

URBAN DESIGN REPORT

372 Grey Road 21, Town of the Blue Mountains



August 25, 2025

Prepared by: Terra Brook Homes and Loft Planning Inc., on behalf of 1000925296 Ontario Inc.



LOFT PLANNING

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1.0 Purpose

The purpose of this Urban Design Report is to:

- Outline the development of objectives that will be achieved in accordance with the Town of Blue Mountains' standards and expectations for new communities.
- Provide a summary of how the proposed development aligns with the Town's (2012) Community Design Guidelines.

2.0 Site Location and Description

Address

372 Grey Road 21, Town of the Blue Mountains (the "site")

Legal Description

PT LT 149 PL 529
COLLINGWOOD PT 1 & 2
16R801; S/T R226078;
THE BLUE MOUNTAINS

Land Area

6.96 Hectares

Existing Conditions and Context

The property is located on the west side of Grey Road 21, south of Highway 26 and north of the intersection of Monterra Road and Grey Road 21. The property is located in a settlement/recreational area within the Town of the Blue Mountains, approximately 0.5 kilometers south of the Georgian Bay shoreline. The property abuts the Georgian Trail to the north and east, the Eden Oak future development ("Trailshead") to the west, and

undeveloped land to the south. An existing watercourse is located to the east. The site is currently undeveloped and largely tree-covered. The surrounding areas include:

- **SOUTH AND WEST:** Primarily residential developments, along with recreational facilities such as ski clubs, resorts, and tourism destinations, including the Scandinave Spa.
- **NORTH:** Highway 26 and nearby residential neighborhoods.
- **EAST:** The Georgian Trail, which runs diagonally along the northeast boundary of the site.

Site Photos

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Photo 1 - Looking southeast toward the site from the Georgian Trail (Loft 2025).



Photo 2 - Looking southeast toward site from Highway and Fraser Crescent (Loft 2025).



Photo 3 - Example of existing condition - vegetation/vacant land (Birks 2025).



Photo 4 - Example of existing condition -vegetation/vacant land (Birks 2025).

3.0 Proposed Development

The proposed development is comprised of 53 units integrating a mix of 40' and 50' freehold detached homes and 25' semi-detached homes ranging from approximately 2000 sf to 3100 sf. The single detached lots are conventional with garages facing a municipal road and a private rear yard. Opportunities for future Accessory Dwelling Units (ADU) are provided. The semi-detached units are located centrally with the single-detached lots along the perimeter. Road access to the site will come via the Eden Oak development to the west of the site, connecting to Lakeshore Road East and Highway 26.

A neighborhood park is planned for the northwest portion of the site, adjacent to the existing Georgian Trail. A 3-meter trail/walkway block along the West side of the site (along Lot 1 and Lots 5-11) will be provided to the Town in addition to a larger open space block that includes the hazard and wetland areas to the north and east.

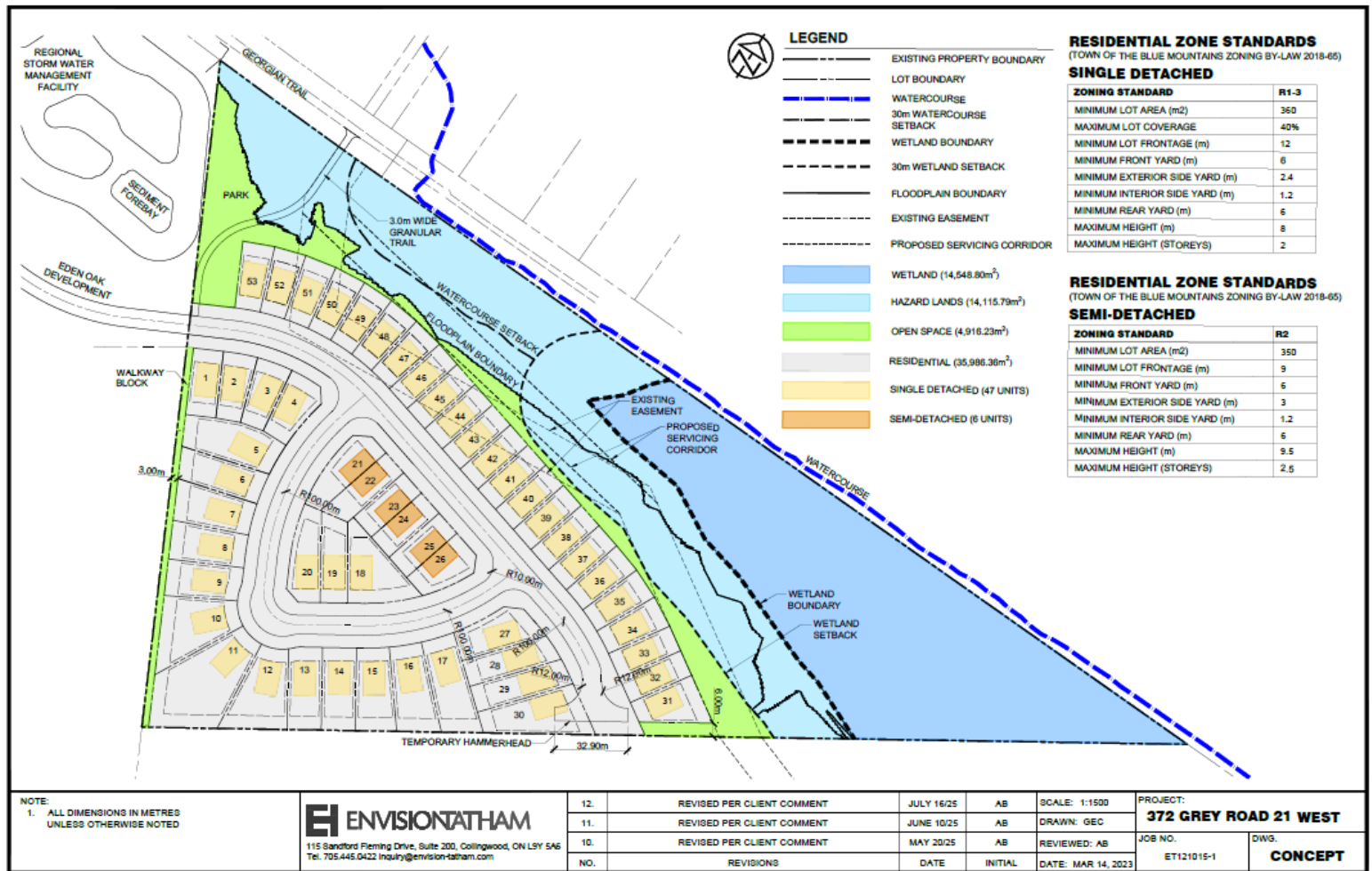


Figure 1 (Concept Plan, Envision Tatham)

4.0 Design Vision, Guiding Principles and Objectives

The vision for the proposed development is to create a distinctive and connected community with a cohesive visual character. The neighbourhood will be defined by a consistent built form, with massing, rooflines, materials, and colours designed to create a unified character that fits seamlessly within the surrounding landscape.

A high level of architectural quality will be expressed through the use of durable, prefinished composite siding and detailed trim work for the single and semi-detached dwellings. The design draws inspiration from *Alpine* architecture, reinterpreted with a modern approach to create a unique theme of *Rural Elegance*. For additional details on the architectural design, refer to the Architectural Control Guidelines prepared by FPB Architects Inc. and Terra Brook Homes, submitted under a separate cover.

The development will be integrated into the broader community through a connected public street network that aligns with both the existing and planned roadways. A new connection to the Georgian Trail is proposed at the northern edge of the site. Internal circulation includes sidewalks that link to the adjacent Eden Oak development to the west as well as the proposed new open spaces and the existing trail network that will connect with site with the broader community.

Key design and community goals include:

- **DIVERSE HOUSING MIX:** The development provides a range of housing options, including semis, 40' singles, and 50' singles. This mix complements the adjacent Eden Oak development of townhomes and adds variety to the local housing market.
- **SMALLER LOT SIZES FOR AFFORDABILITY:** Most detached homes are proposed on 40' lots, which are smaller than the traditional 60' – 80' lots typical in the area. These smaller lots will make homes more affordable for families seeking single detached housing.
- **INCLUSION OF ACCESSORY DWELLING UNITS (ADUs):** Opportunities for future ADU's are provided for single-detached homes. These units offer financial benefits to both homeowners (through rental income) and renters, helping to improve housing affordability.
- **AFFORDABLE OPTIONS THROUGH SMALLER HOMES AND ADUs:** The combination of smaller single-family homes and the option to include ADUs will make this community more attainable and affordable.
- **PROMOTING ACTIVE LIVING:** The development is directly adjacent to the Georgian trail, allowing residents to walk or bike throughout the area without needing a vehicle.

- **TRAIL CONNECTIVITY:** A new trail connection to the Georgian Trail at the north end of the site, integrated with new open space block – and will be municipally owned.
- **ARCHITECTURAL CONTROL:** Architectural Control Guidelines will be followed to ensure a consistent and attractive streetscape that aligns with Town standards. Repetitive designs will be avoided to maintain strong curb appeal and architectural diversity.
- The development will be **BUILT BY ONE BUILDER**, Terra Brook Homes.

5.0 Detailed Design Direction

The following design directions reference the (2012) Town of The Blue Mountains Community Design Guidelines, specifically Section 4 (Greenfield Design), Section 5 (Streetscape Design) and Section 6 (Sustainable Design). Section references are provided below.

Greenfield Design (Section 4)

Natural Areas (4.1)

Of the total site area (+/- 6.96 hectares), 3.59 ha of the site is being used for development, while 3.36 ha has been dedicated to open space, including wetland and environmental protection lands. In total, 48% of the property has been preserved as open space and parkland.

The proposed development maintains a 30m setback from the wetland and watercourse to the north and east of the site. Existing vegetation will be cleared for residential lots and municipal roads, with limited clearing in the open space block to accommodate a trail connection to the Georgian Trail. Forested areas within the 30m setback will remain largely undisturbed, except where necessary to re-route existing sewer and water services into the open space block, adjacent to the regional stormwater management facility.

Streets (4.2)

The proposed new road, internal to the site, will have an urban cross section with a 20 m right of way, consistent with the Town's engineering standards. Centreline radii have been designed in accordance with Town Standards. All intersections internal to the site are "Local to Local" type intersection and thus require a minimum curb radius of 10 m. This configuration will accommodate the maneuvering of typical vehicles, waste collection trucks and emergency response vehicles.

The site will be accessed from a new road in the Eden Oak development to the west of the site, which will connect to Lakeshore Road East. The new internal road central to the site will dead end at the south border allowing for a connection to future development. A temporary hammerhead turnaround is provided at the south limit of the site to facilitate the turnaround of large vehicles.

The development promotes active transportation through integrating the site with the adjacent trail network and sidewalks and its proximity to existing and planned residential developments. The site is well located adjacent to the Georgian Trail stretching along the Collingwood, Craighleith and Thornbury corridor.

Parks (4.3)

The proposed park at the northwest edge of the site includes a trail with a shade pavilion and seating, designed to be accessible to all ages and abilities while minimizing impacts on

Greenfield Development Design Objectives:

1. Comfortable pedestrian and cycling environment and attractive streetscapes.
2. Connected and accessible system of parks and greenspaces.
3. Establishment of a strong sense of place.
4. Maintenance and incorporation of significant natural features.
5. Incorporation of sustainable design and building practices.
6. Provision of a variety of housing options for a range of different household types.
7. Creation of a connected street network to provide multi-directional access.
8. Establishment of development parcels that accommodate flexibility for unit types and lot sizes.
9. High quality architecture to provide a high level of visual interest.
10. Safe neighbourhoods based on crime prevention principles.

Community Design Guidelines, page 19.

vegetation. It also incorporates existing natural heritage features, enhancing ecological value and community integration. A Landscape Analysis prepared by Envision Tatham further supports the open space design, with particular attention given to the interface and conditions along the Georgian Trail. Refer to the Landscape Concept Plan in Figure 2 and the full Landscape Analysis Report submitted under a separate cover.

Stormwater Management Areas (4.4)

The proposed development promotes climate resilience through a compact built form, direct street and trail connections, and active transportation infrastructure. Stormwater will be managed using LIDs, including a stormceptor to separate contaminants. Additional sustainability features include native vegetation and compensation planting, refer to the Functional Servicing and Stormwater Management Reports by Tatham Engineering (2025), and the EIS Update by Birks NHC (2025), submitted under separate cover.



Figure 2 (Landscape Concept Plan, Envision Tatham).

Residential (4.5 – 4.5.1 Single Detached Dwellings [Semi Detached Dwellings])

a) Vary dwelling types and forms on each street and on each block.

The development includes a mix of single detached and semi-detached dwellings, with varied architectural detailing, rooflines, and massing to provide visual interest along each street and block.

b) Locate prominent community buildings or uses at key locations, such as at the termination of streets, at deflections in the street network, or at neighbourhood gateways.

Key intersections, gateways, and corners are emphasized with enhanced massing and architectural treatment, acting as visual anchors and reinforcing a strong sense of place. The proposed park at the northwest edge of the site is well positioned as a neighbourhood gateway and includes a trail with a shade pavilion and seating.

c) Site residential buildings such that they are sensitive to their environment with their primary façade and/or entrance approximately parallel to the street.

All homes are oriented with their primary façades facing the street, maintaining a consistent and human-scaled streetscape.

d) Design residential buildings on corner lots so that both the front and side of the building are oriented to the respective public street and are treated in a similar fashion.

Corner lots receive upgraded architectural treatment on both visible elevations, with entrances oriented to the flanking street to support an active public realm.

e) Use a variety of front yard setbacks along a street to provide visual interest and depth along the streetscape.

Varied massing and façade treatments will be used across lots, with slight variations in setback to create a visually dynamic and interesting streetscape.

f) Ensure that architectural styles employed in design are consistent with the character of the Town and the local context.

The homes reflect the character of The Blue Mountains through the use of durable materials, coordinated colours, and architectural detailing that complements the local context. The design reflects a high-quality character and built form inspired by *Alpine* architecture, creating a consistent theme of *Rural Elegance* throughout the development.

g) Vary elevations for residential units along a single block and along the entire street in terms of such elements as design, material, and colour.

A mix of elevations, rooflines, materials, and colour palettes is proposed to ensure visual diversity while maintaining overall neighbourhood cohesion.

h) Ensure that identical elevations are not on consecutive lots on one side of the street or across from each other on opposite sides of the street.

Repetition will be avoided by implementing alternating architectural styles and material palettes, ensuring that no identical elevations occur consecutively or directly across from one another.

i) Design building elevations so that clear and transparent windows and doors comprise a large portion of the front façade of the building, and for flanking facades for corner sites or for lots adjacent to a pedestrian walkway.

All homes will incorporate significant window and door glazing on front and flanking façades to support natural surveillance and enhance the pedestrian realm, particularly on corner lots and walkway-adjacent units.

j) Use a variety of building materials and architectural elements on the front, side and roofline of each residential unit or block of units.

A range of materials and architectural features—such as varied rooflines, detailing, and cladding—will be used to provide interest on all visible façades.

k) Incorporate porches that can accommodate furnishings, that are part of the overall architecture of the building, and that wrap around the building façade for corner units.

Homes will feature functional porches that contribute to the architectural character of the dwellings and to animate the street.

l) Design units so that garages do not project in front of the front wall of the dwelling, or in front of the porch where a unit contains a porch.

Garage placement will be subordinate to the dwelling façade and/or porch, ensuring a pedestrian-focused streetscape.

m) Design residential units so that garages occupy no more than 50% of the front façade's width and driveways so that they are no wider than the garage.

All garages are designed to occupy less than 50% of the front façade, with driveways limited to garage width to preserve front yard landscaping and reduce visual dominance.

n) Design rear lane garages for end units that flank public streets to be complementary to the principal dwelling in terms of materials and windows.

The development does not currently propose rear lane access.

o) Locate the driveways for corner lots with access to the secondary street.
Not applicable.

p) Locate the driveways for lots adjacent to parks, natural areas or pedestrian walkways on the side that is not adjacent.

Where possible, driveways for lots adjacent to open space or pedestrian corridors will be oriented away from those features to preserve visual and physical access.

q) Space driveways and curb cuts to maximize opportunities for on-street parking and landscaping.

Driveways will be spaced to balance access with opportunities for street trees, on-street parking, and enhanced landscape continuity.



Figure 3 (Conceptual Building Elevations, FPB Architects Inc.).

Streetscape Design (Section 5)

Access to the site will be provided via a new roadway that will connect to the Eden Oak development. The internal road network will feature an urban cross-section (20 m right of way) and will be designed in accordance with the Town of The Blue Mountains' Engineering Standards, including the centerline radii.

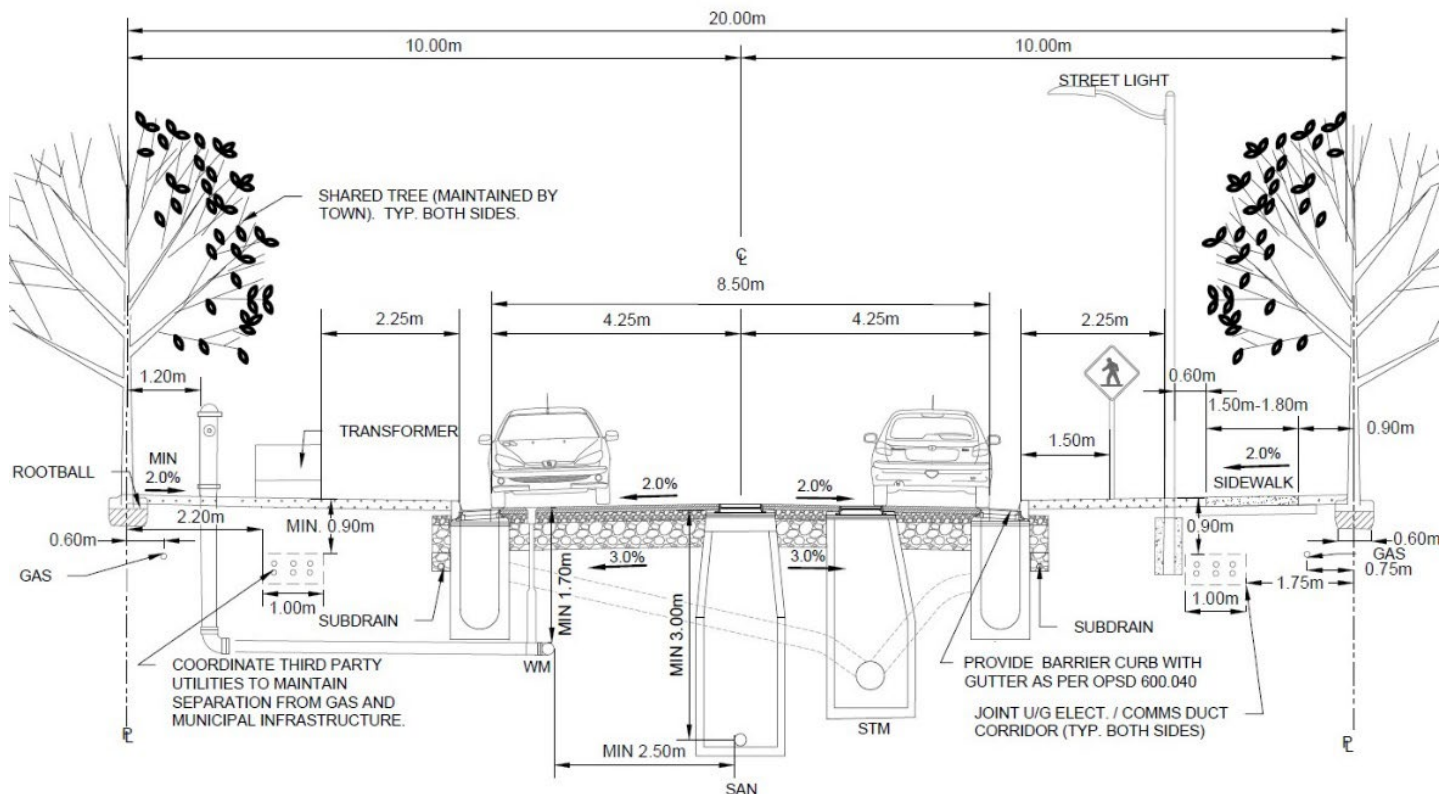


Figure 4 (Local Urban Road Cross Section, Envision Tatham, 2025).

Streetscapes will be enhanced through boulevard tree planting along the new municipal roadway, which will help to define the street edge, provide shade, improve microclimate, and support biodiversity. Tree species will be selected for their suitability to local conditions. Additional compensation planting within the open space block, as recommended in the Environmental Impact Study Update (Birks NHC, 2025), will further soften views from the Georgian Trail and reinforce the natural character of the area. Together, these streetscape and enhancement strategies will contribute to a visually appealing, ecologically responsible, and pedestrian-friendly public realm.

Additional information on proposed street lighting, furnishings and signage will be provided at a later date as part of the detailed architectural design and building permit stages.

Sustainable Design (Section 6)

The proposed development supports the Town's objectives for reduced energy consumption, improved air quality, and long-term climate resilience by incorporating

sustainable site design and infrastructure. Opportunities for green infrastructure and LID such as stormceptors, native vegetation, and compact, walkable neighbourhood form will contribute to reduced greenhouse gas emissions and enhanced environmental performance.

Mitigation measures during construction, including tree protection fencing, sediment control, and timing of vegetation removal outside the migratory bird breeding season will ensure the preservation of nearby natural heritage features.

As the project advances, building standards, sustainable technologies, and home design will be further explored to align with the long-term goals of low-carbon and potentially net-zero communities. These details will be addressed in more depth during the architectural design and building permit stages.

6.0 Conclusion

This Urban Design Report has been prepared in support of the Draft Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment for the site. This Report contains an overarching vision for design, guiding principles, and objectives for the proposed development. It provides context for the proposed development and how it has been designed to be compatible with its surroundings.

The proposed development represents a thoughtfully designed residential community that balances built form, natural heritage preservation, and open space integration. It provides appropriate setbacks from existing wetlands and hazard lands, while introducing new open space blocks, and trail connections that support walkability and community connectivity. The compact built form promotes active transportation, housing diversity, and sustainable infrastructure, contributing to a livable community. The design conforms to the Town's Community Design Guidelines and reflects a high-quality design inspired by *Alpine* architecture and a theme of *Rural Elegance*.