



**URBAN DESIGN REPORT
SITE PLAN APPLICATION**

**32 OAK STREET
COLLINGWOOD ONTARIO**

BY: DOUG SMITH

TO: COLLINGWOOD

PLANNING AND DEVELOPMENT

DEPARTMENT

December 23, 2020

**WESTSMITH
DESIGN**

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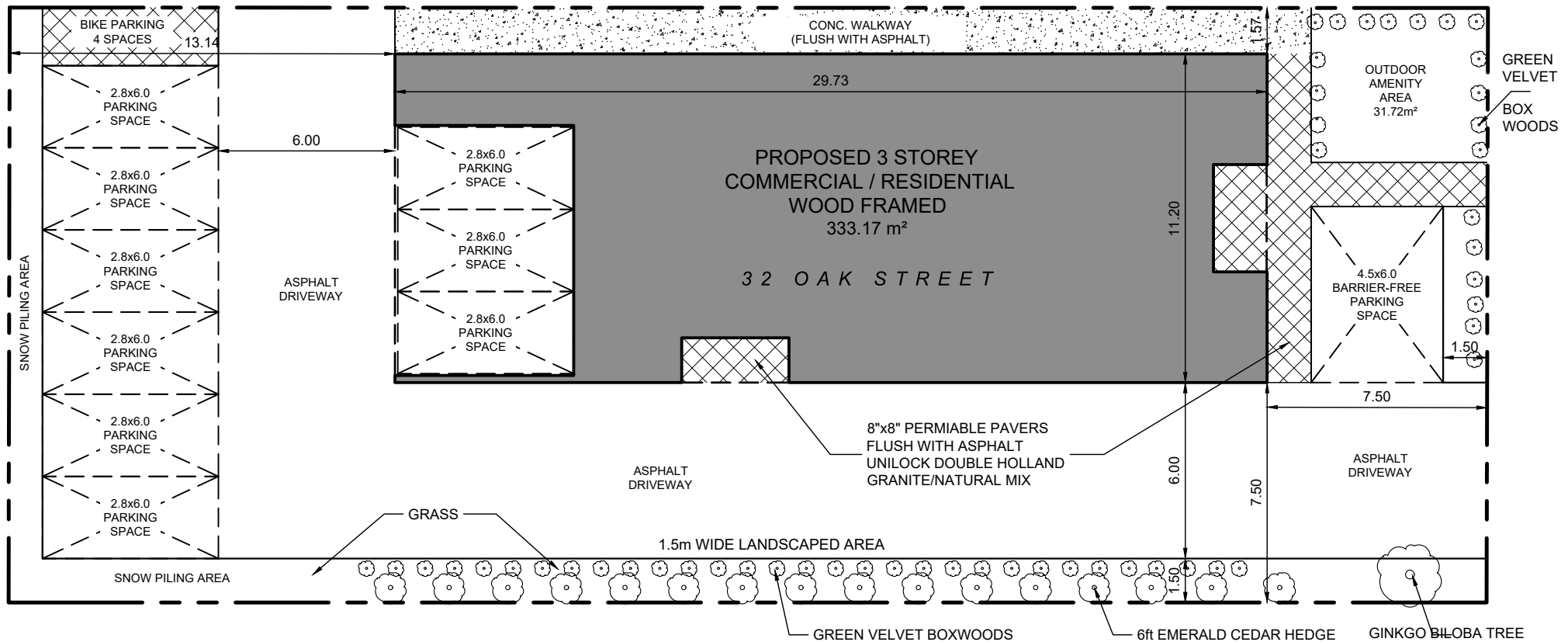
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TABLE OF CONTENTS

1. SITE PLAN AND OVERVIEW	PAGE 1
2. ARCHITECTURAL CONSIDERATIONS AND COMMENTARY	PAGE 2
3. BUILT FORM AND ELEVATIONS	PAGES 3 - 4
4. TOWN OF COLLINGWOOD COMMENTS AND ARCHITECTURAL RESPONSES	PAGES 5 - 8

Site Plan and Overview



Context

THE SITE PLAN DESIGN AND REVISIONS BASED ON TOWN COMMENTS HAVE BEEN MADE TO ACHIEVE CONFORMANCE TOWN OF COLLINGWOOD OFFICIAL PLAN AND COMPLIANCE WITH THE URBAN DESIGN MANUAL AND ZONING BY-LAW WHILE TAKING INTO CONSIDERATION SITE SPECIFIC CONSTRAINTS, ENGINEERING TECHNICAL REQUIREMENTS AND ACCESSIBILITY.

SPECIAL ATTENTION WAS GIVEN TO THE TRANSITION FROM MIXED USE COMMERCIAL ZONE TO THE ADJACENT SINGLE DETACHED RESIDENTIAL USES TO THE SOUTH AND EAST.

WE HAVE TAKEN INTO CONSIDERATION THE TOWN COMMENTS RECEIVED AND HAVE MADE SIGNIFICANT CHANGES TO THE PLAN TO ADDRESS COMMENTS WITH AN INTRODUCTION OF GREATER ARCHITECTURAL ELEMENTS IN RELATION TO SCALE AND MASSING.

PLANNING

The subject lands are located at 32 Oak Street. The lands are designated mixed use commercial and are zoned mixed use commercial (C4). The development complies with the official plan. The development requires three variances related to interior side yard, landscape strip width and nominal reduction of parking in order to fully comply with zoning. A PJR has been provided with the minor variance application.

The lands have direct access to Oak Street and are within a transitional commercial zone. The site directly abuts residential. The proposed development is a three storey commercial building with residential component on upper floors.

The commercial ground floor area is 270 sq meters and will be leased out as one or two commercial spaces. The two upper floors will consist of five residential units that will be lease-able spaces. There are ten on site parking spaces provided, three of which are indoor.

URBAN DESIGN VISION

The proposed building will be a mix of natural wood, metal and glass finishes. The front (east) and rear (west) elevations will be a natural wood siding, with black aluminum trim. The side (north & south) elevations will be black corrugated metal siding with black trim. All windows will have black metal trim and be either fixed or casement style. The canopies will be black pre-finished metal or aluminum panels, and the balcony guardrails will be clear engineered glass with black posts and connectors.

The style of the building is intended to be a mix of residential and commercial. The intention is for the building to act as a transition from the residential to the south into commercial to the north. By mixing the more residential wood siding with the commercial looking metal siding, the building will be a natural blend of the two zones.

The style is intended to mimic the historical buildings of the old shipyards (commercial), while still having a cottage/ski chalet feel (residential). The wood siding on the front of the building, will be a brighter, more eye catching material, bringing attention to it and creating a natural focal point. While the black metal siding along the sides, which is more subdued colour, and will create a natural blend into the environment and give the illusion of a smaller building, thus visually reducing the mass of the building.

BUILT FORM AND ELEVATIONS



EAST ELEVATION

NOTES:

FRONT ELEVATION PROVIDES FOR RELEVANT LOCAL ARCHITECTURAL INTEREST AND BLENDS WITH THE ADJACENT RESIDENTIAL USES.

THIS ELEVATION WILL INCLUDE A FACADE CONSISTING OF NATURAL WOOD SIDING AND BLACK ALUMINUM CLAD WINDOWS.

BUILDING PROVIDES FOR DIRECT ACCESS TO COMMERCIAL SPACE, PRIVATE SIDE ACCESS TO RESIDENTIAL UNITS ABOVE AND BOTH PROVIDE FOR DIRECT ACCESS TO OAK STREET.



WEST ELEVATION

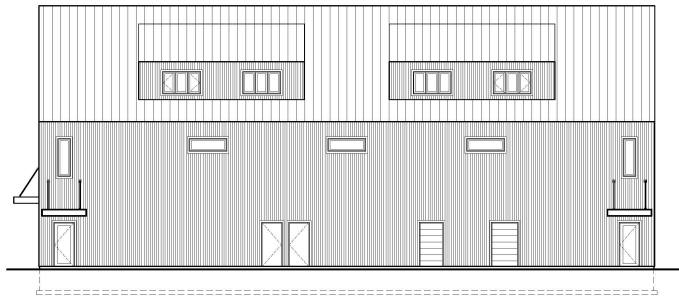
NOTES:

REAR ELEVATION PROVIDES FOR A ENTRY OF VEHICLES TO INDOOR PARKING SPACE FOR THE BUILDING AND PROVIDES DIRECT PEDESTRIAN ACCESS TO THE RESIDENTIAL UNITS.

THIS ELEVATION WILL INCLUDE A FACADE CONSISTING OF NATURAL WOOD SIDING AND BLACK ALUMINUM CLAD WINDOWS.

ADEQUATE PARKING AND MANEUVERABILITY WERE CONSIDERATIONS FOR THE AREA TO THE REAR OF THE BUILDING.

BUILT FORM AND ELEVATIONS



NORTH ELEVATION

NOTES:

NORTH SIDE ELEVATION HAS BEEN UTILIZED TO PROVIDE FUNCTIONALITY FOR ACCESSIBILITY TO RESIDENTIAL UNITS, RESIDENTIAL STORAGE AND WASTE STORAGE AREAS.

THIS ELEVATION WILL INCLUDE A FACADE CONSISTING OF CORRUGATED METAL SIDING AND ALUMINUM CLAD WINDOWS WITH NATURAL WOOD ON DORMERS

THIS ELEVATION WILL INCLUDE A WOOD BOARD FENCE TO PROVIDE FOR BUFFERING, PRIVACY AND CONTAINMENT.



SOUTH ELEVATION

NOTES:

SOUTH SIDE ELEVATION PROVIDES FOR SECONDARY COMMERCIAL ENTRANCE RECESSED INTO THE SIDE OF THE BUILDING WHICH WILL PROVIDE COVER TO THOSE ENTERING AND PROVIDES A BREAK IN THE ELEVATION FOR ARCHITECTURAL INTEREST.

THIS ELEVATION WILL INCLUDE A FACADE CONSISTING OF CORRUGATED METAL SIDING AND ALUMINUM CLAD WINDOWS WITH NATURAL WOOD ON RECESSED ENTRIES AND BALCONY.

THE ELEVATION FACES THE ADJACENT RESIDENTIAL ZONE. THIS ELEVATION INCLUDES THE GREATEST VARIATION OF WINDOWS, INCLUDES GROUND FLOOR ACCESS AND WILL BE MOST ACCESSIBLE TO PARKING AREAS. THIS ELEVATION WILL ABUT THE PRIVATE LANE, LANDSCAPED AREA AND WOOD BOARD FENCE.

3.8 URBAN DESIGN STANDARDS

Per Section 3.8.2 'Urban Design Standards – Objectives':

'While accommodating an array of urban land uses, the Town of Collingwood still retains its small town character and natural landscape. The following objectives should be utilized in assessing new development proposals...:

Building orientation is to emphasize pedestrian access an accessibility for transit services and onsite parking lots shall generally be screened from the adjacent property. Landscape details on individual lots shall blend with surrounding properties. building designs that blend in with the landscape and with each other shall be encouraged.

6. The scale of buildings and structures shall be appropriate to their surroundings.

COMMENT #1: The proposed development will require further refinement in order to ensure the building scale and design appropriately blend with the surrounding neighbourhood character and context.

RESPONSE: TO ADDRESS THE COMMENTS ON BUILDING SCALE, SIGNIFICANT CHANGES WERE MADE TO REDUCE MASSING, PROVIDE VARIABLE FACADES, VARIETY OF WINDOW PLACEMENT AND OVERALL REDUCTION IN UPPER FLOOR AREA. IN ADDITION THE PRIVATE ACCESS LANE IS ADJACENT TO THE SOUTH ELEVATION PROVIDING FURTHER DISTANCE FROM THE ADJACENT RESIDENTIAL USE. THIS INTERIOR SIDE YARD WILL ALSO INCLUDE A 1.5 METRE LANDSCAPE STRIP AND BOARD FENCE.

D. Urban Design

COMMENT #17: The Town's Urban Design Manual (UDM) will need to be reviewed in detail prior to a formal site plan application submission with particular attention to following UDM Sections: (6) Site Layout, (7) Buildings, (8) Active Transportation, and (10) Landscaping and Public Spaces.

Planning Services offers the following preliminary urban design comments based on the revised submission:

Per Section 6E(2) of the UDM: A combination of landscaping; compatible building massing, façade design and detailing; and, use of public spaces shall be the methods used to reduce negative impacts and transition between developments and neighbouring uses.

RESPONSE: TO ADDRESS THE COMMENTS ON COMPATIBILITY, CHANGES WERE MADE TO THE MASSING AND TO THE EXTERIOR FACADE. THE FACADE WILL BE A MIX OF WOOD AND METAL, ENTRANCES ARE BOTH RECESSED, PRIVATE ACCESS LANE ABUTS THE SOUTH ELEVATION AND ALSO INCLUDES A LANDSCAPE STRIP AND BOARD FENCE.

COMMENT #18: Given the proposed redevelopment is immediately adjacent to a residential property, the above measures shall be integrated into the overall design. Per Section 6K(1) of the UDM: Each building shall provide 16m² of human-scaled, pedestrian oriented outdoor amenity space.

RESPONSE: 1OUTDOOR AMENITY SPACE HAS BEEN PROVIDED ACCORDINGLY. THIS SPACE IS LOCATED WITHIN THE FRONT YARD AREA AND WILL BE SCREENED WITH LANDSCAPING. THE FRONT YARD AREA WILL PROVIDE AN URBAN OUTDOOR SPACE WITH PERMABLE PAVERS FOR WALKWAYS, THE OUTDOOR AMENITY AREA AND ADJACENT TO AN ACCESSIBLE PARKING SPACE.

COMMENT #19: An outdoor amenity space has been identified on the revised Site Plan Drawing No. A100. The outdoor amenity space is located within the front yard of the subject property, immediately adjacent to the front property line. Furthermore, it appears that the amenity area is located adjacent to the proposed garbage/recycling pick-up area. Further consideration of a more appropriate location for the outdoor

RESPONSE: IN RESPONSE TO THE COMMENTS THE REFUSE COLLECTION WILL BE LOCATED WITHIN THE BUILDING AS PER THE DRAWINGS, AND THE REFUSE CONTAINERS WILL BE WHEELED TO STREET ACCESS ON GARBAGE DAY ONCE A WEEK.

COMMENT #20: It is noted that the revised Site Plan Drawing No. A100 identifies an 'Access for Curbside Garbage/Recycling Pick-Up' near the northeast corner of the subject property. Further consultation with Simcoe County re: the revised development concept (i.e. five apartment units and 2 commercial units) is required to determine if curbside waste collection is an option and, if so, if the proposed location, size, etc. of the 'Garbage/Recycling Pick-Up' area satisfies the County's waste collection design standards.

COMMENT #21: It was noted at the February 26, 2020 Development Review Team meeting that Engineering Services will not support a formal curbside collection pad within the Oak Street road allowance. If County curbside waste collection is not an option, an alternative waste/recycling storage location will be required.

RESPONSE: REFUSE/ RECYCLING WILL HAVE DEDICATED INTERIOR BUILDING STORAGE ROOM ACCESSIBLE BY TENANTS. REFUSE/ RECYCLING WILL BE PLACED ON STATIONING PAD IN SOUTH WEST CORNER OF PROPERTY ON COLLECTION DAY BY SITE SUPERINTENDANT. THE COUNTY IS MOVING TO STANDARDIZED BINS AND STATIONING AREA WILL PROVIDE EASY ACCESS FOR COLLECTORS.

Per Section 7E(1) of the UDM: Buildings and additions shall be designed to:

- Improve the overall streetscape, and public realm and;
- Generally relate in scale, materials and design features to the surrounding buildings; and,
- Express traditions of Collingwood and the region in their design, materials, and colour.

COMMENT #22: The scale of the proposed building relative to the size and configuration of the subject property as well as surrounding properties is too intense. Similar to Comment #1 above, further refinement to reduce the scale of the proposed development relative to the lot size and overall neighbourhood context is required.

Per Section 7G(1) of the UDM:

The design of non-residential buildings shall meet one of the two architectural themes identified for Collingwood listed below:

- Traditional Small Town Heritage Style; or,
- Lakeshore and Mountainside Recreation.

RESPONSE: IN RESPONSE TO THE COMMENTS ON OVERALL NEIGHBOURHOOD CONTEXT, THE FOLLOWING DETAILS WERE CONSIDERED AND CHANGES MADE TO THE PLANS:

- **3RD FLOOR HAS BEEN REVISED AND INCORPORATED INTO THE ROOF, REDUCING THE UPPER MASSING OF THE BUILD**
- **ROOF LINE IS MORE CONSISTENT WITH A RESIDENTIAL BUILD AND IN FACT THE PITCH AND WINDOW DORMERS ON NORTH SIDE REFLECT A MOUNTAINSIDE RECREATIONAL THEME.**
- **3RD FLOOR GFA WAS REDUCED FROM 282.42 SQM TO 167.10 SQM. THIS WAS A SIGNIFICANT REDUCTION OF 40% AND WAS COMPLETED TO ACHIEVE A MORE REFLECTIVE MASSING TO ADJACENT USES.**
- **BUILDING LENGTH WAS REDUCED BY 1.5 METRES FROM 31.55 M TO 29.7 M. THIS WAS A REDUCTION OF 6% TO AID IN ACHIEVING A LESS MASS FEEL.**
- **BUILDING GFA REDUCED FROM 750.2 SQM TO 674.2 SQM. THIS WAS A REDUCTION OF 11% TO REDUCE DIRECT MASSING ON SITE.**

WHILE THE BUILDING IS LONGER THAN A SINGLE DETACHED UNIT, THE WIDTH AND HEIGHT ARE COMPATIBLE WITH ADJACENT RESIDENTIAL ZONES. THE BUILDING COMPLIES WITH THE ZONING REQUIREMENTS RELATED TO HEIGHT AND LOT COVERAGE.

TOWN OF COLLINGWOOD URBAN DESIGN BRIEF

COMMENT #23: It is unclear from the revised Elevation Drawing Nos. A301–A304 which architectural theme the proposed development is attempting to achieve. Further consideration of these themes shall be incorporated into the building design. Furthermore, additional building façade details as outlined in Section 7G of the UDM shall be considered and implemented, as appropriate.

Per Sections 7H(1) and 7H(4) of the UDM:

The base, middle and top of buildings shall be clearly defined through the use of materials and design details. Vertical and horizontal facades plane breaks and/or articulation shall be incorporated to provide visual interest for facades greater than 30 m in length to break up the apparent mass of the building and to add visual interest. Buildings shall avoid long monotonous, uninterrupted walls.

RESPONSE: THE DESIGN IS ACHIEVING A LAKESIDE AND MOUNTAINSIDE RECREATIONAL THEME. SEVERAL DESIGN CHANGES HAVE BEEN MADE WITH REGARD TO MASSING (BUILDING LENGTH REDUCED, UPPER FLOOR REDUCED), DESIGN ARTICULATION AND MATERIAL VARIATIONS AT ENTRY AND BALCONY LOCATIONS, CANOPIES ADDED AT ENTRY, CONFIRMATION OF COLOUR SCHEME.

COMMENT #24: Based on the revised Elevation Drawing Nos. A301-A304, definition between the base, middle and top of the building does not appear to be clearly defined. Furthermore, the proposed length of the building is 31.55 m in length. The consideration and implementation of various design elements, as outlined in Section 7H of the UDM, will be required to further break up the mass of the building.

Per Section 8A(7) of the UDM:

Pedestrian ways and connections shall be designed to be convenient, comfortable, safe and easily navigable, continuous and barrier-free. All pedestrian ways shall...(h.) Be distinct from vehicle lanes.'

RESPONSE: PEDESTRIAN CONNECTIONS EXIST CONNECTING OAK STREET DIRECTLY TO FRONT DOOR OF COMMERCIAL SPACE, WHILE ALSO CONNECTING THE NORTH SIDE OF BUILDING FOR PRIVATE RESIDENTIAL ACCESS, STORAGE SPACES AND REFUSE STORAGE.

COMMENT #25: The revised Site Plan Drawing No. A100 identifies 'Paving Stones (Flush with Asphalt)' immediately adjacent to the Asphalt Driveway. The driveway appears to be approximately 3 m in width. The provided 4.5 m measurement on Drawing No. A100 includes both the driveway and the paving stones (flush with asphalt). It is unclear if the intention is to allow for vehicles to drive on this area, as needed as, per Comment #12 above, the minimum width to accommodate 2 vehicles at any given time has not been achieved. Further consideration for the safety of pedestrians using this walkway and the potential for vehicle/pedestrian conflicts should be considered and incorporated into the design.

RESPONSE: IN RESPONSE TO THE TECHNICAL ENGINEERING REQUIREMENTS THE PRIVATE LANE HAS BEEN WIDENED TO 6 M TO CONFORM. PAVERS HAVE REMOVED AT THESE LOCATIONS TO ADDRESS AMBIGUITY ISSUES. THE LANE WILL BE BUFFERED FROM ADJACENT RESIDENTIAL BY A LANDSCAPE AREA AS WELL AS A 6 FT WOOD BOARD FENCE.

COMMENT #26: Per the Official Plan policies above and considering the adjacent residential use to the south of the subject property, Section 10 of the UDM should be considered and addressed through the preparation of a Landscaping Plan for the proposed development.

RESPONSE: THE SITE PLAN REFLECTS THE PROPOSED LANDSCAPE AREAS AS WELL AS FENCING DETAILS. THE SPECIES ARE IDENTIFIED ON PLAN.

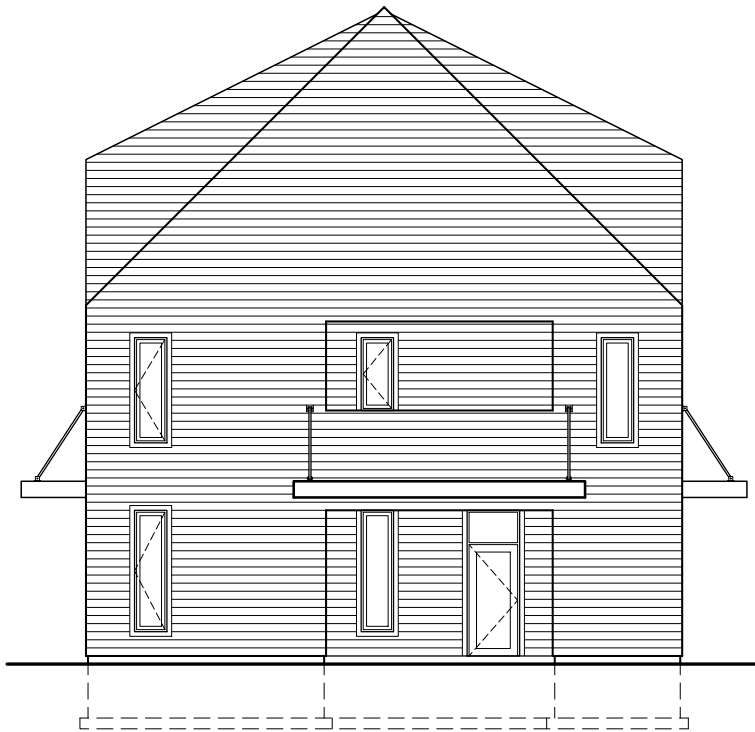
TOWN OF COLLINGWOOD URBAN DESIGN BRIEF

COMMENT #27: Based on the Official Plan policies, Zoning By-law provisions and Urban Design standards outlined above, it is the opinion of Planning Services that the development proposal is too intense for the size and configuration of the subject property and the overall neighbourhood context. The applicant is encouraged to revise the development proposal to a scale that is more appropriate and that better conforms to the applicable planning policies and provisions.

RESPONSE: IN RESPONSE TO THE ABOVE COMMENTS THE 3RD FLOOR HAS BEEN REDUCED AND REDESIGNED TO BE INCORPORATED INTO THE ROOF LINE THEREFORE REDUCING THE MASSING OF THE BUILD TO PROVIDE A MORE RELATIVE SCALE TO THE ADJACENT RESIDENTIAL USES. THE FOLLOWING DESIGN CHANGES HAVE BEEN MADE:

- 3RD FLOOR GFA REDUCED FROM 282.42 SQM TO 167.10 SQM (40% REDUCTION)
- BUILDING LENGTH DECREASED BY 1.5 M FROM 31.55 M TO 29.7 M (6% REDUCTION)
- BUILDING GFA REDUCED FROM 750.27 SQM TO 674.2 SQM (11% REDUCTION)

WHILE THE BUILDING IS LONGER THAN A TYPICAL SINGLE DETACHED UNIT ITS WIDTH AND HEIGHT ARE COMMENSURATE. THE HEIGHT AND LOT COVERAGE PROVISIONS OF THE BY-LAW ARE MET.



SUBMISSION APRIL 27, 2020



REVISED SUBMISSION DEC. 2020