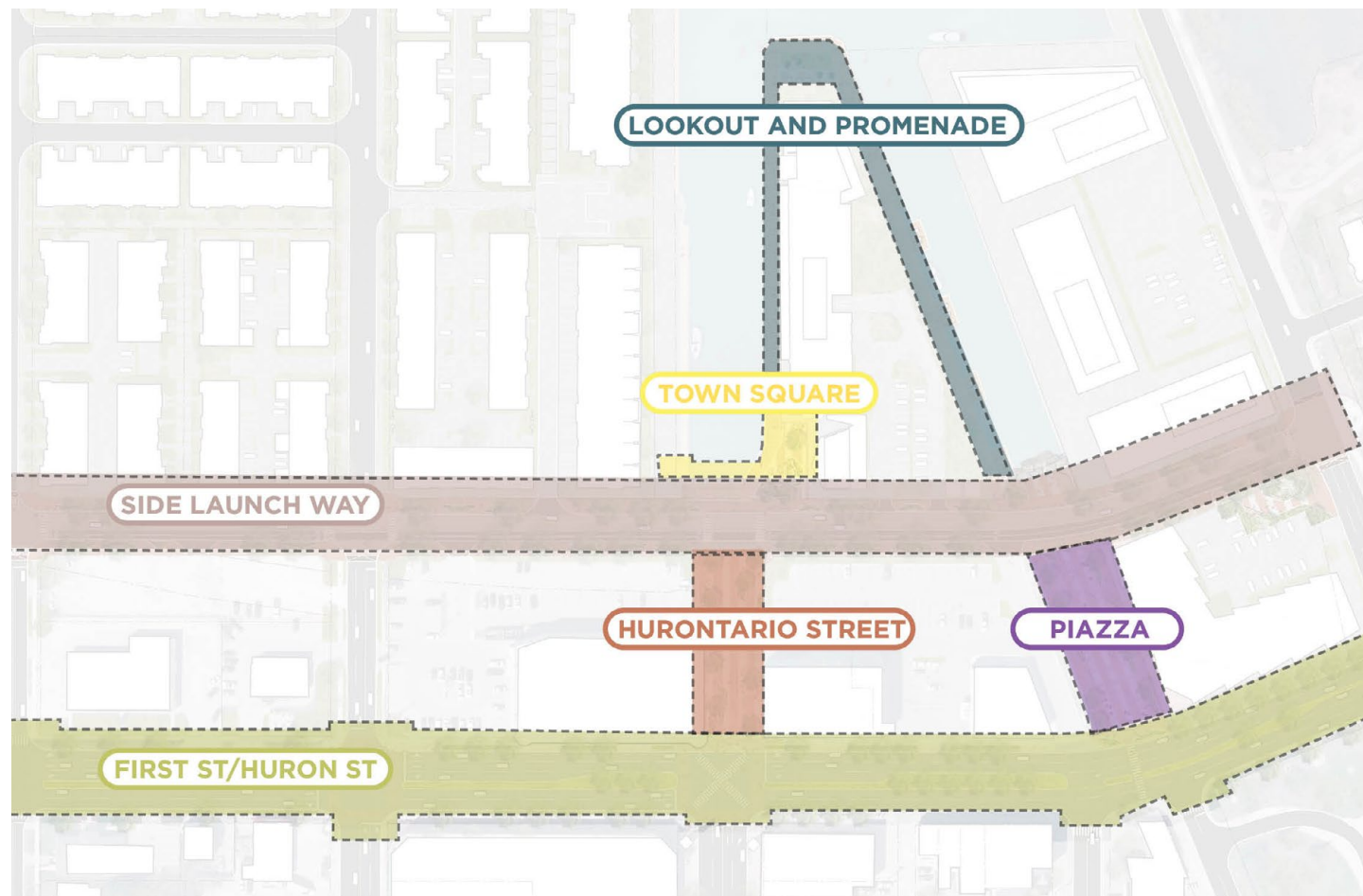


Figure 24 Character areas in the Shipyards District

3.4 Character Areas

Nestled along Collingwood’s waterfront and connected to existing pedestrian networks within the Town, the Shipyards District will be a key destination within the town. Anchoring the north end of Downtown Collingwood, this area holds significant value to its residents and visitors. As the district experiences imminent development and growth, there is a need to design its public realm thoughtfully. Through application of the design considerations, special attention has been applied towards six key character areas within the Shipyards District, to further define its identity and ensure its integration with the surrounding community.

Side Launch Way

Piazza & Huron Street Crossing

Hurontario St

Look Out and Promenade

Town Square

First/Huron St

3.4.1 Side Launch Way

Side Launch Way is the spine of the Shipyards District and with a redesigned streetscape, has the opportunity to reconfigure the roadway in a way that supports various methods of transportation while ensuring a vibrant and pedestrian-friendly public realm. With a focus on enhancing the overall streetscape, the redesign will provide a consistent feel along the road, featuring narrowed vehicular lanes and widened sidewalks on both the north and south sides, focusing on safely accommodating pedestrians and cyclists. The utilization of bi-lateral bike lanes on the south side of Side Launch Way ensures safety for cyclists navigating the area and connecting to nearby trails.



Figure 25 Artistic rendering of Side Launch Way

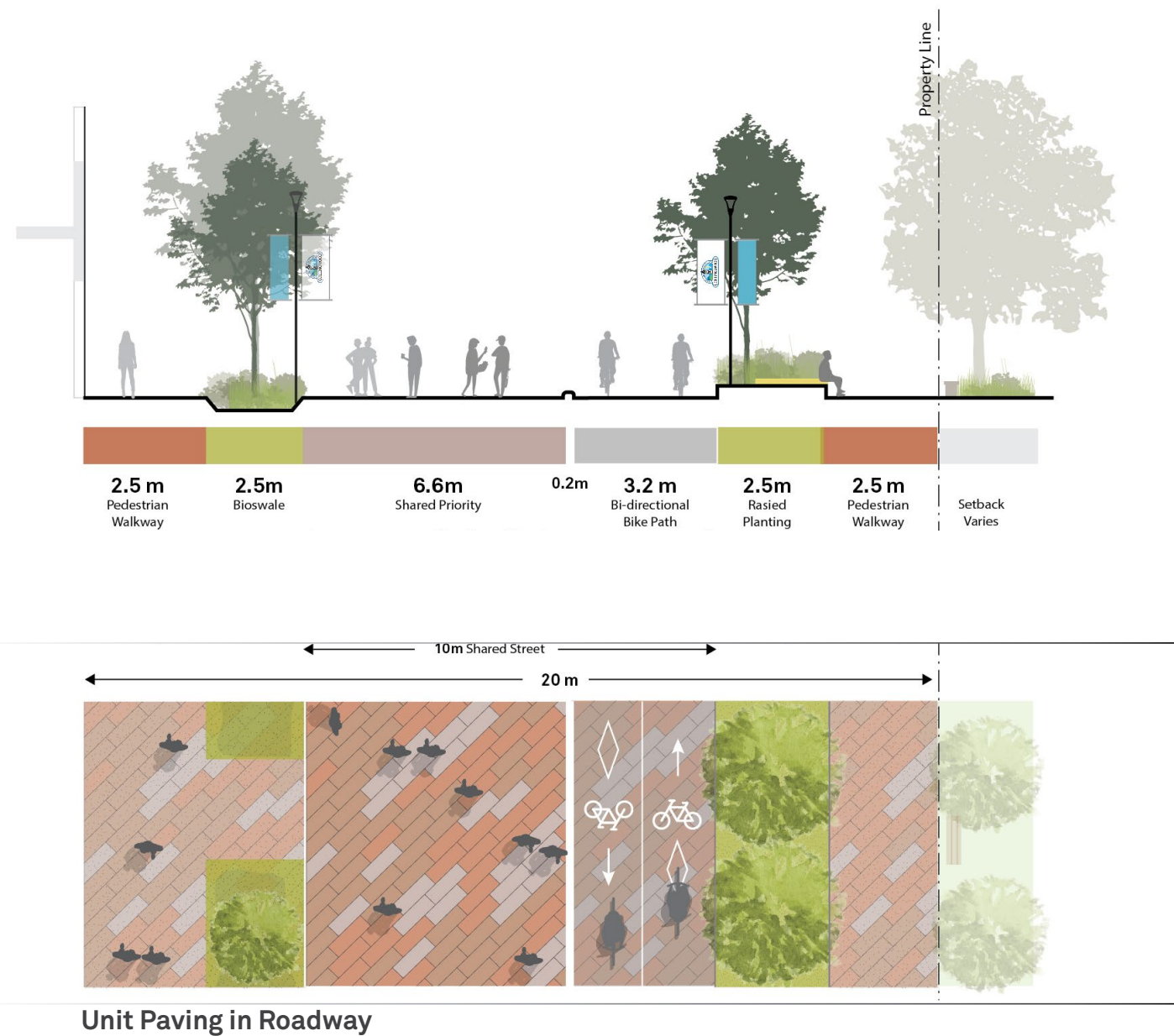


Figure 26 Artistic rendering of a cross section of Side Launch Way

A key component of the streetscape design includes large planting areas strategically placed within the right-of-way, facilitating the growth of shade trees that contribute to the visual appeal and environmental sustainability. These planters allow for sustainable stormwater management practices, as well as providing shade along the roadway. Bioswales and rain gardens will protect the water quality and reduce water entering the storm systems. Where necessary, soil cells will be used to provide the required soil volume for the trees, allowing them to thrive in the urban environment.

Furthermore, the use of three-way interlocking pavers on a concrete base not only enhances the aesthetic quality of the streetscape but also ensures durability and structural integrity to withstand vehicular loads.

Along the streetscape, informal and formal mid-block crossings will be added to promote safe pedestrian access and connectivity throughout the district, strategically located at key points such as Hurontario Street and the Piazza.

A cross section of the proposed streetscape alignment and dimensioning is shown on the facing page.

A redesigned right-of-way of Side Launch Way will create a destination along the waterfront. Ensuring the street meets the needs of vehicles, cyclists, and pedestrians, the roadway will serve its functional purpose but also create an environment that supports local businesses and provides places for the community to gather and host events.



Figure 27 Artistic rendering of Side Launch Way



Figure 28 Artistic rendering of Side Launch Way

3.4.2 Piazza

The Piazza is a Town-owned parcel of land located between Huron Street and Side Launch Way, adjacent to Collingwood Harbour House (31 Huron Street).

The Piazza is a vacant Town-owned parcel located between Collingwood’s downtown and its waterfront, but the site is a crucial piece in connecting the town to its shoreline. The Piazza was identified in the Waterfront Master Plan as a key opportunity site and has the potential to set the stage as the first publicly owned space in the Shipyards District. Located adjacent to a newly constructed residential building with retail spaces on the ground floor, the site presents an opportunity for seamless interaction between the local businesses and the public space. There is opportunity for these new shops to extend their outdoor space into the public realm, creating a hub of people gathering, shopping, and enjoying the waterfront views.



Figure 29 Historical images of boat launches in Collingwood



Figure 30 Nautical flags used in paving pattern at the Piazza

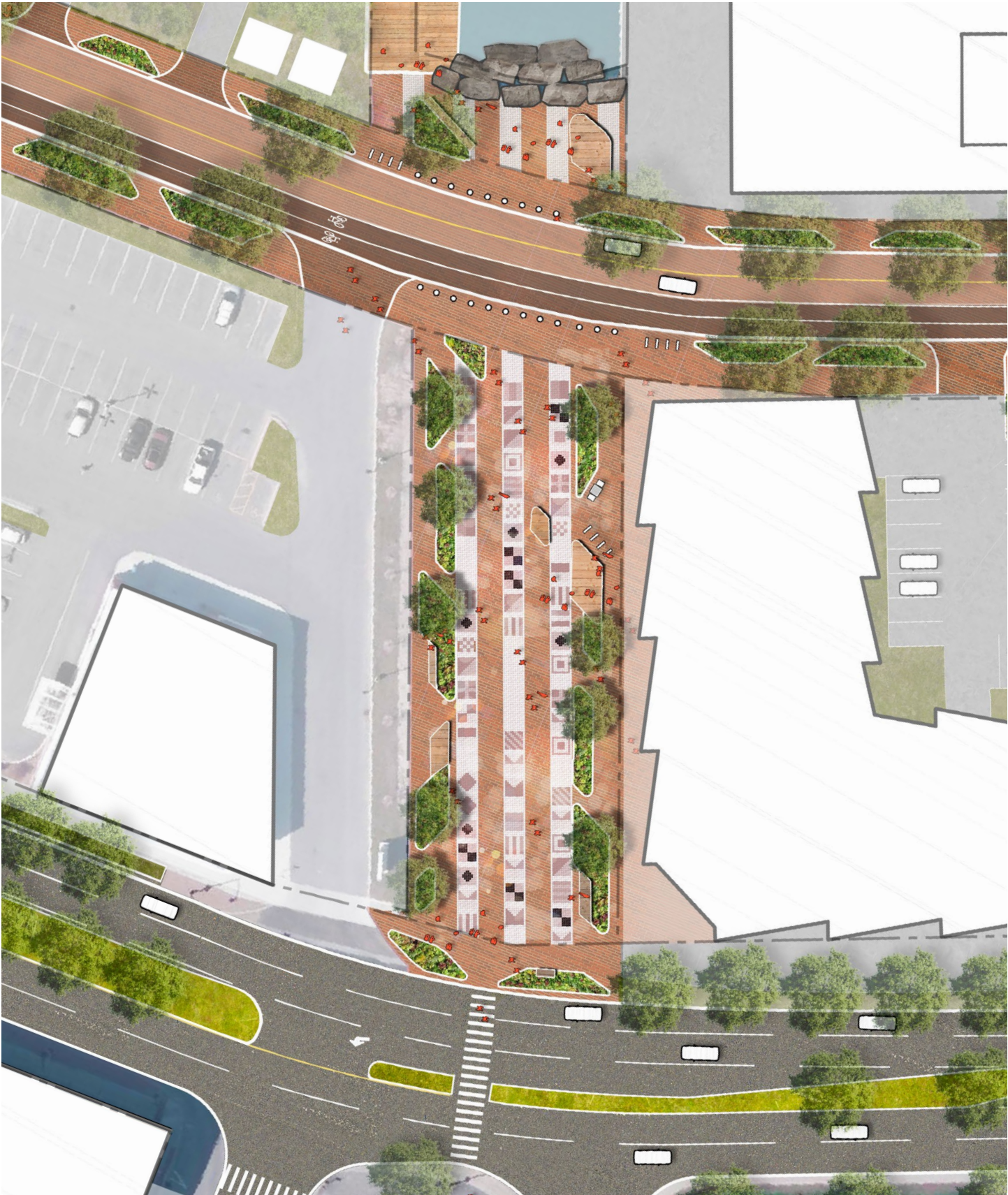


Figure 31 Artistic rendering of the Piazza

In developing the conceptual design for the site, it is important that the Piazza is equipped with adequate utilities and infrastructure to support a variety of activities. By developing this site in conjunction with the other character sites within the Shipyards and along Side Launch Way, the intention is to safely draw more foot traffic across Huron/First Street. However, ensuring safe pedestrian crossing across the provincial highway is essential. Through thoughtful development and strategic urban design, the Piazza has the potential to become a physical link between Collingwood’s downtown and waterfront but also a vibrant centre of community life and economic activity. In providing this link, consideration of a signalized pedestrian crossing is proposed at St Paul Street. This connection will slow down traffic and ensure pedestrians are crossing safely. It will further strengthen the synergy between Downtown and the waterfront, and allow visitors to walk safely to the Shipyards District.

The design for the Piazza encompasses a range of features aimed at transforming the space into a vibrant community hub while paying homage to the area’s rich history of shipbuilding. The site should be characterized with subtly integrated design elements that tie to Collingwood’s heritage with large shade trees, picnicking areas, ample seating and unique paving patterns. Bike parking with bicycle repair stations will reinforce the Town’s commitment to sustainability and active transportation methods, while designated areas will include places to gather and picnic. Adjacent spill-out spaces will be seamlessly integrated with retail units, encouraging a bustling energy within the public realm. Lighting and electrical hookups are to be accommodated to support a variety of events and activities, ensuring the space remains versatile and functional.

The extension of the Piazza to the dry dock basin will transform this portion of the shoreline into a naturalized-like space featuring tiered armourestone seating, ensuring shoreline stability while allowing safe interaction with the water. The design of the dry dock basin reflects the intent and style of the Piazza, allowing for a seamless transition between the two spaces. Incorporating large planters along the waterfront provides opportunities for people to enjoy the scenic views and pause during their stroll within the Shipyards District. Additionally, the inclusion of a mid-block roadway crossing supports safe pedestrian movement between the spaces, further promoting accessibility and connectivity within the area.

As the design evolves, public consultation processes will refine these features, ensuring that the final outcome meets the needs of the community.

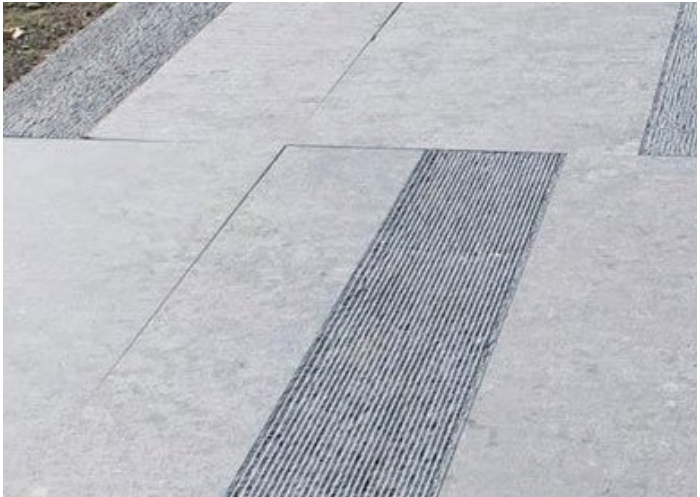


Figure 32 Precedent of textured pavement



Figure 33 Precedent of patterned unit pavers in plaza



Figure 34 Artistic rendering of the Piazza

3.4.3 Hurontario Street

The intersection of Hurontario Street and First/Huron Street is a key junction point in Collingwood and has the opportunity to strengthen the connection between the Downtown and the waterfront. The current configuration creates both an aesthetic and physical barrier to Side Launch Way. A redesigned streetscape and intersection will draw the community to the water and elongate the street to create a seamless extension of the public realm.

As the major connection point into the Downtown, emphasis needs to be placed on the way in which pedestrians cross First/ Huron Street. By incorporating leading pedestrian interval lighting, these crossings will increase the visibility of pedestrians in the intersection and reinforce their right-of-way over turning vehicles. In addition, carrying the unit paver colours and textures into the roadway and within the Shipyards area will create a continuous design that physically guides people to the waterfront.

With the redesigned streetscape and additional planting, furnishing and lighting, proper underground infrastructure and utilities are essential component to supporting the programmed activities along Hurontario Street, ensuring efficient operation and a seamless visitor experience.

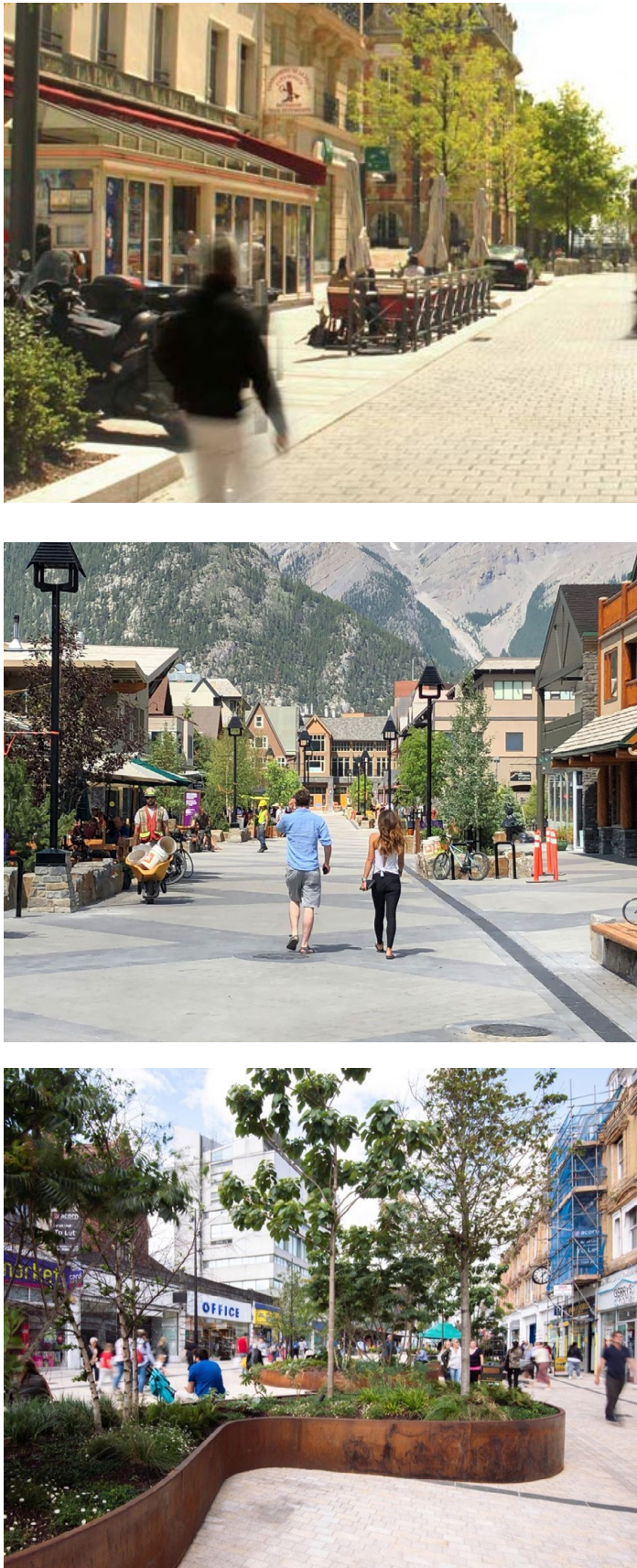


Figure 35 Precedent images of shared streets



Figure 36 Artistic rendering of Hurontario Street



Figure 37 Precedent image of pop-up market

Pop-up patios for adjacent restaurants and cafes, along with diverse seating options including benches, lounge chairs, and picnic tables, plantings, and public art installations, will activate Hurontario Street. This vibrant streetscape will serve as a welcoming gateway, encouraging pedestrian engagement and enhancing the connection between downtown and the shipyards.

Implementing catenary lighting within the roadway can significantly enhance the pedestrian-scale experience and general ambiance of the area, drawing people from downtown. These lights, positioned at an optimal height, will illuminate the space effectively and contribute to its aesthetic appeal. Additionally, the flexibility to adjust lighting levels based on the type of street use, whether vehicular or pedestrian, ensures a versatile and inviting environment. Lighting plays a crucial role in creating a sense of place and can help define the atmosphere to shape the overall experience.

Presently, Hurontario Street operates as a one-way street with angled parking on its west side. However, as growth and development occur along Side Launch Way, the question of requiring vehicular access needs to be reviewed to determine the success and vitality of businesses along the water. Balancing the need for vehicular access with a commitment to pedestrianization and walkability along Hurontario Street is necessary, which will require careful consideration and strategic planning.

To strike this balance, various pilot scenarios can be explored prior to any permanent construction changes within the right-of-way. These pilot projects offer an opportunity to test different configurations, such as alternating traffic flow, dedicated pedestrian zones, or shared streets. Following the pilot testing, the Town will be able to gauge public reactions and assess the safety and accessibility of Hurontario Street for all users. An iterative approach to a successful streetscape design will ensure Collingwood can create a gateway in this area that not only serves as a functional access route but also an enjoyable and inviting environment for the community.



Figure 38 Artistic rendering of Hurontario Street

3.4.4 Lookout and Promenade

Collaborating closely with the developer, Collingwood will design a pedestrian walkway surrounding the new development on the pier. This promenade, owned by the Town, will serve as an extension of the waterfront pathway, connecting to existing trails in the area. At the northern tip of the pier, a lookout will offer views of Georgian Bay. It will offer an ideal location for watching fireworks or observing the comings and goings of boats from the nearby yacht club. Additionally, the promenade will allow residents and visitors views of the iconic grain terminal, creating a must-visit spot along Collingwood's waterfront.

The lookout presents a unique opportunity to connect the waterfront and provide a resting point, offering panoramic views of the surrounding area. Given its challenging context, adjacent future development and existing infrastructure, careful planning and design considerations will be essential to ensure the lookout seamlessly integrates into the pier.

The design of the walkway will be an extension of the existing style and design elements found along the waterfront and Side Launch Way. A focus on safety and accessibility will draw users along the promenade, leading to a rest stop with ample seating. This pedestrian walkway will be installed in tandem with the new residential building, enhancing the overall charm and accessibility of the pier area.

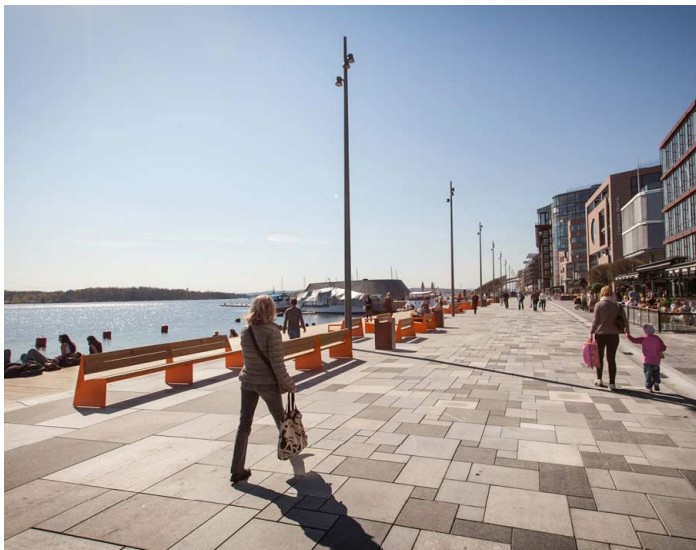
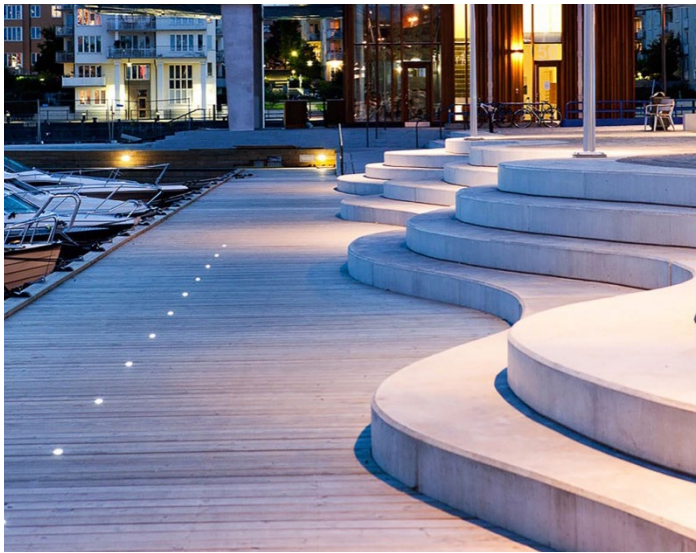


Figure 39 Precedent images of waterfront promenades

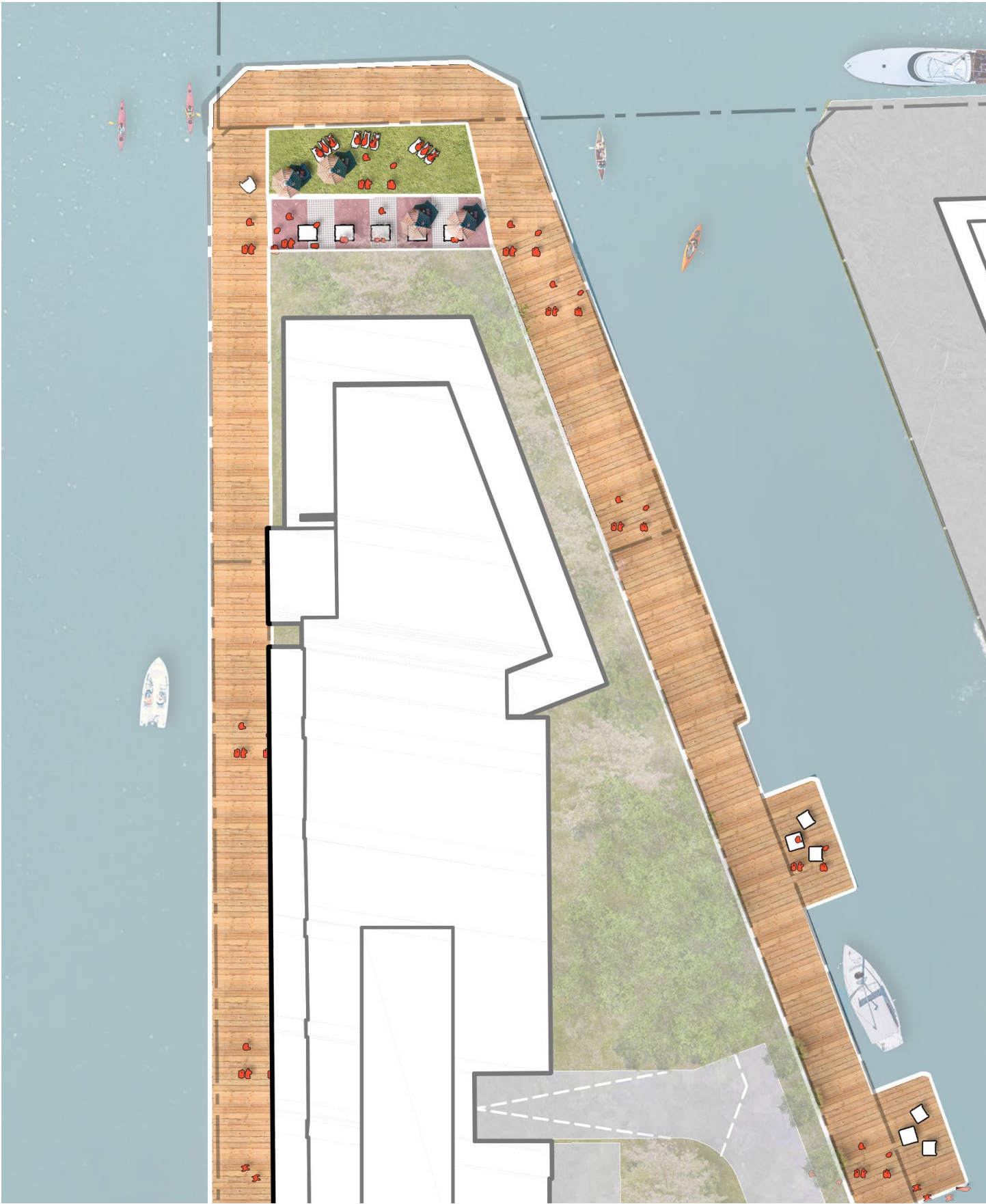


Figure 40 Artistic rendering of the Lookout and Promenade

3.4.5 Town Square

Situated at the northern end of Hurontario Street, the Town Square public space will be a hub between Hurontario Street, Side Launch Way and the promenade surrounding the pier. Designed to integrate with the surrounding public realm, the Town Square will provide an area of rest for residents and visitors to sit and enjoy the bustling energy of the waterfront at the centre of the Shipyards District.

The Town Square will be a gathering place, providing essential spill-out space for the new restaurant located at the base of the adjacent development. With a focus on creating a pedestrian-friendly environment, the Square will feature ample seating opportunities, unique lighting installations, public art opportunities and thoughtfully curated plants. These planting elements will soften the landscape while framing views down Hurontario St, creating an inviting and visually appealing experience for pedestrians.

Integrating a public washroom into the Town Square, where feasible, will significantly enhance the convenience and comfort of visitors attending events and activities within the Shipyards. This addition will support the area’s functionality, accommodating for families and individuals to encourage longer visits and greater participation in community events.

In conjunction with the reconfiguration of Hurontario Street, the Town Square will be at the centre of the Shipyards District as a place to gather and enjoy the waterfront.

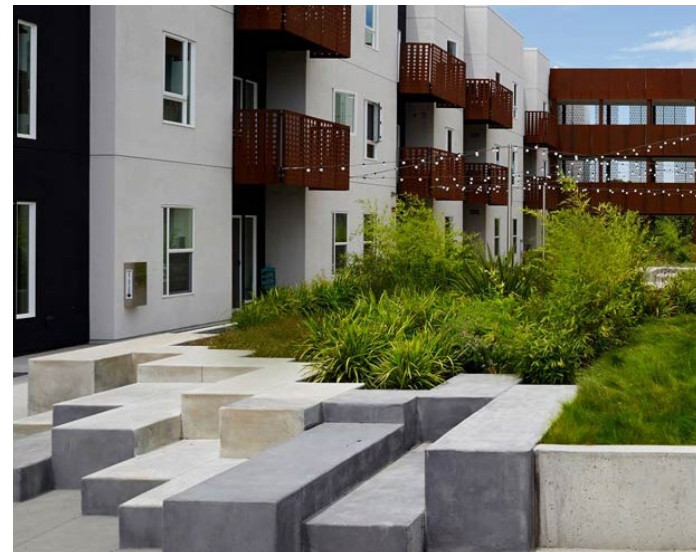


Figure 41 Precedent images of small plaza spaces

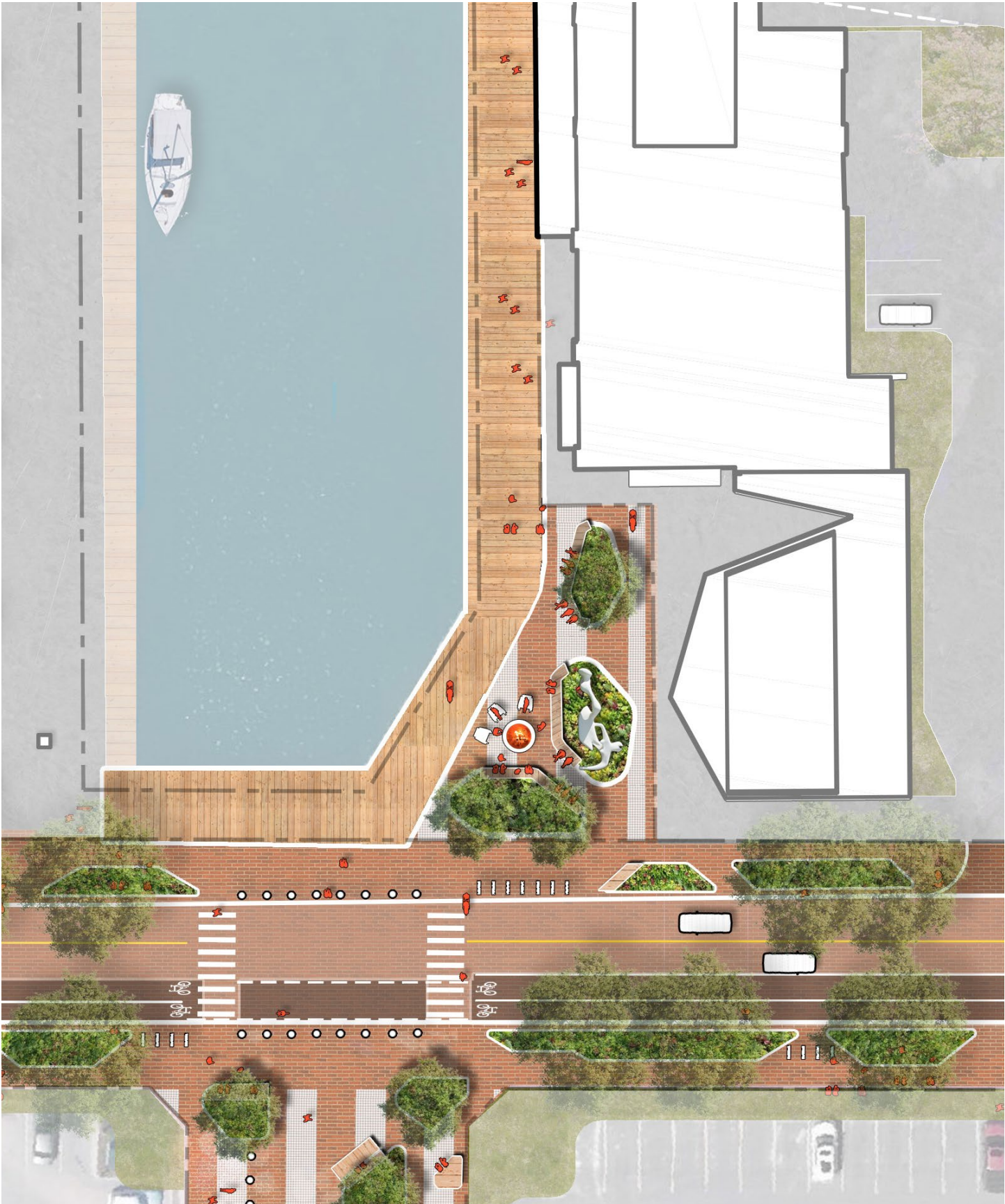


Figure 42 Artistic rendering of Town Square



Figure 43 Artistic rendering of Town Square

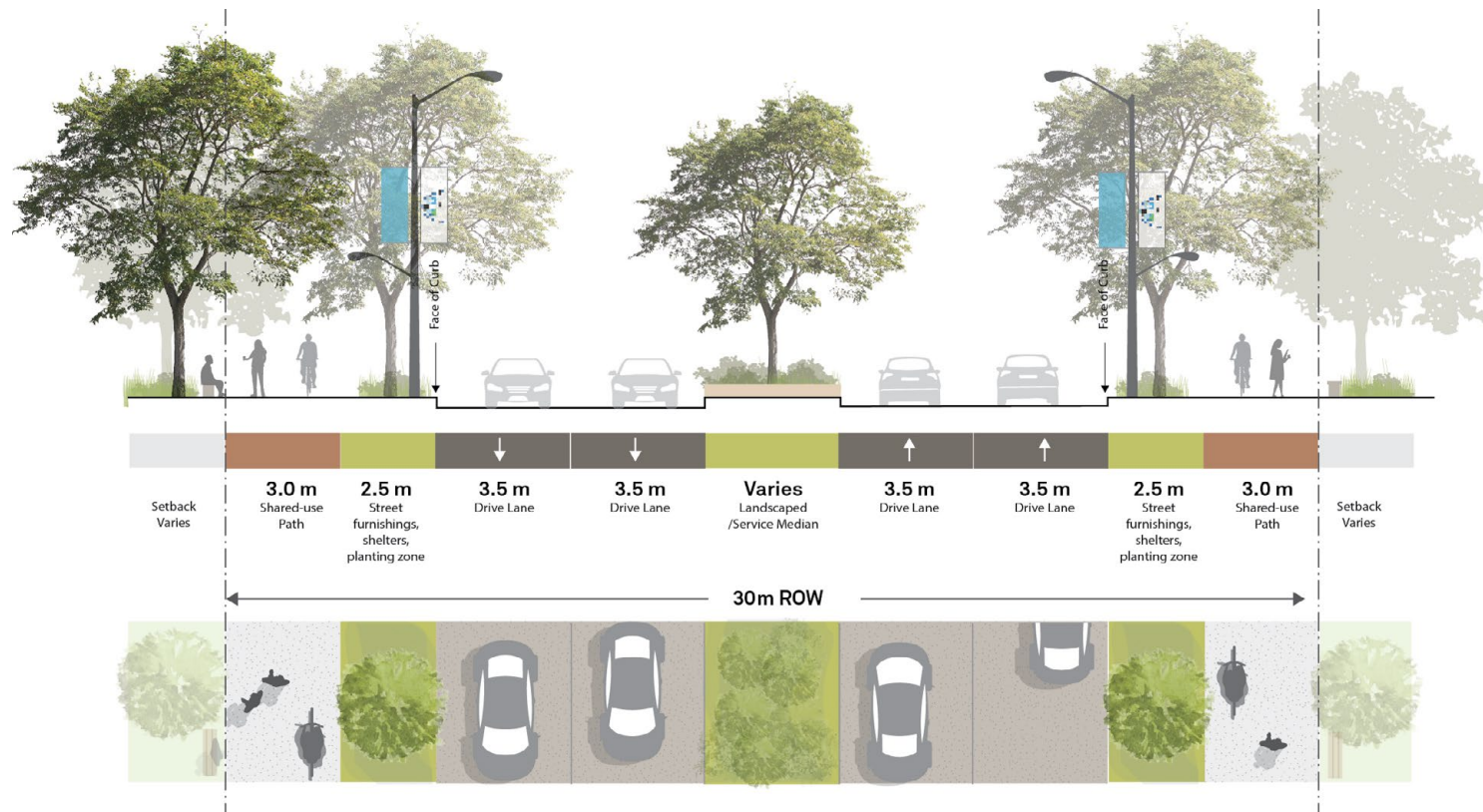


Figure 44 Artistic rendering of a cross section of First/Huron Street

3.4.6 First Street / Huron Street

Addressing the need to reduce speed along Huron/First Street is critical to ensuring a safer and more pedestrian-friendly environment along Collingwood's waterfront. As a bustling thoroughfare, this street often sees high volume of vehicles, where the surroundings support cars first not pedestrian first traffic movement. This not only compromises the overall comfort and accessibility of the street, but also creates a sense of disconnect from the waterfront. To mitigate these challenges, a revised roadway alignment is proposed, combining both enforcement measures and thoughtfully designed streetscape interventions.

The redesign of Huron/First Street's layout will slow down traffic and enhance the streetscape. With the integration of pedestrian interval lighting, these crossings will increase the safety for the pedestrians and ensure an easier connection between the downtown and the waterfront. Unit pavers can be carried into the roadway to denote and prioritize the pedestrian crossing.

While maintaining the existing curb alignment, reallocating lanes, and boulevard space to prioritize pedestrians and greenery can help create a more human-scaled environment. This will prompt drivers to reduce their speeds naturally. Advanced pedestrian signals at intersections further encourage safe and accessible crossings, ensuring that pedestrians have time to cross safely. By reshaping the street to a more pedestrian-oriented design, Collingwood can effectively address speeding concerns while enhancing the overall experience for pedestrians to access the waterfront from Downtown.



Figure 45 Artistic rendering of First/Huron Street





Figure 46 Artistic rendering of First/Huron Street

4.0 Implementation

The priority initiatives outlined in the Public Realm Plan represent a plan based on public feedback, stakeholder input and best practice research that reflect the overarching goals and objectives envisioned for the Shipyards District. With the construction of various mixed-use developments taking place, it's important to integrate these initiatives according to surrounding activities, construction timelines and the needs of the community.

The implementation of the Shipyards Public Realm Plan will occur in a phased approach over a period of time. It is difficult to provide a definitive prioritization of projects or elements in this report as ultimately, the Town's planning process and development plans will provide direction on what areas of the Town are renewed and when.

The implementation of these initiatives are divided into three distinct phases—short, medium, and long term—allowing the Town to allocate appropriate resources and staff effectively. Within the short-term phase, there is the opportunity to implement some projects within the next 1-2 years, such as piloting scenarios for Hurontario Street and the consultation process for specific character areas like the Piazza.

This phased approach in implementing the Public Realm Plan ensures that the overarching vision for the Shipyards is achievable, and the goals and objectives are effective in creating a vibrant destination.

Initiatives for Character Areas

- 1. Side Launch Way- East of Hurontario St
- 2. Side Launch Way- West of Hurontario St
- 3. Piazza
- 4. Hurontario Street Pilot
- 5. Hurontario Street Streetscape
- 6. Lookout and Promenade
- 7. Town Square

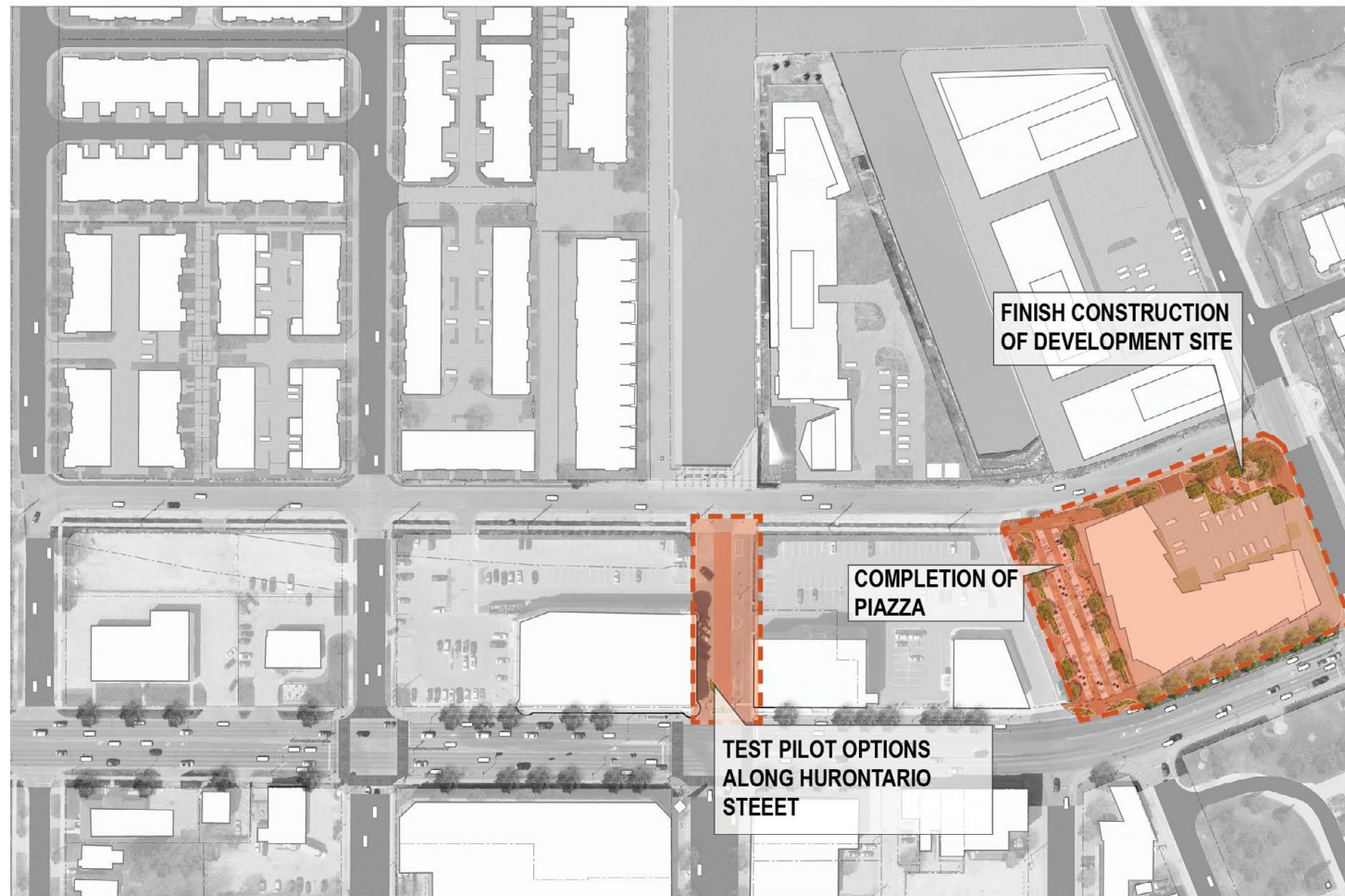


Figure 47 Phase One of the implementation of the Public Realm Plan

4.1 Phase 1 (0-5 years):

4.1.1 Stakeholder Engagement and Targeted Consultation

Engage key stakeholders to develop a shared vision and design framework for all the character areas of the Shipyards. This will ensure the proposed treatments, styles and furnishings are uniform for the District and ensure a seamless transition between future developments/redevelopments. Conduct community workshops, surveys, and open houses to gather input and feedback.

4.1.2 Surrounding Development Completion and Adjacent Public Realm Enhancements

Until the mixed-use developments are complete, construction vehicles will require access in and out of the Shipyards District. To ensure the longevity and beauty of the public realm improvements, surrounding developments should be completed prior to installing the adjacent public realm elements. Upon completion of Collingwood Quay (Block 6 – Side Launch Way), Collingwood Harbour House (31 Huron Street) and the Dunn Capital Hotel / Residential Project, enhance adjacent streetscapes, pedestrian walkways, and furnishings improve accessibility and aesthetics.

It is important that through the Site Plan Approval phases of the developments, consideration for abutting uses, public space, parking and washrooms are considered.

4.1.3 Character Area Implementation

Piazza

The Piazza is a key public space within the Downtown and Shipyards area. With the completion of Collingwood Harbour House (31 Huron Street), efforts should be made to unify these neighbouring properties. With the spill out space available, the Piazza should expand on the ideas and concepts developed in the Waterfront Master Plan as the first step towards the implementation of the public realm. Working with the developer will allow for a seamless integration of the two parcels and allow the community to explore the local businesses and enjoy a coffee within the piazza. In addition to the implementation of the Piazza, providing adequate sidewalks along both north and south side would strengthen the connectivity of the surrounding areas.

Efforts should be explored to provide a pedestrian crossing at St Paul Street. Necessary input and coordination with the province is required to finalize the implementation, and these processes and approvals may take time. Additional traffic studies and review of adjacent traffic signalling should be included in the investigations to confirm alignment and review the required safety measures for not only the crossing, but the roadway.

Hurontario Street Pilot

Hurontario Street is currently used as a one-way roadway with angled parking, with few cars using this route as the primary access to the Shipyards or neighbouring parking lots. In the short term, the Town can close off the street to test various scenarios. With the increase in businesses within the Shipyards, it would be beneficial to allow some vehicular access throughout the year, however the design should reflect a pedestrian first approach and ensure safety for all users. Testing different pilots can be done using bollards, planters, paint and movable tables and chairs. Once pilots have been tested, it's important to gain public feedback to determine what was a success, and what can be further refined.

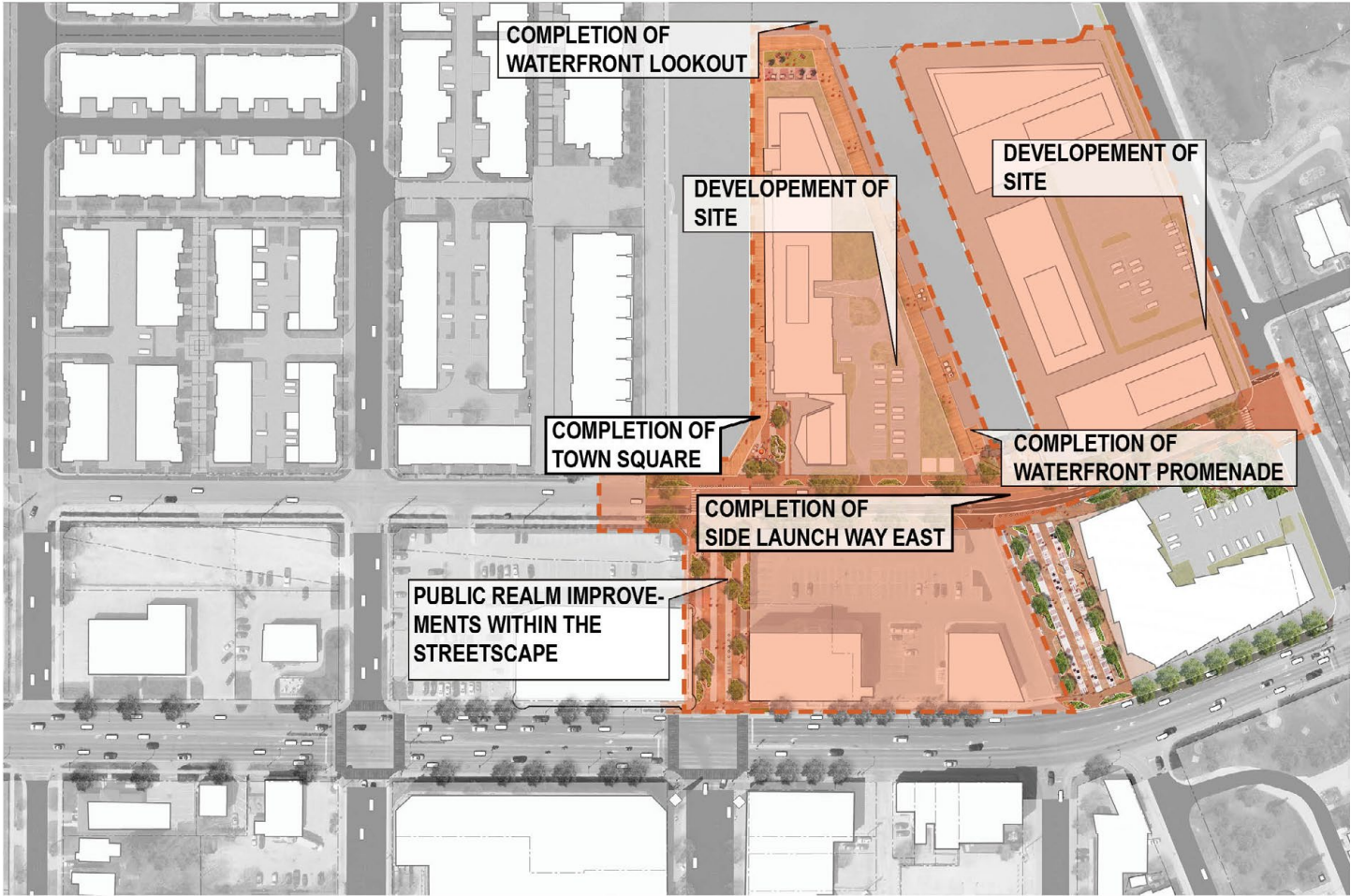


Figure 48 Phase Two of the implementation of the Public Realm Plan

4.2 Phase 2 (5 to 10 years):

4.2.1 Community Programming and Activation

Develop a program of events and activities to activate the newly constructed Shipyards District year-round. Support local artists, performers, and entrepreneurs through festivals, markets, concerts, and workshops. Utilize the existing public spaces within the Shipyards to draw the community to the area.

4.2.2 Wayfinding and Signage:

Implement comprehensive wayfinding signage and navigation tools that align with the Town of Collingwood’s overall marketing and branding. Wayfinding should align with existing strategies and styles to ensure consistency and clarity. Signage will improve accessibility and orientation within and to the Shipyards. Specific character area interpretive signage can be used to indicate additional information on Indigenous heritage, history of the site or unique design considerations.

4.2.3 Character Area Implementation

Side Launch Way East

Once the three major mixed-use developments are complete, the Side Launch Way streetscape can begin construction. It’s important that these developments are complete prior to the roadways and adjacent public realm improvements to ensure the roadway does not get damaged during the construction activity. Working with the public on determining styles, colours and imagery, provide a detailed design of the streetscape that aligns with the public realm plan and other relevant plans and policies within the Town.

Completing only east of Hurontario will allow additional blocks to be redeveloped without risk of damage. With the tabletop design, work with landscape architects, engineers and other relevant consultants on the alignment of the right-of-way components to ensure the design complies with all traffic standards.

This detailed design package should be reviewed with the Town’s operations and maintenance team to ensure the streetscape is properly cared for.

Hurontario Street

After receiving public feedback on the pilot scenarios, the Town should invest in a design that functions for the community and surrounding context. A tabletop design should be implemented regardless of the preferred streetscape design to ensure a pedestrian-focused right-of way and continuity connecting to Side Launch Way. Review existing driveway locations along Hurontario Street to ensure safe access for emergency vehicles, as well as the increased pedestrians within the public realm. It’s anticipated that a variety of pilot projects will be used at various times of year for different activities, needs or events, the street should be designed to allow for flexibility between uses.

Town Square

Similarly to Side Launch Way, the completion of the Town Square relies on the completion of the adjacent development. While the Town Square and the private development are separate, it is important to collaborate with the developer to ensure the design quality of the abutting materials and furnishings are aligned with overall Shipyards District identity, as determined with the public during the earlier phase.

Materials, landscaping, and architectural elements should be selected to complement the surrounding public realm, promoting a cohesive aesthetic and user experience. Focusing on placemaking and community engagement, the Town Square is expected to serve as a versatile space for additional seating opportunities, social gatherings, cultural events, and recreational activities, contributing to the overall vibrancy of Collingwood’s waterfront.

Lookout and Promenade

The implementation and installation of the promenade and lookout beside Collingwood Quay represent a significant enhancement to the walkability along the shoreline. As this project surrounds the perimeter of the Collingwood Quay development, the extension of the promenade cannot be completed until this development is underway. Timing the implementation of the promenade should be coordinated with the development to allow access and ease of constructability. Detailed design of the lookout should be completed with feedback from the public to ensure it is a success.

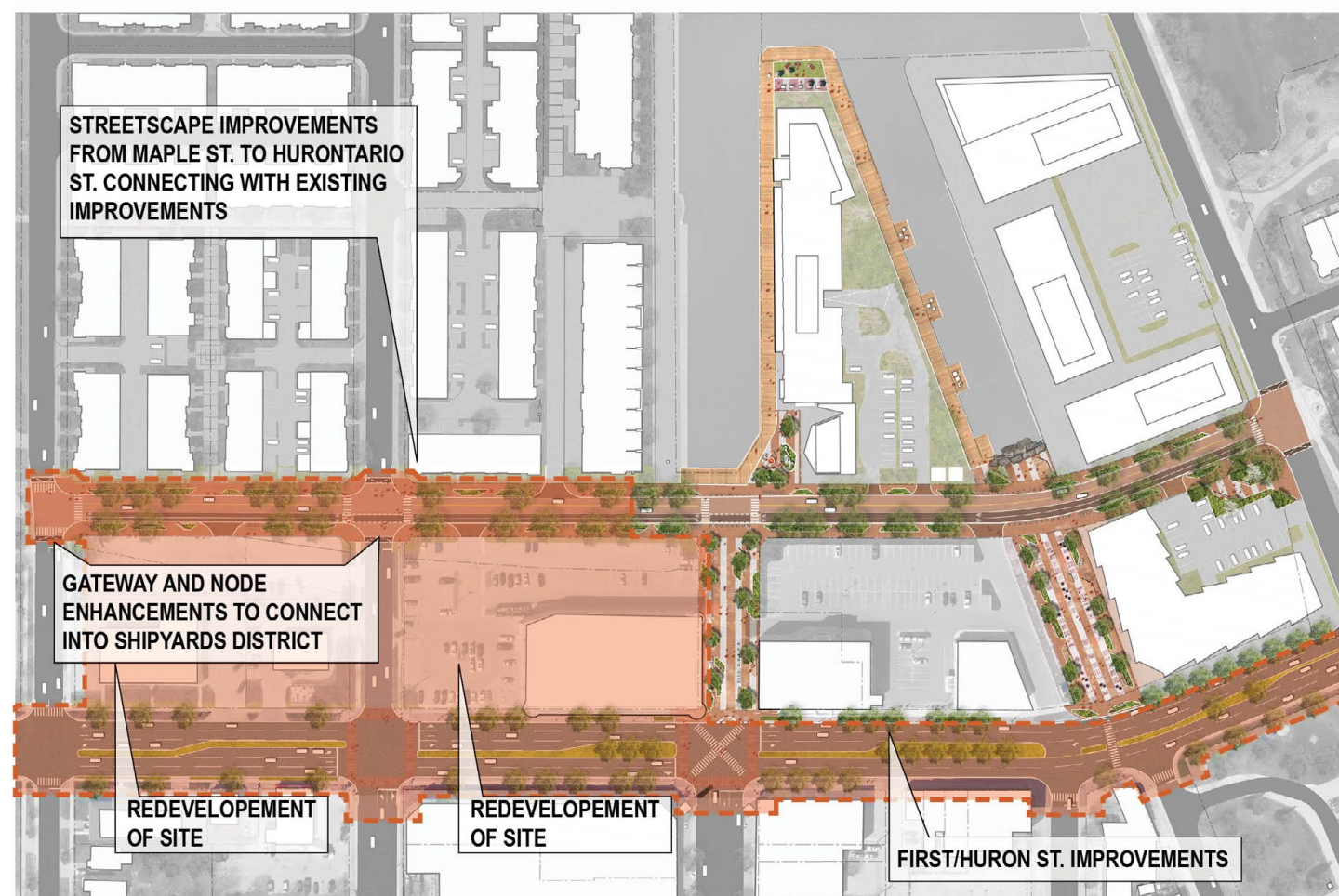


Figure 49 Phase Three of the implementation of the Public Realm Plan

4.3 Phase 3 (10 plus years):

4.3.1 Redevelopment and Planning

Redevelopment along the waterfront should address the needs of the community, including supporting the local economy and meeting necessary housing demands. Allow for mixed-use development that integrates residential, commercial, and recreational amenities. Emphasis should be placed on at-grade amenities and uses to activate the ground-floor and the Shipyards District.

4.3.2 Monitoring and Evaluation (Ongoing)

Establish internal systems and operation techniques to monitor and evaluate the overall progress, outcomes, and impacts of the Public Realm Plan. Gain feedback from stakeholders and the community to inform any improvements and adjustments as needed, throughout the implementation process

4.3.3 Character Area Implementation

Side Launch Way West

Anticipated future development along the western portion of Side Launch Way means the streetscape improvements should be completed as the final phase of the public realm plan. Due to varying timelines and the uncertainty of the development schedules, the timing for these enhancements cannot be determined at this time. Further review is necessary to review potential driveway locations, access routes, and the overall impact on tree placement, utilities, and roadway alignment if development is to occur in the area. It is recommended that streetscape improvements for this portion of Side Launch Way be postponed until a comprehensive understanding of the sites and their implications are able to be properly evaluated.

In the instance where the western developments along the south side of Side Launch Way are not anticipated, streetscape improvements can proceed concurrently with the eastern side, provided capital budget is available, stakeholder feedback is completed, and traffic studies are reviewed. In reviewing the future public realm improvements along Side Launch Way, it's important to align with both immediate needs and potential future developments of the surrounding context, maximizing the efficiency and effectiveness of urban planning efforts in Collingwood.

