

SIXTH STREET RESIDENCES

560, 580 & 590 SIXTH STREET

TOWN OF COLLINGWOOD



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Architectural & Urban Design Report prepared by CS&P Architects Inc. for 2788035 Ontario Inc. July 2022

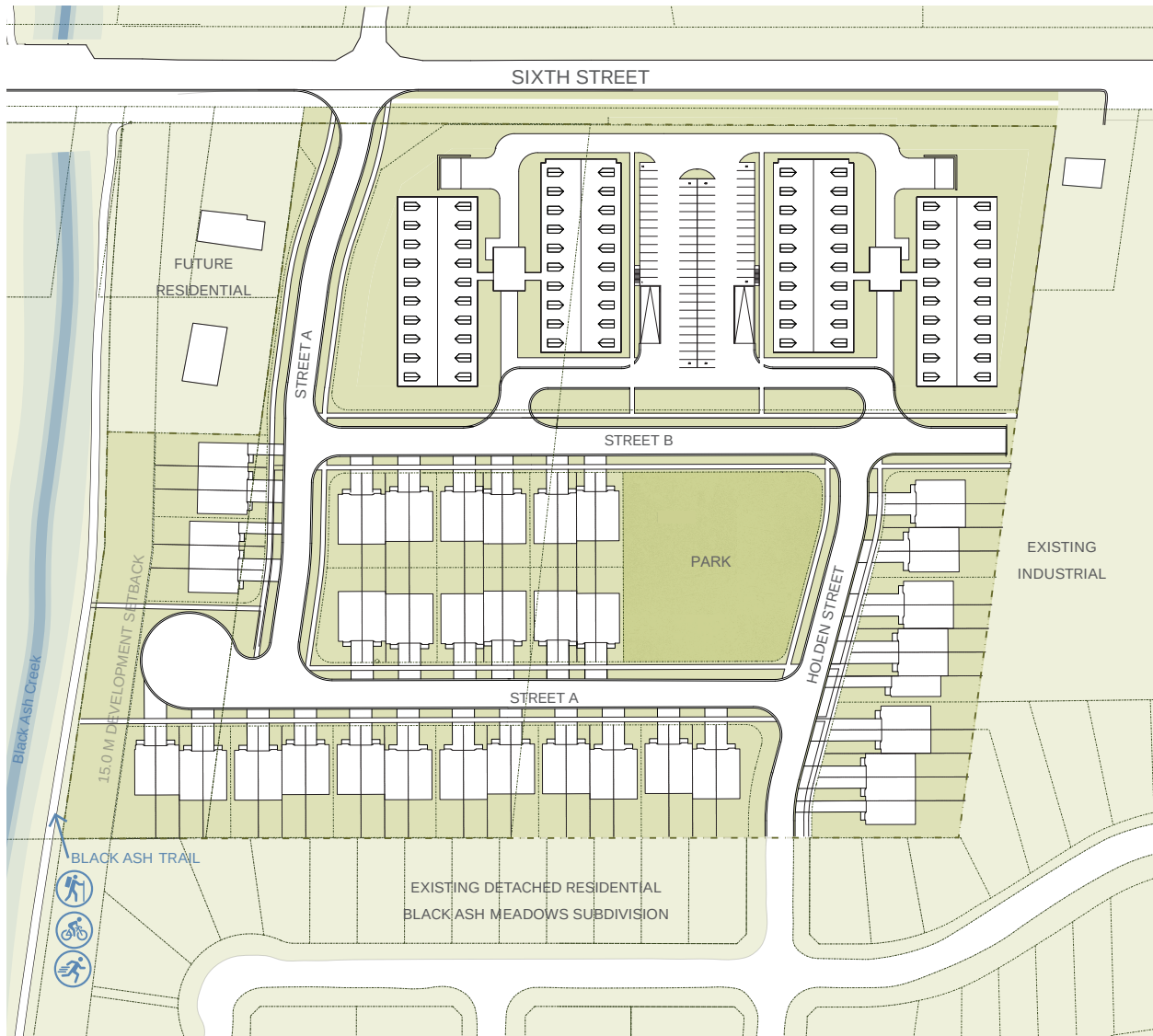
This Report is to be read in conjunction with the architectural drawing package, also by CS&P Architects Inc. and associated documents as submitted on behalf of the above-mentioned client, by Georgian Planning Solutions.

Introduction

INTRODUCTION



INTRODUCTION



SITE PLAN

The 560, 580 & 590 Sixth Street Development sits along the busy Sixth Street thoroughfare in the heart of Collingwood. It is nestled against the previously developed Black Ash Meadows Subdivision and surrounded by Black Ash Creek and privately owned Industrial lands to the North. It's development into a multi-type residential block is the next natural choice to complete the integration of this section of land into the beautiful Collingwood context of which it is a part of. The development location provides a unique opportunity to create gradual density as the site transitions from low rise residential at the south to an industrial park at the north. The development has been thoughtfully designed over a number of years with both the Town of Collingwood and future occupants in mind, placing the integration of green vistas, availability of natural light, and livability as critical criteria. The natural green space of the site is harnessed and remains a key feature of the site - staying true to the natural beauty of the area while also delivering high quality housing opportunities to the Town, in response to a growing demand.

Site Character & Context



OVERVIEW

The site for the 560, 580, & 590 Sixth Street Residential Development (herein referred to as - Sixth Street Residences), offers great potential for the residents of Collingwood – existing and future, the adjacent neighbours, and Town as a whole. The site design vision for the proposed development had two primary focus areas – creation of thoughtful, ample green space as well as the careful transition between different zoning designations that surround the site.

1. A. TOPOGRAPHY

The Sixth Street Residential Development sits atop a relatively flat parcel(s) of land. The site layout was informed by the natural topography of the site as well as the careful servicing considerations. The necessary grade changes, minor in nature, keep in the general appearance of the lands and is closely related to the topography of the neighbouring sites. The Functional Servicing and Stormwater Management Report more closely analyses the site strategy as discussed with the Town, with the ultimate conclusion that the development scheme for the site as recommended can be achieved.

1. B. GRADING

Please refer to the Functional Servicing and Stormwater Management Report by Husson Engineering + Management, included within this submission package, for information related to site grading for the proposal.

1. C/E/I. SITE FEATURES/EXISTING BUFFERS/VIEWS

The natural site features and vistas of the surrounding area have come to define the Town and were a primary focus of the design and layout of all buildings within the proposed development. The design seeks to greatly



Current Right-of-Way trees buffering Sixth Street in 2019



The escarpment as viewed from Sixth Street

enhance the existing buffer to surrounding Industrial zoned neighbours, harnessing the most desirable views for occupants, pedestrians and visitors.

The height and orientation of the proposed high density residential buildings have been positioned so that many units will have views of Georgian Bay to the east and of the escarpment to the west. Residents will also be able to enjoy views of Black Ash Creek and the lively active transportation link it is a part of.

The arrangement of buildings provides the ability to plant abundant trees and plantings along this main vehicle artery, to supplement those healthy trees currently within the Sixth Street right-of-way. New non-invasive tree and shrub varieties will greatly improve the buffering zone between the street, development, and neighbours. The planting strategy will also allow for ample planting beds and garden areas to enhance the pedestrian experience. Greenery will be apart of the site year round, with diverse, Collingwood appropriate plantings depicting seasonal transitions, while striving for each residential unit, whether in the high density block or town homes - to capture a unique green vista from within their home 365 days a year.

Along the more internal edges of the site, adjacent the existing Black Ash Meadows development to the south and residential neighbours to the east and west - significant trees and native plantings will also be employed.

Further, the connection to the immediately adjacent Black Ash Trail running just to the west of the site will be highlighted as a focus of the site connection to its greater context (see Figure 1-3 on following page). The site adjacency to this Creek is one of the properties most valuable natural assets throughout all seasons. Running 3.5 km along to creek to the Georgian trail, it ties the proposed development to the various trails and bicycle routes that people have come to love and expect when living in, or visiting Collingwood.



Figure 1 | Black Ash Creek from Sixth Street



Figure 2 | Black Ash Creek Trail Entrance (at Sixth Street)

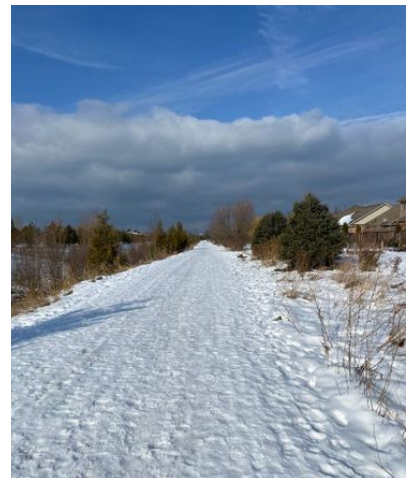


Figure 3 | Trail view in winter, existing development south of Site at right

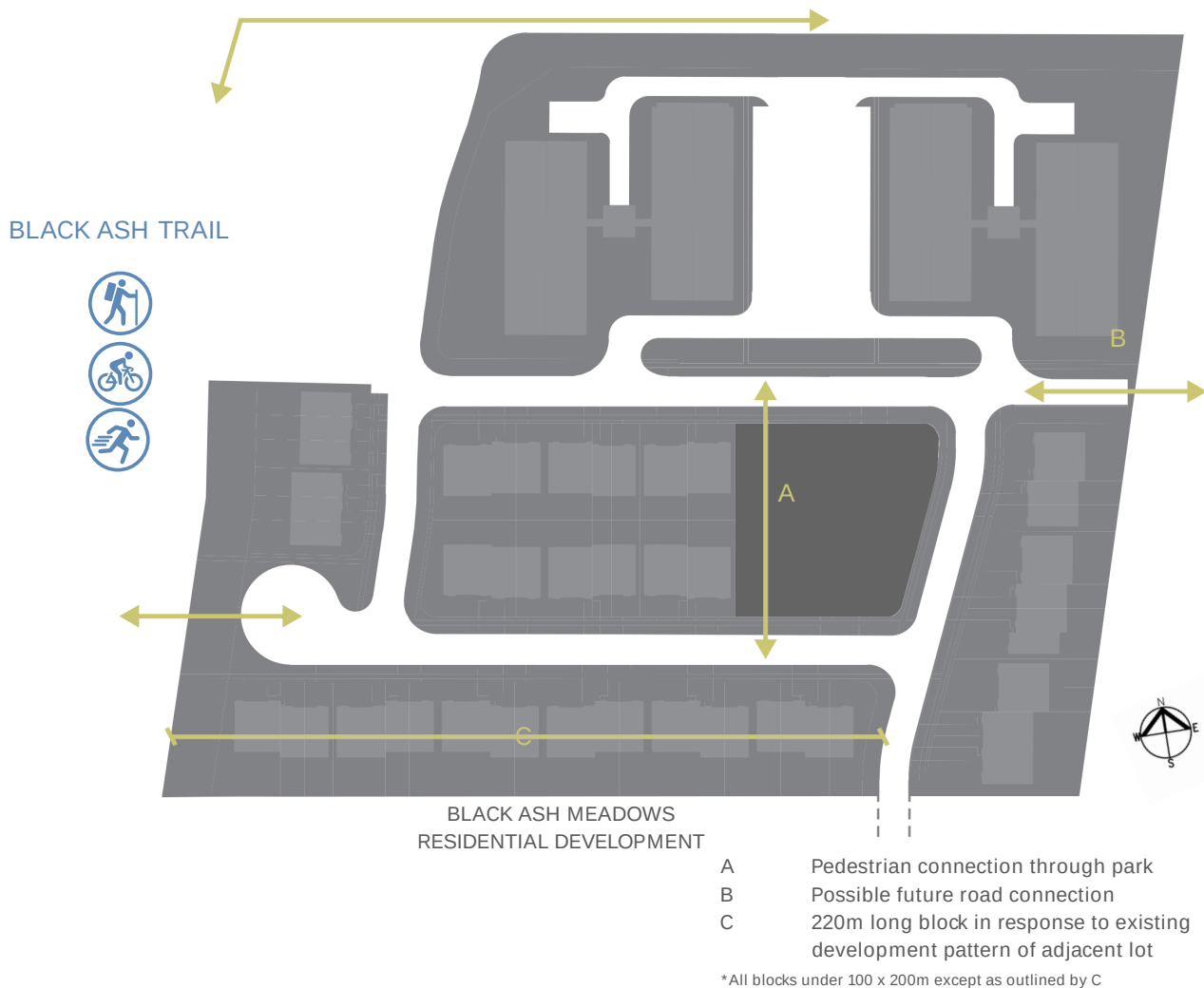
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Blocks

2. A. BLOCK SIZES

The shapes and sizes of the blocks shift in response to existing development patterns, irregular property lines and adjacent existing development.

Currently, there are no streets to connect to east or west of the property, however the site was designed to accommodate for connections to future anticipated developments which would allow for smaller block sizes. Despite these natural site challenges, this development is in a grid pattern with blocks that are typically not larger than 100 metres wide and 200 metres in length. The exception to the above lies in the block on the south edge of the property which was designed in direct response to the layout of the existing detached residential subdivision to the south, Black Ash Meadows.

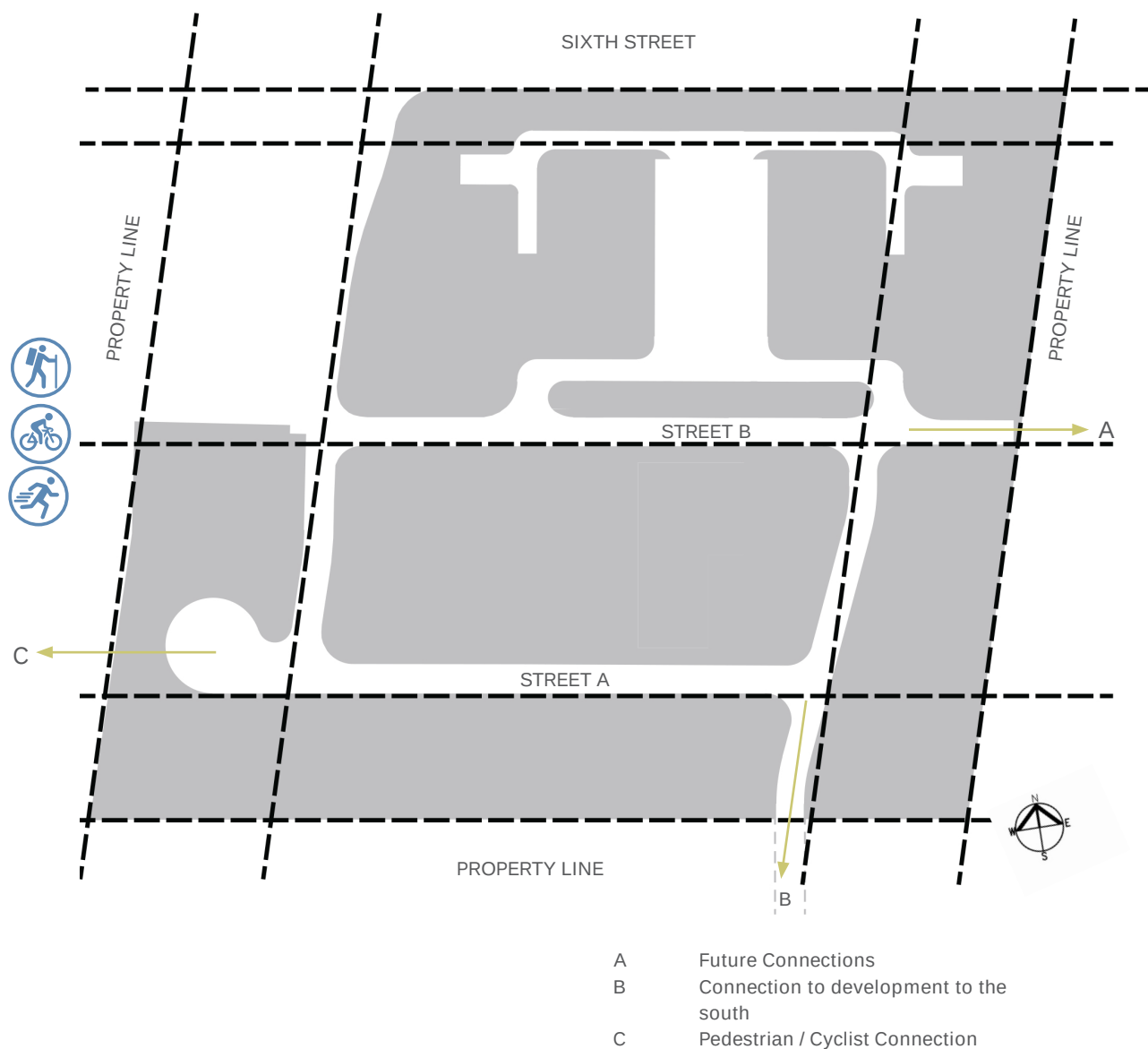


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Streets

3. A/C. STREET PATTERN - MODIFIED GRID

Streets were designed in a rectangular grid pattern which responds to the orientation of Sixth Street to the north, with Street A designed to align with the existing Stewart Road intersection. The grid was adjusted slightly to align with the property lines to the east and west. Where logical, streets were designed to connect to existing streets. Streets were also extended to accommodate connections to future developments.



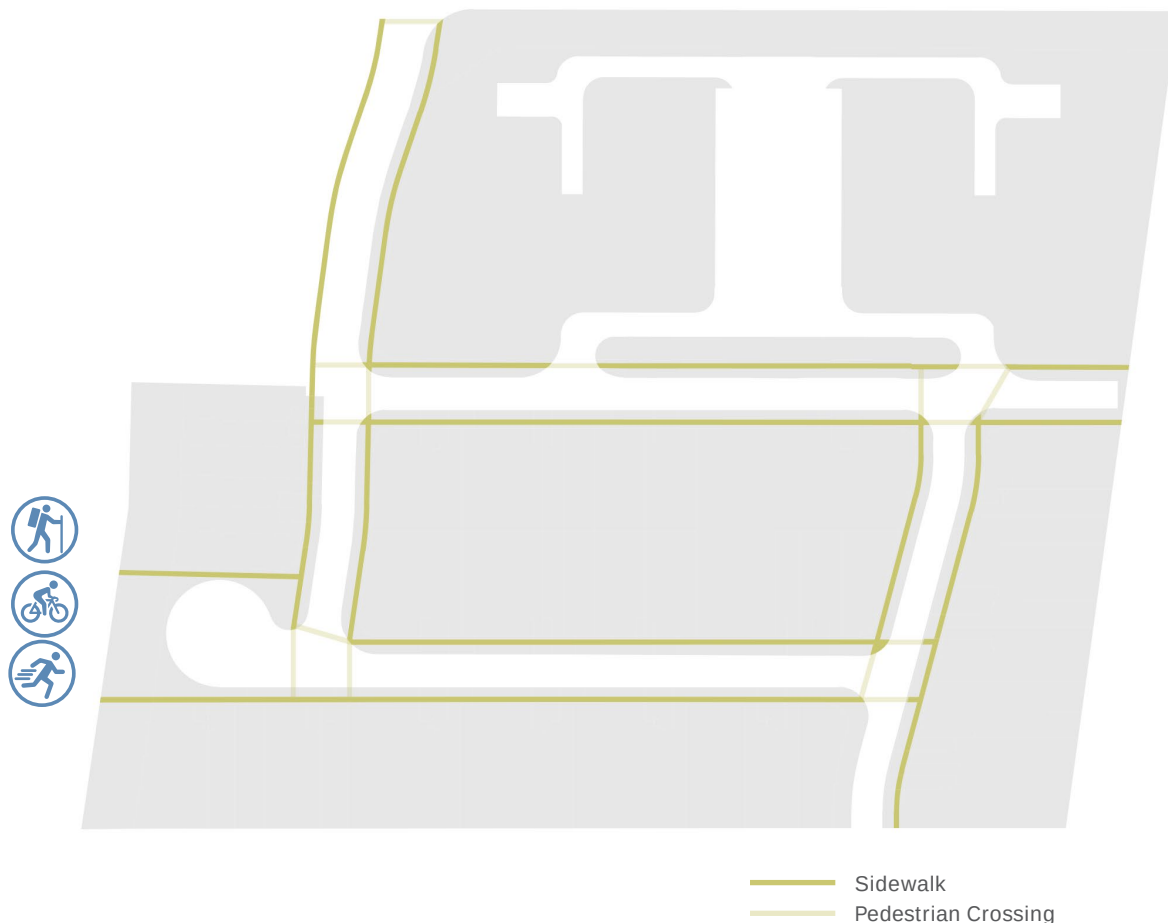
3. B. STREET PATTERN - RIGHT-OF-WAY

Streets were designed to support walkability, with sidewalks on both sides of each new block. Pedestrian-oriented intersections are placed at every intersection.

The pedestrian priority continues along Holden Street, connecting to the existing development to the south by extending this sidewalk through to the new development. This continuation is important for the overall integration and success of the Sixth Street Residences, as it completes the missing linkage between Black Ash Development and the main Town artery of Sixth.

3. C. CUL-DE-SACS & DEAD ENDS

The development proposal includes a natural dead end on west end of the property. Developed alongside the Town as part of a previously approved application, the cul-de-sac is sized for the turning of snow removal vehicles and garbage collection (as well as emergency vehicles) at the border of



the property at Black Ash Creek. Access to this beautiful natural area is facilitated by two pedestrian or bicycle pathways on either side of the vehicle turnaround. These pathways would be landscaped in addition to their pre-existing features, to further naturalize the transition from residential development to creek edge.

3. E. INTERNAL THOROUGHFARES - PARKING LOT

The parking lot was designed to allow for quick drop off in the areas indicated as secondary thoroughfare. Lane widths are designed for minimum necessary width. Pavement markings and signs clarify the one way system which will allow for an efficient flow of vehicles. The parking area is entered off of a side road separate from the pedestrian entrance, which allows for maximum pedestrian safety.

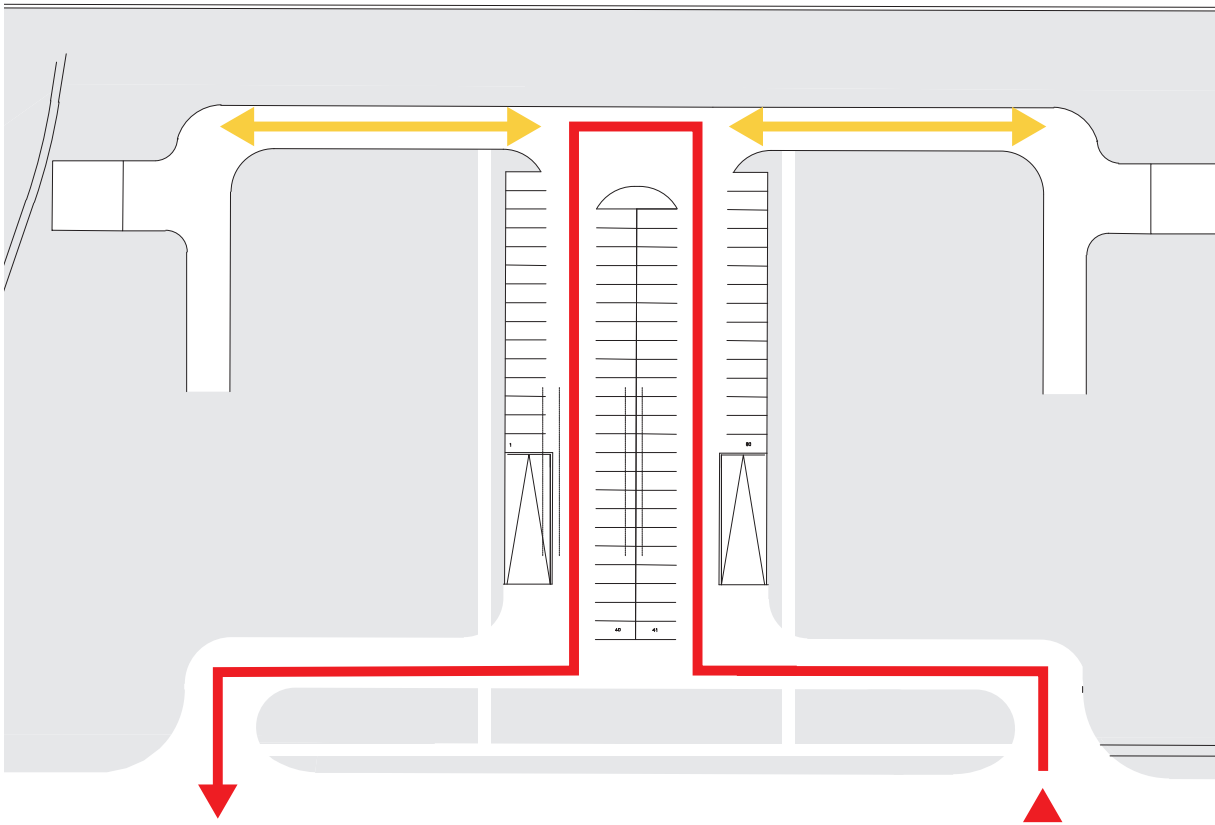
The high density portions surface parking lot is proposed to accommodate 76 vehicles in addition to the 285 underground spaces. Sitting central to the two buildings for which it will be used, ease of access and the safety of all users was heavily considered. The main entryway, noted with north facing red arrow on the diagram on the following page - does not have any parking in any immediate direction, same as the main exit route. This clearance from major thoroughfares is to keep a steady, safe flow of vehicles moving in and out of the development parking facilities.

The expanded drop-off and entry median aims to keep pedestrians safe and clear from crossing between vehicles moving towards or out of the parking area. The drop off areas are coordinated with the respective entrances of both buildings - with pathways, signage and landscaping making this delineation clear and concise. Appropriate pavement markings are also within the safety strategy for this development proposal and will conform to Town standards including sidewalk design, curbcuts, ramping, etc.

Please refer to the Traffic Study for more detailed street design information.



Proposed Parking Lot



- Major thoroughfare
- Service routes

4

Subdivisions

4. A. LAYOUT

This subdivision includes a mix of high density residential and townhomes. Townhomes are oriented on the north south axis whenever possible to maximize passive solar opportunities. Residential buildings line all sides of the subdivision to ensure it is distinguished from the surrounding lots. This also allows for land use transitions to happen in rear yards, which keeps the appearance of the interior streetscapes consistent. The subdivision highlights its linkages to the Black Ash Creek area and trail to support active transportation. As well, there are connections to bike lanes on Sixth Street and the community bus routes are in close proximity to the site.

With industrial lands to the north and detached residential to the south, the Sixth Street site has an opportunity to provide a buffer and gentle transition between these two differing typologies. The townhouses proposed on the southern edge of the site are intended to bridge the gap between existing



single-family homes and the high density residential against Sixth Street, by providing a mid-zone of both scale and occupancy. The northern edge of the site acts as a buffer, both visually and acoustically to Sixth Street and industrial zone beyond. The heights of these two particular residential building types are also coordinated to promote the idea of a gradual stepping down. We believe this gentle transition between residential typologies will assist in the ability of the new development to seamlessly integrate with the community. Please refer to Section 7 & Section 10 within this report for further elaboration on the reasoning and benefits of the proposed building design and orientation, and how this contributes to creating safe, visible community spaces.

4. B. PARKS AND OPEN SPACE

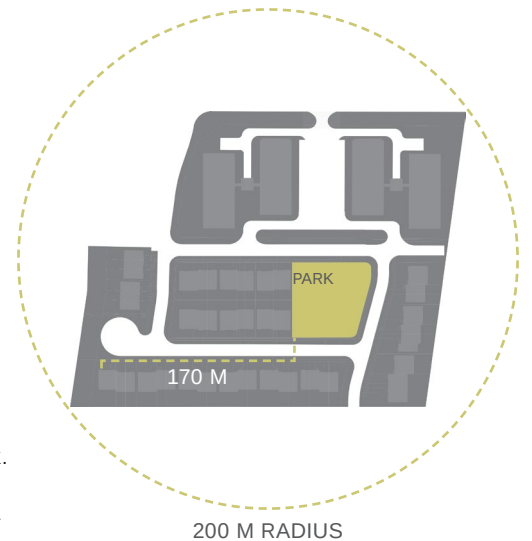
The development design includes a park which was placed centrally in the subdivision and represents 5% of the development area. The park serves to create a centralized gather space; or heart, of the development. The park also breaks up the central block within the subdivision, with street frontage on three streets which allows for easier pedestrian movement through the site - promoting walkability and wellbeing above vehicular transportation.



All residential buildings are under 170m walking distance from the park, well below the UDM's 400m maximum, so that the green space does not feel "owned" or unfairly skewed to serve any townhouse block more than its neighbour. The townhouse furthest from the park is a 170m walk away as shown in diagram at right.

The gap in the in the central block of the proposed development - created by the park, allows it to open to escarpment views to the south west while allowing the optimization of sun access. This breaking of the density is also good from the perspective of block length and neighbourhood feeling. The prevailing wind in Collingwood blows in from the west. Townhouses on the west side of the park will block winds and provide some shelter for the park.

We believe the Sixth Street Residential Development proposal puts outdoor connection and open space at the forefront if its design. The centralized location and vast unobstructed view of the park from Sixth Street would make the park a defining feature of the development, wherein the green focal point would flow outward and connect with the other natural elements.



4. D. PERIMETER

While the proposed Sixth Street Residences are abutted on the south property line by residential uses, the strategy of providing a green buffer surrounding the site was carried on all sides. Predominantly developed while considering the industrial lands to the north, and the buffer that requires - the green buffer ties the site together and softens all transitions. There is a 15.0m dedicated open space on the west side of the development, adding to the planting opportunities available - transitioning from the natural Black Ash Creek area and the single family dwelling softly to the main site entryway (anticipated to be a future development lot). The setback on the southern border of the site was increased to provide a generous buffer to the existing development of single family homes, at approximately 12.0m. As previously reviewed, significant trees along the public right-of-way to the north will be maintained where healthy and non-invasive species exist while supplemented by landscaping. Street tree planting on the newly created streets is carried throughout to create an inviting tree canopy, with natural shading. Townhomes are inset from the arterial Sixth Street, with varied ratios of sidewalk, trees, and grasses between their front doors and the street. Further, the high density buildings do not have any entryway to parking from Sixth. All incoming vehicles from Sixth must enter the development from the new street west, with Street B serving as the local street or laneway.

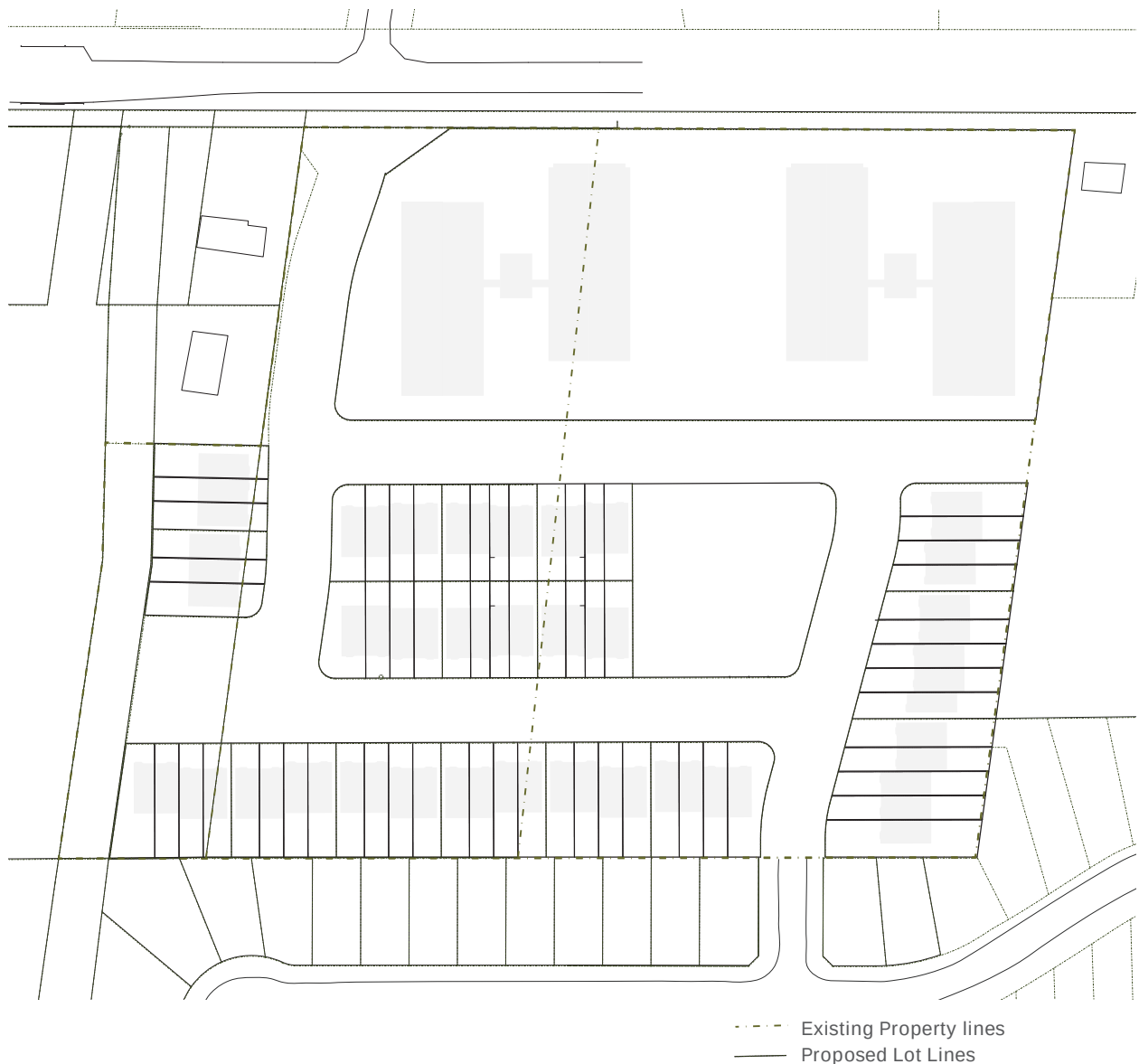
4. E. SUBDIVISION GATEWAY

The proposed development has not yet established the best location for a subdivision gateway or formalized entrance signage should this be desired by the Town. The green perimeter landscaping discussed in the previous pages allow for ample space along the Sixth Street border for this to occur. This green space is proposed to be well landscaped, following the strategy of buffering of the industrial zone and neighbours through natural plantings and generous trees. The most natural location for this 10m x 10m area may lie within the future development location to the northwest of the site and will be developed in tandem with the UDM guidelines, and Town, for overall form, size and elements for inclusion.

5
Lots

5. A. LOT CONFIGURATION

The development proposes lots with a size and shape that are consistent with other developments in Collingwood and generally meet the requirements of the zoning by-law. Where irregularities occur due to the property lines - on the medium density portion, town home positioning was modified accordingly. Location on the lots was considered to eliminate any bowling alley element (on both a street and single lot scale), with a varied home setback and rhythm to the buildings. The natural boundary lines interplay with the lot configuration result in block layouts we believe are organized and consistent without being overly rigid or unwelcoming.

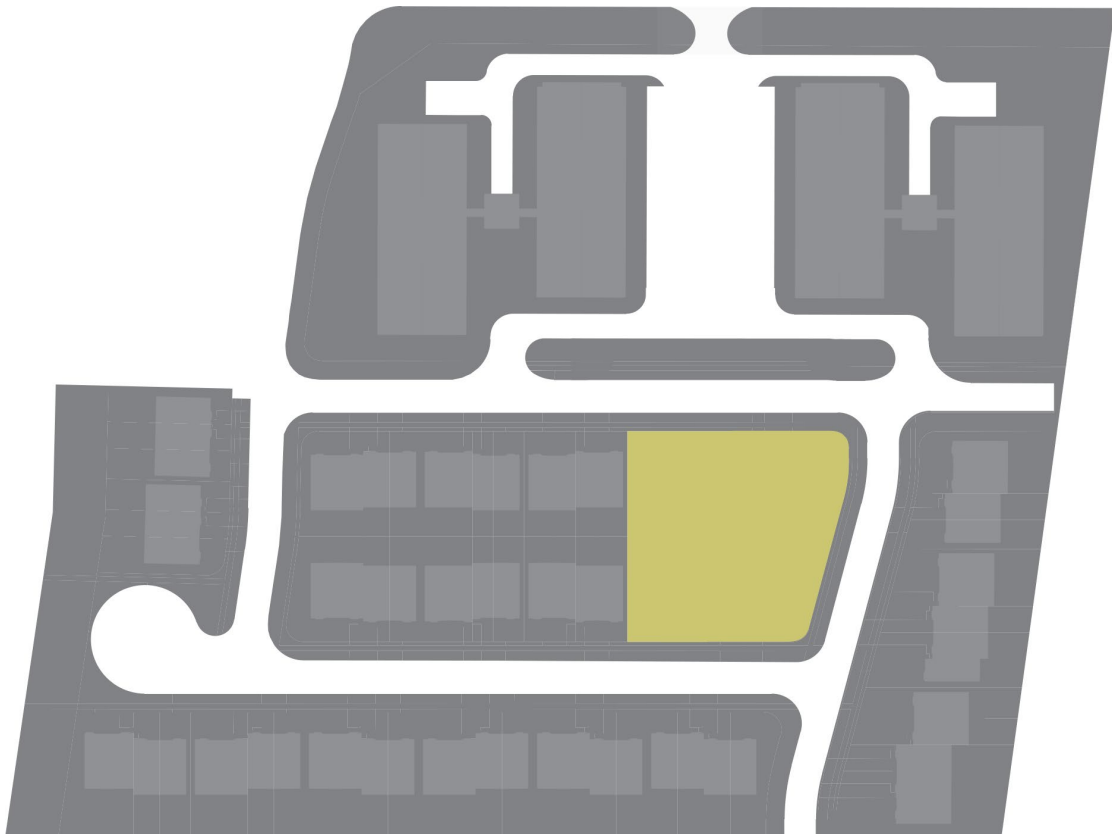


5. C. NEIGHBOURHOOD CENTRE PARK ARRANGEMENT

The central park has street access on both sides with street frontage of more than 20m in width. There will be pedestrian access connecting the two opposite entrances to the park. Properties across from the park entrance to the south face the park, as well as the entrance to the high density residential buildings.



View from the proposed central park

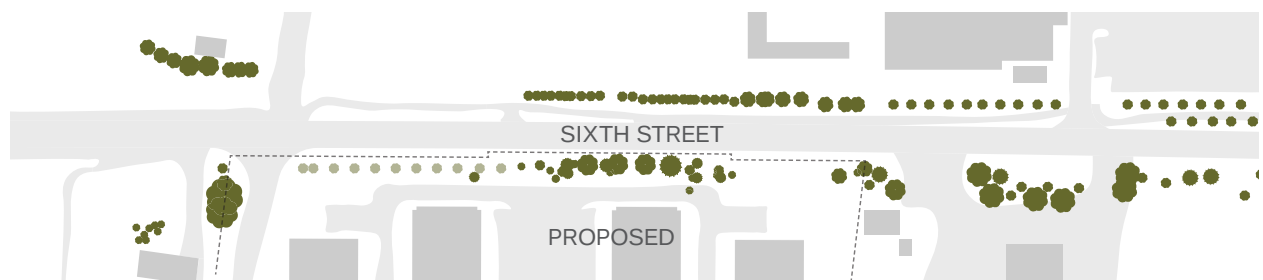


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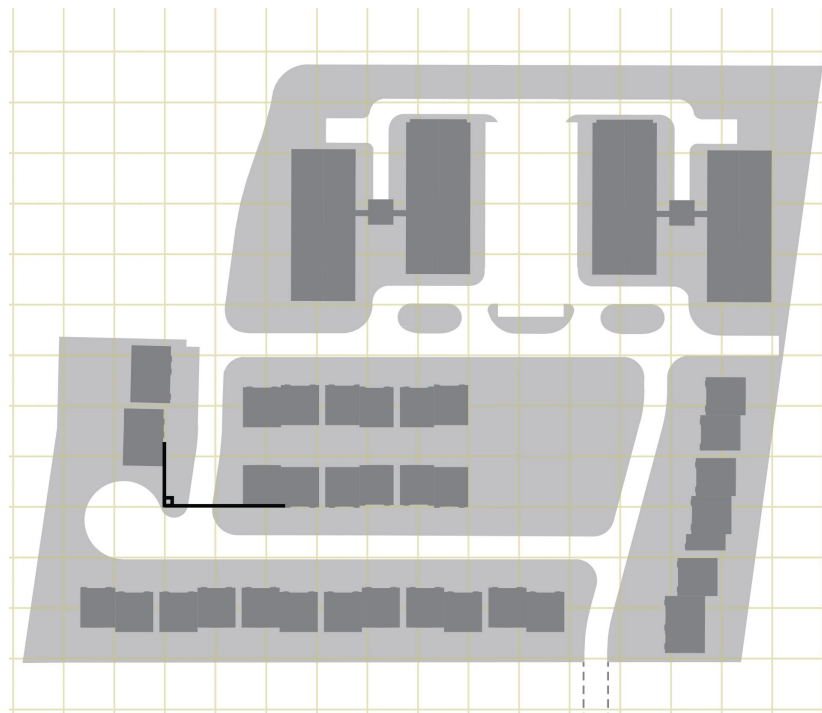
Site Layout

6. A. STREETSCAPE

The design of the north edge of the property matches the current language of the streetscape along Sixth Street. The design of the Sixth Street streetscape is a continuation of the design of adjacent lots, which have single lines of trees acting as buffers between Sixth Street and the buildings set back from the road. However, the development also seeks to integrate intentional sightlines and connections to the heart of the site through pathways and plantings. An approximation of the trees the development aims to retain is shown below but will vary dependent on grading requirements, health of the trees and right-of-way considerations.



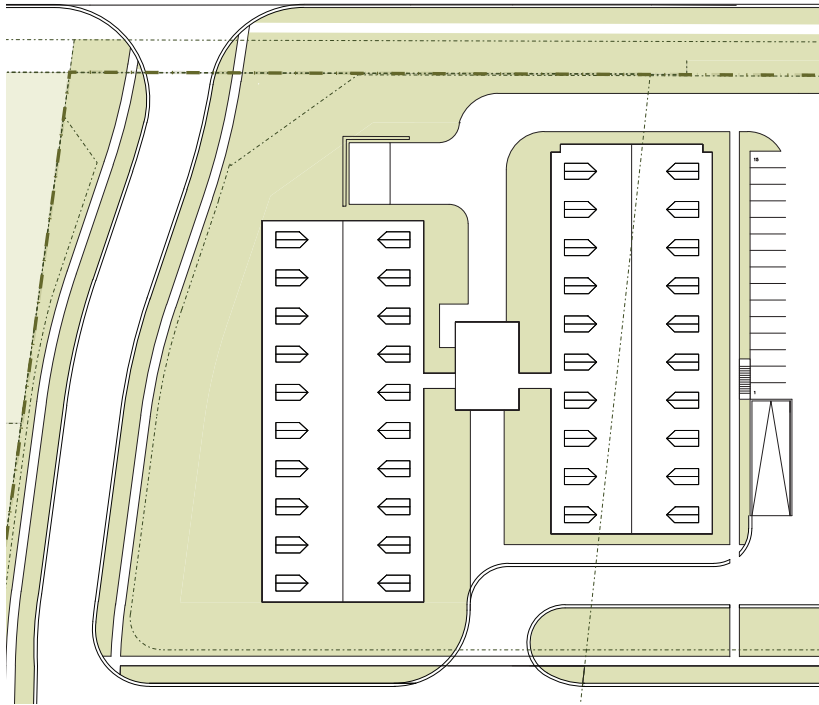
Within the development, all buildings are oriented to create a 90 degree grid pattern of buildings.



90 degree pattern of buildings

6. A. STREETSCAPE

The high density residential buildings are surrounded by generous landscaped areas to enhance the streetscape and promote pedestrian connections. Their service areas are tucked away from the planned park, and resident parking lot to maintain the pedestrian friendly heart of the



Generous Landscaping around high density, including provisions for a knee wall and ample landscaping surrounding Garbage and Recycling Areas

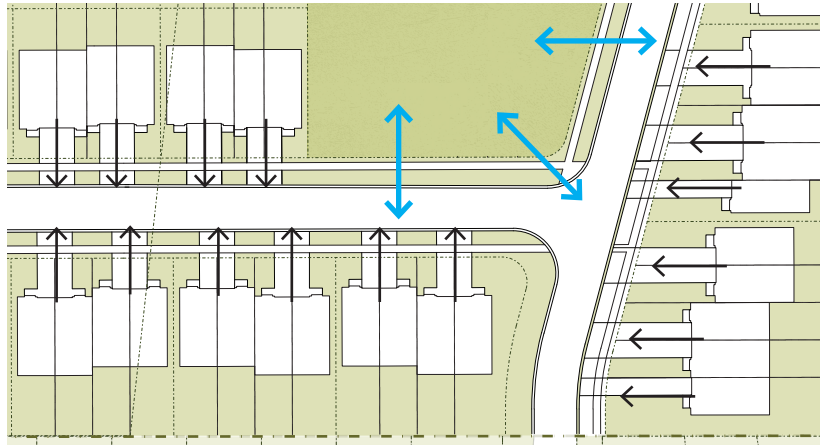
development. Please refer to Section 7 of this report for further reasoning to support the proposed streetscape design for this development and the many of considerations at play.

The facades adjacent Sixth Street are more muted than their east and west counterparts but not inactive. Capturing the central corridor of each high density block with windows, these well lit and active spaces would continually show the active community occupying the buildings. The multi-sided entryway cores would also keep people moving throughout this facade, so that it is not “back of house” or forgotten.

As outlined in Section 6A, *item 4* of the UDM, the additional setback undertaken for the high density block is done so to facilitate adequate buffering of the main street and pedestrian appeal, supplemented by landscaping, street trees and planting beds. Loading areas for each high density building face Sixth Street, screened by 1.0m walls that would be heavily landscaped. While not typical, the Industrial zoning of the adjacent

lands to the north make this the most appropriate choice. The loading areas are proposed to occupy less than 10% of the northern site elevation and with only occasional use we feel would be largely undetected on a day to day basis.

The pattern of buildings within the development have varied front setbacks to diversify the streetscape. All townhouses line streets with their front facades to ensure there are eyes on the street creating a safe community feel.



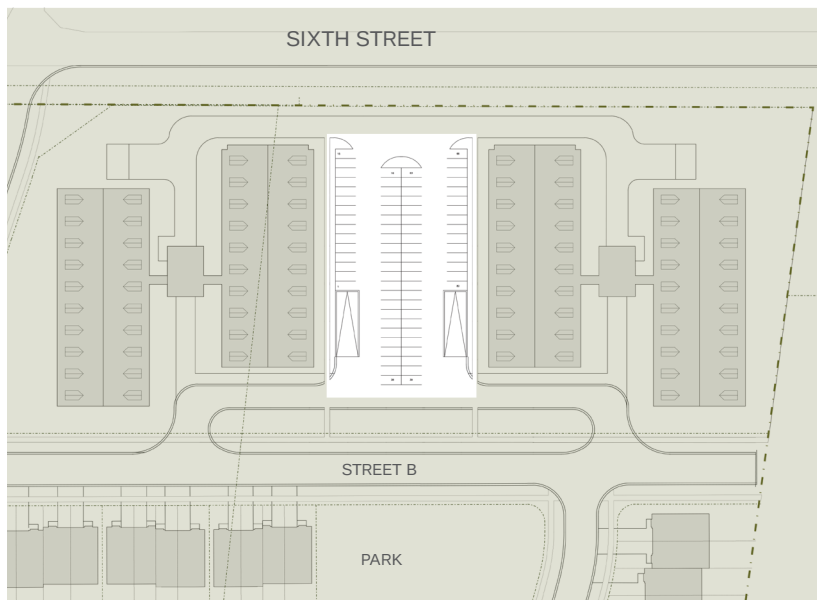
Townhouses with eyes on the street

Following preliminary consultation with Town staff, further variation in the townhouses along Holden Street was undertaken. These setbacks not only produce variety in front and rear yards, but they maintain visual entrance while traveling the road and eliminate the bowling alley affect. The play of light and shadow and increased opportunities for side windows within the townhouses are an additional benefit to this layout variety.

6. B. PARKING

Surface parking is tucked between the high density residential buildings. It is accessed from a minor frontage street and set back to maintain a pedestrian friendly streetscape. We felt it was important to the overall site design that the surface parking did not sit between the buildings and Sixth Street. We find this is better served as a landscaped green area to pull the focus off of vehicles and rather support pedestrian exploration and visitors.

It should also be noted that the proposal provides an excess to the required parking count of 1.25 spaces per high density unit that could be repurposed for a wide variety of uses included: supplementary winter parking for townhomes with additional vehicles, park visitors, or visitor parking for the high density occupants.



6. E. RELATIONSHIP OF USES

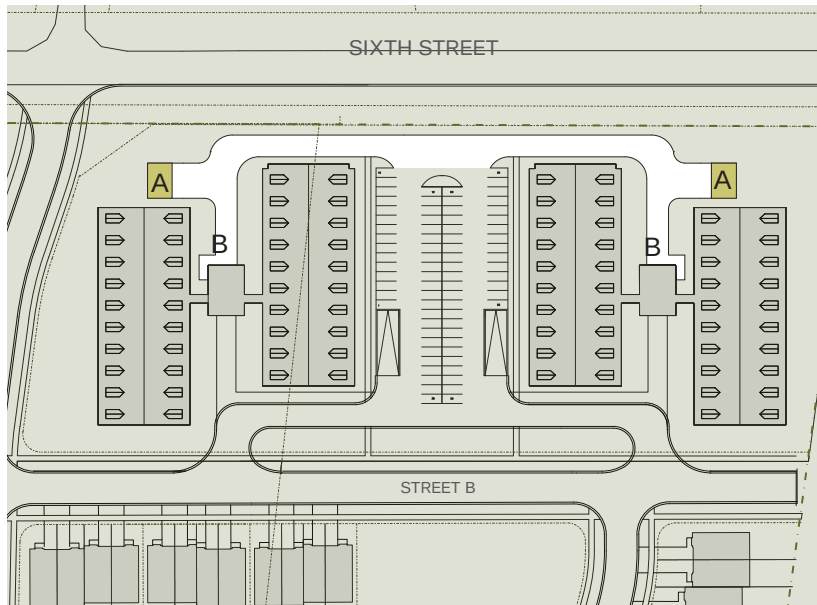
Building groups were designed to define outdoor space, and respond to both existing and future possible conditions to neighbouring sites. Townhouses are oriented and grouped to define streets and outdoor spaces, and have an inward focus to foster a sense of community within the development. The top half of the site of high density residential buildings does not use fencing or blank walls along site edges. Using building scale and a mix of solid and void in the elevation design to create directionality and appeal - the site also serves to buffer and create a residential scaled sense of community against an industrial edge, without creating a forgotten or unappealing northern edge. The façade design of balconies with setback glazing allows for some

privacy, while providing a welcoming transition between neighboring lots and ample opportunities for residences to maintain a private piece of the outdoors despite multi-unit living.



6. L / P. BUILDING SERVICE USES / TRASH & RECYCLING

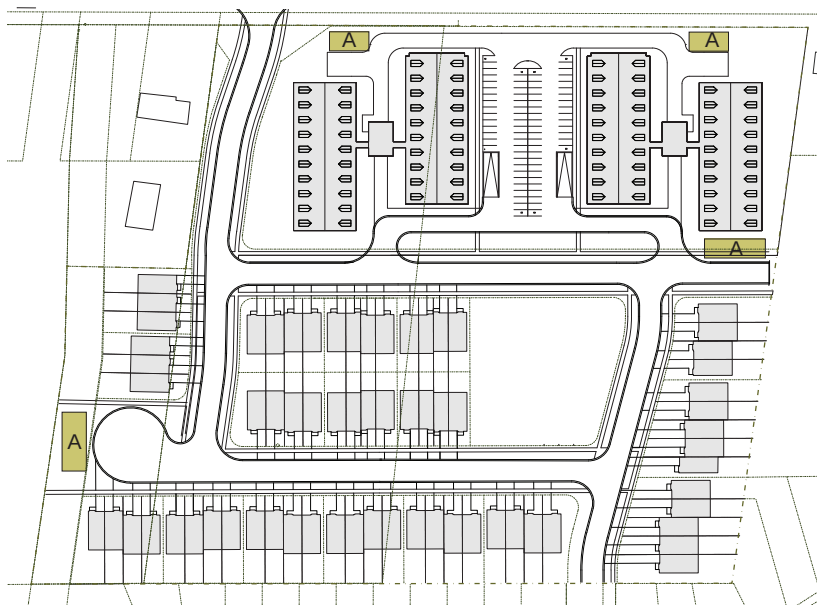
Two service areas which include trash and recycling enclosures are tucked away into areas which are least visible to pedestrians and vehicles. They are also located in areas that will be convenient for residents. Trash and recycling are located in the basements of each building. They will then be moved to enclosures which will include a concrete pad in front of the enclosure that are surrounding by a knee wall and ample soft landscaping (see Site Plan A1.0). They will be concealed in a structure designed to be visually compatible with the project architecture/materials and landscaped with consistency. Service areas accessed via the internal road system will allow for more discreet services, and will have minimal impact on the flow of resident vehicular or pedestrian traffic. See location diagram on following page.



- A Garbage / Recycling
- B Loading Area

6. R. SNOW STORAGE AREA

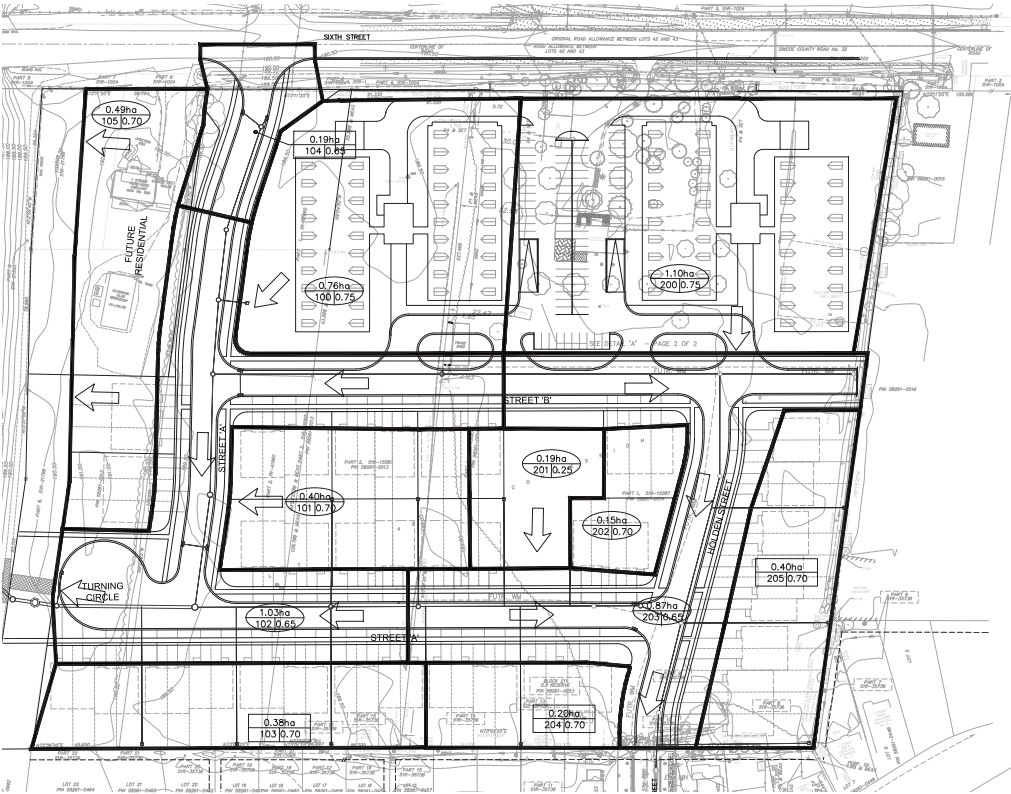
Snow storage will be located in areas which are tucked away from pedestrian circulation routes away from landscape areas. Understanding of the large volumes of snow typically received in Collingwood, these areas have been planned to house plowed snow in a manner that does not impede vehicle movement or create unsafe visual barrers, particularly within the high density block. Please see proposed locations indicated on the Site Plan below.



- A Snow Storage Area

6. S. STORM WATER MANAGEMENT

As directed by the Town of Collingwood, the 580 and 590 Sixth Street properties are proposed to drain to existing Black Ash Creek located to the west of the subject properties and the 560 Sixth Street is to drain south east to the BAMRD pond. This concept was approved by both NVCA and the Town of Collingwood with the original Draft Plan submission for the 580 & 590 Sixth Street sites in 2018. A storm sewer system is proposed to convey the 10-year storm runoff from the subject lands as well as the 100-year run-off from the site via an overland flow route to the two proposed outlets. Please refer to Husson’s Functional Serving and Stormwater Management Report for more detailed information.



DRAINAGE TO BLACK ASH CREEK		
CATCHMENT	AREA (ha)	RUNOFF COEFFICIENT
100	0.76	0.75
101	0.38	0.70
102	1.03	0.65
103	0.38	0.70
104	0.19	0.65
105	0.49	0.70
TOTAL	3.23	0.69

DRAINAGE TO BLACK ASH MEADOWS SUBDIVISION		
CATCHMENT	AREA (ha)	RUNOFF COEFFICIENT
200	1.10	0.75
201	0.19	0.25
202	0.15	0.70
203	0.87	0.65
204	0.20	0.70
205	0.40	0.70
TOTAL	2.91	0.67

Please note that the urban and architectural design concepts outlined in this section in particular (as well as others) are heavily interwoven. A clear distinction between sub-category is often difficult to define, consequently, multiple concepts outlined in the Urban Design Manual are often threaded within various section headings. These headings have been loosely used within this report to guide the discussion regarding the design of the Sixth Street Residences proposal and how it relates with the Town's UDM.

7 Buildings



BUILDINGS

View from Sixth Street

One of the most critical elements of urban design is context. The Sixth Street Residences were designed with its central Collingwood setting as a foundational element from which all architectural and urban design directions stemmed. Focusing on the location, surroundings and interaction of the site from the project onset, we believe the proposed development has been holistically designed. The site sits among a beautiful green landscape, with expansive escarpment views to its south - as well as neighbouring lands of a residential and industrial nature. These elements, as well as crucial residential demand within the Town, allow the development to integrate into the residential fabric of its surroundings, and add to the enjoyment - both aesthetically and functionally, of Sixth Street and Collingwood overall. The varied north and south neighbours, industrial and residential respectively, provide an opportunity for gradual density that marries the two opposing uses. The materiality is sensitive to the local context and culture, while providing functional, durable environments for people to live comfortably for decades to come. Ultimately, this development seeks to be in touch with one of the most naturally beautiful areas of Ontario and a positive addition to Collingwood.



7. A. BUILDING PLACEMENT & ORIENTATION

We found that for the high-density portion of this development the broader context was critical to take account of before making any decisions on building placement and orientation. While the initial inclination may be to orient views towards Sixth Street; ultimately, we concluded that directing the majority of views in this way was not the most appropriate choice. Being mindful of both the site orientation, Collingwood setting, and surrounding industrial sites - we felt an alternate approach was required.

The high-density buildings have been rotated 90 degrees from what might be considered the “main” street, with their longest elevations running in the east-west direction - turning the focus inward and buffering the industrial lands. This placement creates a positive and supportive relationship between both future occupants, pedestrians and passerby of the development. The overall rotation, or opening of the site - allows for visual connection and flow between Sixth Street and the entire development while placing a focus on the more pedestrian, residential scaled streets being created as a part of this proposal. Additionally, this orientation seeks to blend the buildings into the environment by mimicking the surrounding mountains and create a pleasant visual experience for residents using Sixth Street. Instead of a large “wall”



Figure 3

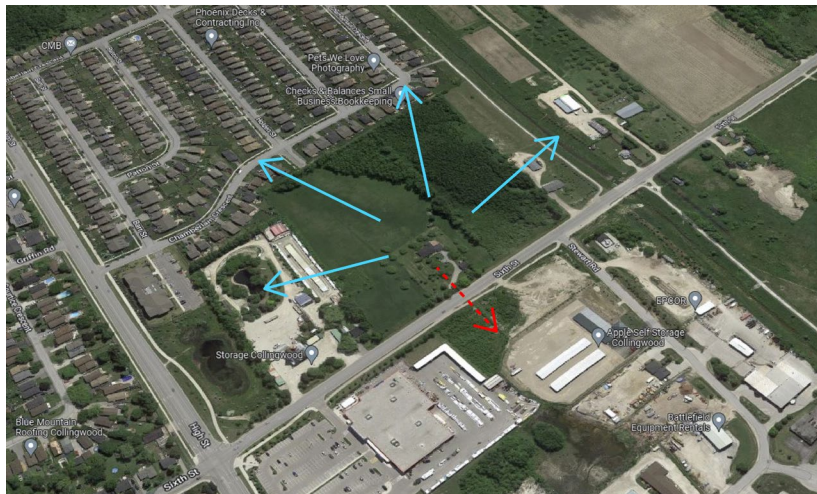


Figure 4



Figure 5

becoming a barrier to the existing street scape, the development takes the less aggressive approach to shielding of the industrial lands through landscaping and building placement. Pedestrians can travel into the heart of the development - the new park dedication, and those passing by can enjoy expansive views into the residential townhouses nestled behind.

As touched on above, broader contextual motivations of the high density buildings being oriented roughly east-west, is the best interests of future

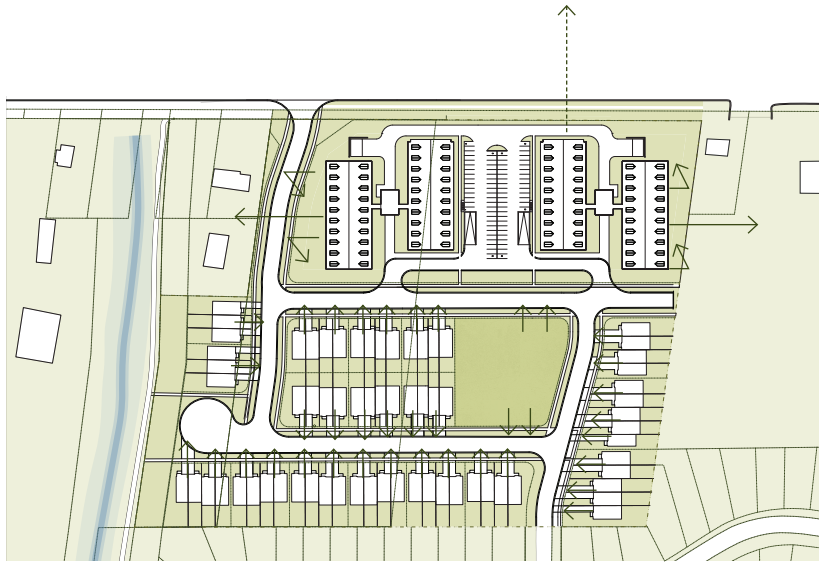
occupants. A sampling of the industrial sites directly across Sixth Street can be seen in Figure 3. Alternatively - the views to either side, and predominantly to the south west - are green, often lush views with wide open space adjacent the creek and the escarpment off in the distance (Figure 4 & 5). The selected orientation allows for residents to experience both visually pleasing views and feel more in touch with their natural surroundings. The setback lines are respected on all sides, with the front setback line being met by the underground parking area, with building facade itself removed slightly further at times. This additional breathing room from the high traffic Sixth Street, allows for the landscaping and a green border, or transition space into the development itself. This green border allows for abundant landscaping elements - with ample soil for large growing, shade trees along this Industrially zoned border, softening the development entrance and staying consistent with the green buffer that is maintained on all building sides, that - critically - does not fill this void with parking along Sixth. The entrance programme blocks are multi-sided, facing both Sixth Street and new Street B. They are both visible and directly accessible from both of the streets that provide critical access to this high-density block. Entrances are also pulled back to pull people into the heart of the buildings, in an exterior - airy setting, that allow a programmable entrance forecourt that promotes gathering and remaining in that space. The “roof” of the partially sunken parking garage, becomes an activated public space - different but related to the grassy, landscaped setback of the block. The gradual nature or marrying of the two opposing land uses, as mentioned above, is achieved by the stepping of high density to medium density. Whereas single family

RESIDENTIAL (SOUTH SIDE)

INDUSTRIAL LANDS (NORTH SIDE)



Figure 6 & 7 | Existing contrast between single family homes and industrial area
seperated only by Sixth Street
Source: google maps



Townhomes with front doors and windows facing the streets | High Density residential views to tree buffer or to escarpment and towards Georgian Bay

homes facing industrial lands would feel stark and too opposing, the high density building blocks are used as a bridging element. This gradual transition from multi-unit residential to single family dwellings and the design decisions carefully developed in tandem, are what we believe to be critical factors for the developments successful integration into the Collingwood fabric. The transition between existing elements is also factored in creek side, with lower density townhomes adjacent this natural feature serving to buffer the higher density block and central town home core.

A further important element for the high-density building design is in relation to form - or mass. Though two buildings by definition, the high-density portion reads largely as four forms. This breaking up of the building form eliminates what may otherwise feel overly large or intimidating on the site. It allows the elimination of underutilized interior black boxes, or windowless rooms - rather creating an equality in units access to natural daylight and ventilation. The pairing of forms that create each building are also shifted from one another, rather than being direct mirroring of one another. This sliding of the forms is to create variety, increase sunlight, and improve privacy - situating the blocks 20 metres or 65 feet apart. We find developments are often unsuccessful when they promote density at the sacrifice of good design principles. This development is not in a dense urban setting and the design seeks to highlight that and promote the natural environment of which it is a part of with a focus on human scale. While many suburban developments are dense, formalized grids - this development seeks to fight these negative characteristics. The sliding forms of the high-density block also allows a variety and increased interest in the streetscape, with a push and pull adjacent Sixth Street and newly created Street B.

This visual push and pull (or stepping) are also utilized for our mid-rise buildings and streets to help reduce visual monotony within the community, breaking up the views to create a more visually satisfying environment. The simple roof form was also designed deliberately to relate and blend into to the mountain views to the southwest. We believe it is important for the building to be secondary to the landscape, reflective and respectful of the surroundings rather than sticking out from or taking away from Collingwood's regional beauty. Materials and finishes are also an important part of this factor which we will elaborate on further within this section of the report.

As mentioned in the Urban Design Manual, it is important for buildings to be designed with "views directed to the street and public spaces"; this, along with ensuing discussion of design principles in the following UDM pages - call to mind Jane Jacobs and her emphasis on "eyes on the street." This concept was top of mind in the design of the entire development, most specifically the high-density portion. By orienting the primary views - including generous balcony spaces, towards the internal "streets" and shared green spaces of the site, the intent is to promote a safe and activated community. While vehicle parking is substantial, it is not the focus. The creation of a variety of bright & open green spaces for the use of occupants or others takes precedence, seeking to create warm, inviting places for people to live within a new, denser format for the Town; that is acutely aware of its context. We believe that our previously proposed park design (*see 3D visualization, page 46 Section 8.0*) suggested in early stages of development, would further reinforce this feeling of connectivity amongst residents, creating a central communal green space for inhabitants. This park design would also benefit residents whose units currently face the surface parking lot, providing them with a view of greenery similar to that of those facing the lots to the east and west.

7. D. BUILDING GROUPINGS

Buildings were oriented to maximize solar gains, while minimizing shadows on outdoor spaces. The larger high density residential buildings are located on the north side of the site, which means they do not project any shadows on to the town houses. Also, their north-south orientation allows for sun to penetrate through to Sixth Street. The central park receives daylight for most of the day, while homes east and west of the park act as barriers from east and west winds. In addition to the above, the groupings speak to a careful stepping of typology touched on in earlier pages of this report. This careful transition of unit type - keeping creek side development low scale with high density directly across from industrial uses, is a grounding element for the design that contributes to favourable integration, acoustics, and liveability - amongst other positive attributes.



9 AM - Fall Equinox



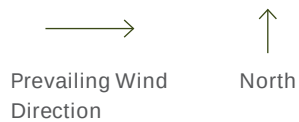
12 PM - Fall Equinox



3 PM - Fall Equinox



6 PM - Fall Equinox



The high density buildings and the townhomes were designed to complement each other. Both are proposed to be constructed in a combination of brick and board and batten wood siding, with similar earthy tones that compliment the natural landscape. Both have pitched overhanging roofs for both practical and aesthetic reasons, which also ties the designs iinto the styles of neighboring buildings.

All buildings will have outdoor pedestrian linkages as outlined previously - with the physical and visual connect through the central axis and to the western Black Ash Creek & trail system serving as foundational elements tying the building groups together and to their community. While not a green courtyard in its entirety, the central parking area and accommpanying sidewalks and pedestrian linkages to Sixth Street mirror courtyard functionality. There will also be indoor links between buildings on all levels



proposed townhomes



proposed high density housing



proposed shared entry



views from high density housing

through shared entry/amenity buildings. Indoor privacy is achieved in high density residential buildings with varied separations and generous private balconies which look out onto landscaped areas, elaborated on in tandem with discussion surrounding building orientation and site layout.

7. E/F/G CONTEXT, HEIGHT AND MASS, BUILDING FACADE

The neighbouring buildings vary widely in scale, materiality and colour. In response to the local climate, they all share overhanging pitched roofs, as will the residences. These roofs will help the residences fit in with surrounding buildings and they will help building performance by protecting from weather, and providing shade in summer.

The Sixth Street Residences seek to integrate into their surroundings while providing a much improved streetscape at Sixth Street. While similarly appointed to its neighbouring sites in roofline, scale, materiality - the uniqueness of the proposed buildings is in the details. Much like the historic buildings of the town, the distinction is in the details. Whether that may be the location of siding which increases life cycle, overhangs that provide snow relief, or window placements that grab beautiful vistas - the proposal has been carefully designed to provide sensible, enjoyable places to live that fit within the Collingwood context as if they had always been there.

Please refer to Section 7 Introduction and part A (*page 37*) for elaboration on site massing and height concepts as they relate to the proposal and requirements outlined by the UDM Section 7 F.

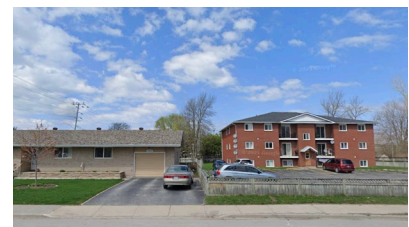




A 614 Sixth St



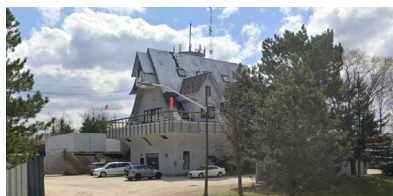
C 540 Sixth St



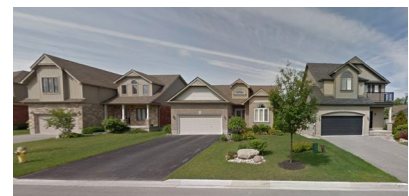
E 501 and 505 Sixth St



B 590 Sixth St



D 532 Sixth Street (commercial)



F Black Ash Meadows Subdivision

7. O. FACADE MATERIAL

The materials and finishes have been carefully selected to ensure that the development is a high-end visually pleasing neighbourhood that complies with the Town's urban design standards. Board and batten siding has been mixed in with masonry throughout the development. The board and batten harken to the surrounding residential areas, and the siding's vertical stripes create a visual texture for the residences. However, we recognize that the heavy snow is a maintenance concern for wood siding due to its tendency to show wear and tear from moisture and contact (ie. shovels, salts, etc.) and have chosen to integrate masonry into the development's materials. The choice of masonry both reinforces the high-end visually pleasing nature of the development, and adheres to the Town's Mountainside Recreation theme while referencing the Local Heritage Style as well. The use of masonry also reinforces our aim of a development that is sensitive to local contexts, alluding to the surrounding Canadian Shield and nearby caverns. The roof lines are designed similarly to the nearby Black Ash Meadow sub-division, and aim to blend in seamlessly with the surrounding mountains. Dormers are utilized to provide visual interest and to provide generous amounts of natural light to upper-level loft units. Unity within all built elements – within the development area and site context, was top of mind.



A large, faint, light olive-green number '8' is positioned in the lower right quadrant of the image, serving as a background element for the text.

Active Transportation

8. A. PEDESTRIAN CIRCULATION

This design prioritizes safe, convenient and accessible pedestrian movement throughout the site, with the use of sidewalks and pedestrian walkways. Pedestrian circulation was designed to allow for safe, efficient and practical movement through the development, including linkages across parks, between the townhomes and high density residential and to neighbouring pedestrian walkways where applicable.

As previously mentioned, the “opening” of the Sixth Street facade is influenced by the desire to lead pedestrians into the green heart of the development. This clear access route intends to make the park a meeting place and active part of the community, rather than hiding within the development for limited use. The movement of people and the promotion of healthy living environments were critical in the design process. Further to this, an earlier iteration of the design provided for an expanded park and green space that continued the park through all the way to an intersection with Sixth Street, removing a potential perceived barrier the surface parking lot would create (see image below). Following preliminary discussions with Town staff, it was communicated that the parking requirements supersede this additional area. Should parking requirements change, we feel the earlier design iteration would have a number of attractive attributes, particularly for pedestrian circulation and overall occupant wellness (*as noted on page 39 of this report*). We would be happy to discuss further with the Town.



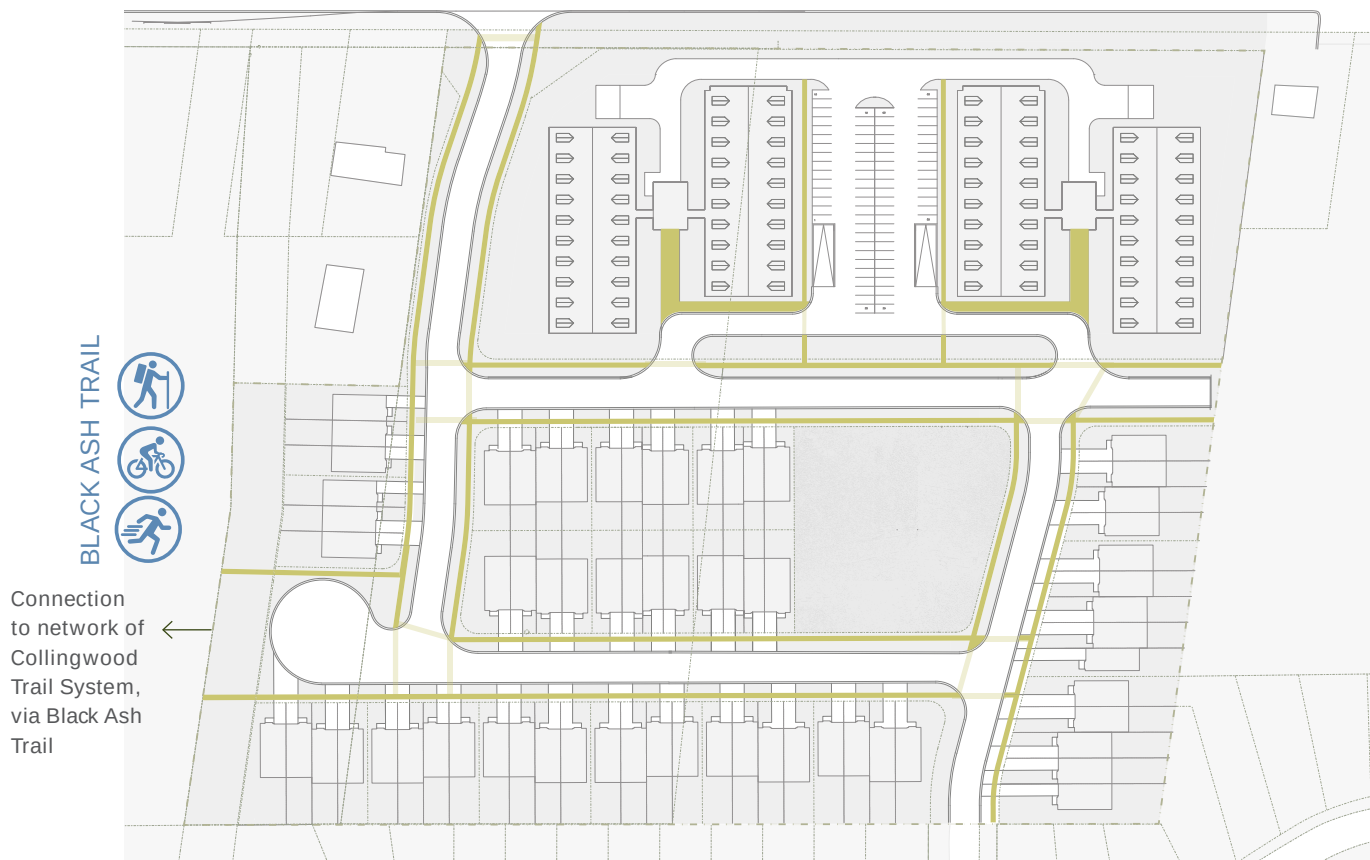
Previous iteration of proposed design to extended park option (for reference only)

Pedestrian circulation lines both sides of the streets and vehicular crossings were minimized as much as possible. Sidewalks run straight and parallel to the streets, and are always separated from the street by landscaped bands with street trees.

Generous pedestrian walkways lead from the street to the high density residential buildings, and from their emergency exits to the sidewalk network. Pedestrian walkways also connect sidewalks to the main entrances of the townhomes.



1 of 2 Drop-Off Areas



Sidewalk
Pedestrian Crossing

8. A. PEDESTRIAN CIRCULATION CONT'D

All walkways are 1.5m or wider, with minimum 2.4m clearance above grade. They are slip resistant, hard surfaces, except in the park where limestone screening pathways are used. Ramps, sight assistance strips and textured edges at grade transitions and street crossings are used where applicable to ensure walkways are accessible for persons with disabilities. Pedestrian walkways which run next to roads are always hard surfaced sidewalks raised to curb height. All walkways run next to lines of trees and streetlights which provide shade during the day and light at night.

8. B. ENHANCED PEDESTRIAN CONNECTIONS

All pedestrian connections are located at street ends or through the park, located at intervals no greater than 400m apart. While also serving as a gathering place for the community with entry from both the north and south and meandering pathways throughout, the park and its associated pathways would be the primary way for pedestrians and cyclists alike to pass through the center of the development, rather than having to circulate the entire block. We envision the park being utilized by not only the community but those in surrounding developments and existing residences throughout the community due to its central location and vastness.

8. C. PEDESTRIAN AMENITIES

The proposal allows for a great deal of pedestrian amenities. Not only would the bordering landscaping that surrounds the entirety of the high-density block have built-in benches and planting beds, the park and its pathways or cut-throughs are designed to as well. Additionally, the dedicated drop-off zones (1 per high density building), would have ample built-in benches, to continue the consistency of design for the waiting area. Raised beds would be used to add seasonal plantings while also providing pedestrian protection in areas where visibility is not a concern, while bollards would be used at drop-off curves.

8. D. STREET SYSTEM

Sight triangles will be kept clear of any visual obstructions to allow for safe vehicle/pedestrian movement. There will not be a change in elevation of sidewalks across private driveways, maintaining a consistent flow along runs of sidewalks throughout the proposed development. Where vehicles enter the parking lot, there will be changes in elevation, and marked crossings for safe pedestrian/vehicular movement.

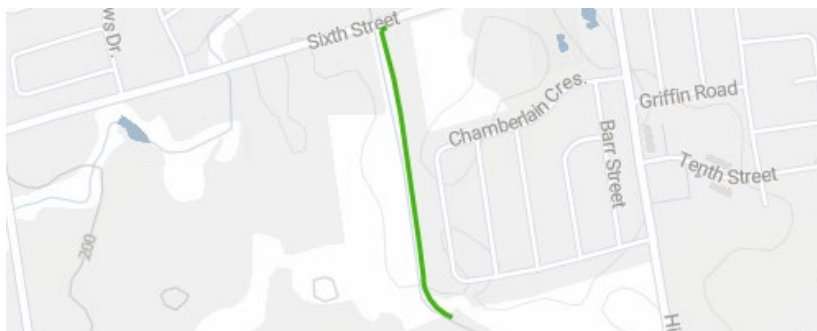
Specific safe routes to school will have special signage and marked pedestrian crossings.

8. E. PARKING AREAS

The parking area will have clear surface markings to direct pedestrian traffic. Road markings will include sight assistance strips to demarcate drive lanes and street crossings. Parking stalls are all within 24m of a pedestrian walkway, at a significantly lower maximum distance of 10m from the central parking alley. As outlined in Section 6 (page 30), pedestrians must only travel across one internal driveway to access the walkways that lead towards to central park. Vehicles at this crossing point are traveling straight lines only, no periphery parking in adjacent, to assist in making sure drivers are not distracted while interfacing with this crossing area. The proposal allows for pavement marking and texture at all of these important intersections.

8. F. G TRAILS & BICYCLE CIRCULATION

We are aware of the major site benefit the Sixth Street Residences have in relation to the Black Ash Creek Trail, that runs 3.5km to connect Sixth Street with Collingwood's large trail network. We believe this will be instrumental in the appeal of the residences and help facilitate an active and healthy community. Accessed directly off of proposed Street A, adjacent the cul-de-sac designed and approved alongside the Town as a part of a previous application - the proposal accounts for two trail entry points for pedestrians and cyclists. Residents will also enjoy entry to this system just west of the site entry, along Sixth. The Street A connection created through this development will also provide the benefit of creating a loop or natural turnaround for the site - that children and possibly others would enjoy as a shorter option. Visitors will have the opportunity to use the pedestrian and cyclist friendly street system to link back to Holden Street and the existing developments to the south, with the opportunity to rejoin the trail at existing Chamberlain Crescent access. These newly created access points would be well signed, landscaped and designed to promote the use of Collingwoods vast trail system.



Section of Black Ash Trail directly adjacent the site, image courtesy of Trailforks

Bicycle parking is also planned for inclusion alongside the park at development centre for those using outdoor gathering space as a trail destination. These bike racks will be designed in accordance with the requirements outlined within the UDM Section 8.



As a groomed snow mobile trail in winter, the Black Ash Creek trail provides a site highlight and way for residents and visitors to get outside all year round.
Source: www.collingwood.ca

8. I. WAYFINDING

Due to the scale of the proposed Sixth Street Residences, wayfinding signage has not been anticipated as a requirement at this time. We would be open to discussions with the Town regarding areas where this may be of benefit in future.

10

Landscaping & Public Spaces

LANDSCAPING & PUBLIC SPACE

Discussion of the proposals overall landscaping and public space design has been treaded throughout all of the previous sections of this report as it has been a grounding element from day one of design. The connection to the beautiful natural landscape of which it is a part of cannot be seperated out or ignored in any facete of the design process. In fact, the landscaping of the site dictated the proposals design above all else. From the landscaped setbacks surrounding every side of the high-density portion, to the central park or heart of the site, the Sixth Street Residences aim to be amongst the greenest, most enjoyable places to live in Collingwood. Collingwood is defined by it's beauty, it's boundless connection to the outdoors, and it's community. The Sixth Street Residences are deeply aware of this and have strove to integrate these characteristics and principles within the urban design and architecture of the development.

The site layout was informed by the natural topography of the site as well as the careful servicing considerations. Open areas became a grounding element in the proposal, with a clear linkage to the community park,



Key Plan



Typical Tree Lined Streets | View A



High-Density Block Entryways with seasonal plantings and small framing trees | View B

informing the building positions of the high-density zone. This linkage has a myriad of design benefits; it promotes the idea of eyes on the street or passive surveillance, while facilitating sun exposure and expansive views for all units and pedestrians. The underground parking garage also serves many purposes within the design. While contributing a significant convenience factor for occupants, it also becomes integral to the overall site design – allowing for the majority of parking requirements to be met without the often-unattractive appearance of surface parking. We feel this is of massive benefit. The vast site area left unencumbered by vehicles is available for soft landscaping, treed areas, moments for pause and walking paths or gathering space. We hope that the development becomes known for its significant green space and tree canopy, as the gradient of building typologies is mirrored by the multitude of landscape scales; stepping down from the main road through shade trees, to the tree lined internal streets & walkways, and the human scaled plantings and grassy areas further still.

As a design firm we are as interested in understanding and solving the human scale issues which are the fundamental measure of any project, as we are in developing large scale site strategies which speak to a collective vision. We work at both scales, back and forth, imagining the stories of individual daily life with equal concern to the larger questions of site circulation and road realignments. By working from the outset of the design process at two scales and by appreciating the duality of scales

and possibilities for a site such as this, we believe we have developed a compelling, and functional, vision for the site.

If you have any questions or concerns about the proposal, or would like to hear further about the design process for this project please do not hesitate to reach out.



Tree Lined and Landscaped Walkways | View C