

PLANNING JUSTIFICATION REPORT

Collingwood Harbour House
Streetcar Developments
ZBLA/Site Plan
31 Huron Street
Town of Collingwood
County of Simcoe



PASCUZZO
PLANNING INC.

July 2020

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1.0 LOCATION

The subject lands, known municipally as 31 Huron Street are located northwest of the intersection of Huron Street and Heritage Drive in the Town of Collingwood, County of Simcoe. (see aerial image below)

The property is 0.47 ha (1.15 acres) in size and maintains approximately 73 m of frontage along Side Launch Way, 60 m frontage along Heritage Drive and 72 m frontage along Huron Street.

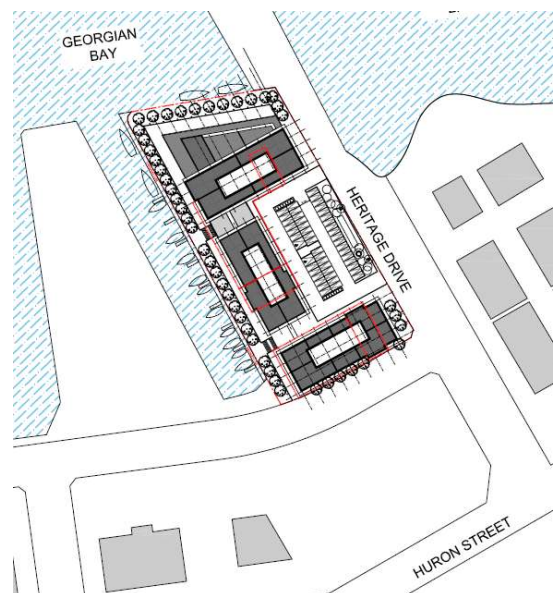


Surrounding Land Uses:



To the north of the subject lands is Side Launch Way and the site of the proposed Perfect World mixed-use development project. Further to the north is the Collingwood Harbour and the Historic Terminal Building.

Images of proposed Perfect World development.



East of the property is Heritage Drive and an existing (23) twenty-three unit townhouse development.



Further to the east is Sobeys grocery store as well as the court house.

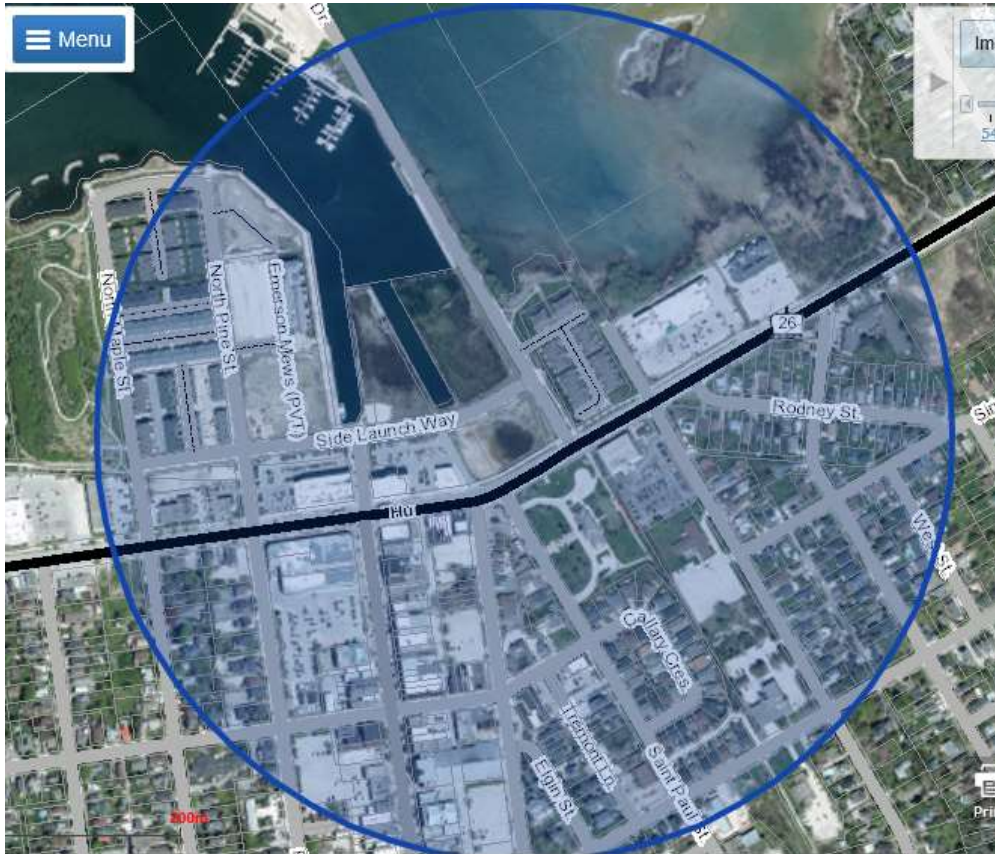
South of the property is the Town of Collingwood Museum and a combination of downtown commercial uses.



West of the property are commercial uses including a bank (BMO) and drug store (Rexall).



Below is an image that displays a 500 meter setback surrounding the subject property. There are a number of Collingwood amenities and businesses within a short distance to the site including; the Harbour, Regional Bus Station, Provincial court house, Museum, Library, Town Hall, Post Office, office buildings, restaurants, grocery stores, etc...



2.0 PROPOSAL

Pascuzzo Planning Inc. was retained by 31 Huron Street Inc. to prepare a Planning Justification Report in support of Collingwood Harbour House, which is a proposed 6 (six) storey mixed use building, with 1056 m² commercial floor space on the first floor and 130 residential condominium apartments on floors 2-6. In addition, (2) two levels of underground parking and above ground parking combine to offer 204 vehicular parking spaces and 200 bicycle spaces.



3.0 PROJECT TEAM

The project team includes:

- 31 Huron Street Inc. (Owner)
- Streetcar Developments
- CEBRA Architects
- Design Workshop Architects
- C.F. Crozier & Associates. – Functional Servicing, Stormwater Management Report, Traffic Impact Study, Landscape Plan – Engineering and Landscape
- Terraprobe – Geotechnical, Hydrogeological
- HGC Engineering – Noise Study
- Zubek, Emo, Patten and Thomsen – Surveyor
- Dentons Canada LLP - Legal
- Pascuzzo Planning Inc. - Planning

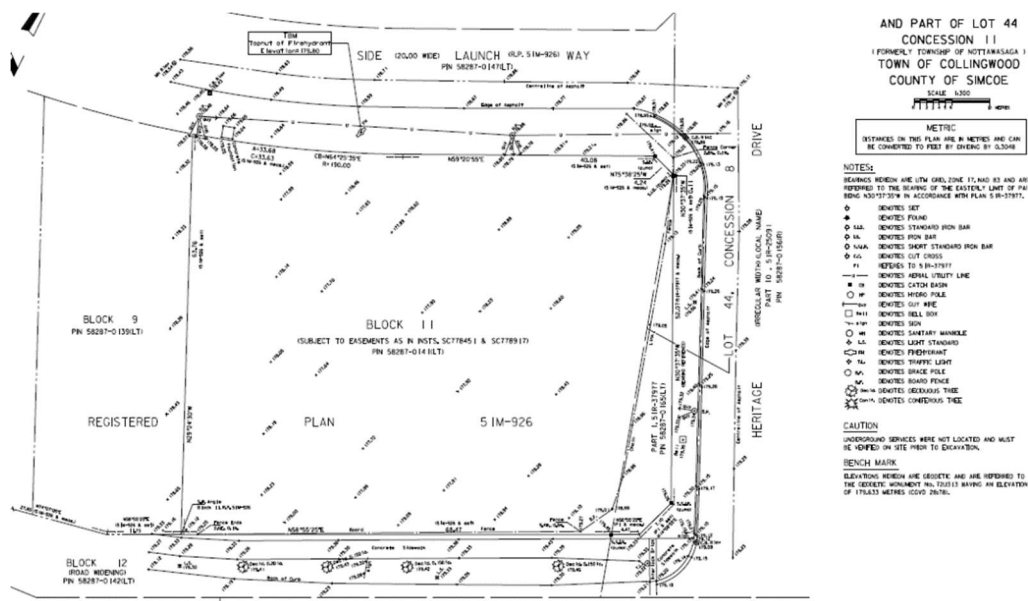
4.0 PRE-CONSULTATION + COORDINATION

On December 18th, 2019 and February 5th, 2020 representatives from the Town of Collingwood met with Streetcar Developments and their project team in two pre-consultation meetings. After the second pre-consultation meeting the Town issued a pre-consultation document which included complete submission requirements.

In early January 2020, the adjacent landowners (Fram/Dunncap/Streetcar) met along with Town staff to discuss maintaining open communication and the potential for coordination throughout the design and approvals process.

5.0 BOUNDARY AND TOPOGRAPHICAL SURVEY

Both a boundary and topographic survey were completed by Paul Thomsen, Ontario Land Surveyor of Zubek Emo Patten and Thomsen in the fall of 2019. (see image below)



6.0 ARCHAEOLOGICAL

A Stage 1 and 2 Archaeological Assessment was completed by Archaeological Services Inc. in 2002 for the Shipyards. The report concluded that the subject property consisted of the former Collingwood Shipyard (25.4 hectares) and a smaller area (1.6 hectares) consisting of a woodlot and an open grassy field. The shipyard was covered in rubble and debris from the demolition of the buildings. Any soil that could be test pitted contained gravel fill related to previous episodes of construction and demolition. The area was disturbed and did not exhibit archaeological potential. The woodlot and grassy field were test pitted. Twenty-five test pits were excavated; however, it was realized that this area had been disturbed by previous industrial activities and site remediation. No other artifacts or cultural remains were encountered on the subject property.

The report concluded that the subject property was to be cleared of further archaeological concern.

7.0 GEOTECHNICAL & HYDROGEOLOGICAL

Geotechnical and Hydrogeological Reports were completed by Terraprobe. A number of recommendations were made within the reports including:

- that Terraprobe review the final grading and design drawings to better assess the design foundation elevations and to provide updated foundation bearing pressure recommendations prior to the development
- providing soil cover in certain areas of the site for frost protection
- that all excavated footing base be evaluated by a geotechnical engineer
- that subgrade be cleaned of materials prior to pouring foundation concrete
- a minimum floor slab thickness
- a requirement for subfloor and basement drainage and groundwater control
- earthquake design parameters

As the building design evolves through the municipal review process additional Geotechnical work will be conducted and refinements will need to be made prior to final building design and eventual building permit issuance.

8.0 ARCHITECTURAL + HERITAGE IMPACT

CEBRA Architects developed the overall design of Collingwood Harbour House with careful consideration for the local architectural heritage associated with the Industrial past of the Collingwood Shipyards. CEBRA has prepared renderings and elevations as well a design brief which demonstrates conformity with the Shipyards Architectural Guidelines as well as the Collingwood Urban Design Manual.

While the subject property is located outside of the Town of Collingwood Heritage District and not subject to the Collingwood By-law 02-112 and Town of Collingwood Downtown Heritage Conservation District Plan (DHCDP), the site plan and architectural design follow the objective for new construction and development.

The objectives and policies of the HCD Plan in regards to new construction and development are:

- ***To encourage new construction and development on existing and vacant lands, to avoid the loss of any Heritage Building or structure***
- ***To ensure that new construction and development complement and enhance the heritage character of the district***

The DHCDP encourages development of vacant lands. The site is currently vacant and no heritage building will be lost. The architectural design and enhancement of heritage character is further outlined in the Architectural Design Brief.



9.0 SERVICING AND STORMWATER

A Servicing & Stormwater Management Implementation Report was prepared by C.F. Crozier & Associates which contains the following conclusions:

- That the servicing and stormwater management strategies for Harbour House are consistent with the Master Stormwater Implementation Report (Crozier, March 2008) and Functional Servicing Report (Burnside, 2003) which was prepared for the entire Shipyards development
- Harbour House will be serviced with full municipal services via the existing sanitary and water service on Side Launch Way
- A storm sewer system will be provided to convey minor flows off site and major flows from infrequent events will utilize overland flow route channels to provide safe conveyance of flow to Georgian Bay
- End of Pipe water quality control will be provided via an existing stormceptor prior to discharge into Georgian Bay and enhanced treatment levels will be provided.

10.0 TRAFFIC

A Traffic Opinion Letter was prepared by C.F. Crozier & Associates which contains the following conclusions:

- that the proposed development is forecasted to generate 55 and 100 two-way trips during the weekday am and pm peak hours respectively
- that a Transportation Study update was completed by Burnside in 2019 which included this section of Huron Street which indicates that the boundary road network has reserve capacity for increases to traffic volumes. Further that these operations do not indicated that the addition of development traffic will have a negative impact on the boundary road network
- Given the similar level of development adjacent to Heritage Drive, it can reasonably be expected that the intersection can accommodate the increases in traffic volumes generated by the proposed development.
- It was determined that under normal operating conditions, the two vehicle stacking spaces provided within the internal driveway for the underground parking entrance would be sufficient to accommodate the expected average queue of one vehicle.
- It was also determined that the proposed underground parking entrance is expected to operate with minimal queues under normal conditions, with excess queuing space available should arrival rates increase and/or service rates decrease.
- The locations of the proposed entrances were reviewed and the minimum corner clearance is satisfied.
- There is sufficient stopping and intersection sight distance available for vehicles approaching and exiting both site accesses.

11.0 PHOTOMETRIC PLAN

A Photometric Plan was prepared by C.F. Crozier & Associates which displays that there will be no overflow of light off the property to the east, west or to the south. However, there will be limited overflow to the boulevard at the northern entrance.

12.0 LANDSCAPE PLAN

A Landscape Plan was prepared by C.F. Crozier & Associates which displays the proposed amenity spaces in the northeastern and northwestern corners of the property. The Landscape

Plan was prepared with consideration for Section 10 – Landscaping and Public Spaces of the Collingwood Urban Design Manual.

It is my understanding that the Town is responsible for landscaping on the boulevards along Huron St, Heritage Drive and Side Launch Way with financing provided previously by the developers as per the Shipyards Subdivision Agreement.

Approximately 1780 m² of outdoor amenity space is provided on the site via the ground level open space areas (661 m²), as well as individual unit balconies and terraces (1122 m²).

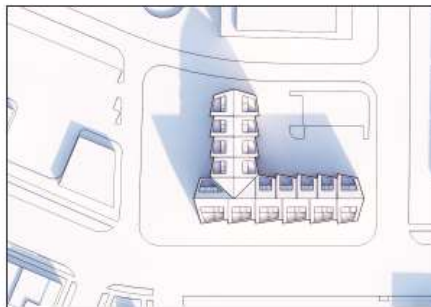
13.0 SHADOW STUDY

A Shadow Study was prepared by CEBRA Architects which simulates the projected shadows on and off the site. (see below) Based on the study shadowing is limited to the subject lands and the adjacent roads.

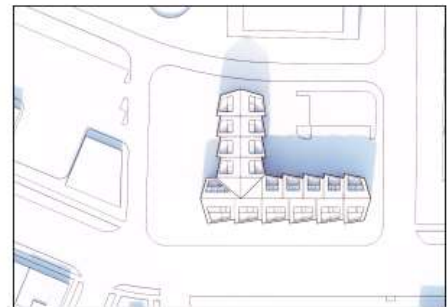
SUN & SHADOW | SEPTEMBER/MARCH 21



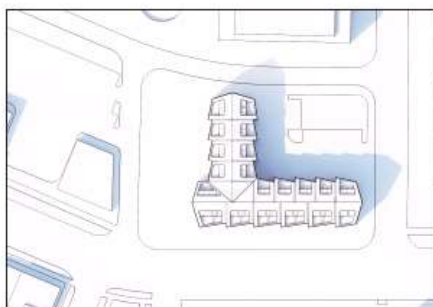
September/March 21 - 8.00 hrs



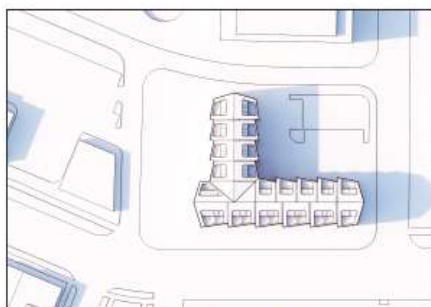
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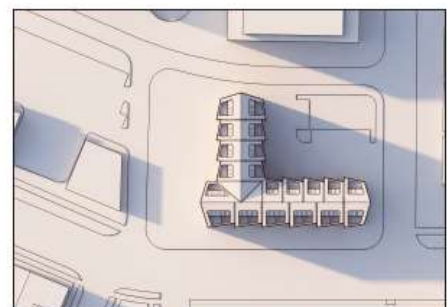
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September/March 21 - 14.00 hrs



September/March 21 - 16.00 hrs



September/March 21 - 18.00 hrs

14.0 NOISE

HGC Engineering prepared a report entitled Impact of Stationary Noise Sources in July of 2020 which concludes that:

- assuming typical worst-case equipment and operating scenarios the noise impact of the existing commercial uses in the area will comply with MECP criteria at the nearest proposed mixed-use/residential development site at 31 Huron Street;
- there is expected to be minimal impact from rooftop mechanical equipment on the neighbouring sensitive receptors

15.0 PLANNING DOCUMENTATION

This section of the Planning Report reviews the planning policies from Provincial, County and Municipal documents that are relevant to this development proposal.

16.1 PROVINCIAL POLICY STATEMENT (2020)

The Province of Ontario provides general planning direction to all communities within the Province. The Planning Act as well as the Provincial Policy Statement (PPS) provides this direction. The purpose of the PPS is to provide for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural environment. The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system.

The PPS focuses growth within settlement areas and away from significant or sensitive resources, and areas that may pose a risk to public health and safety. The fundamental principles set out in the PPS apply throughout Ontario and therefore planning documentation such as official plans and zoning by-laws all must be consistent with the PPS. The subject lands are located within a settlement area and therefore the focus of growth.

The PPS has three distinct sections:

1. Building Strong Communities
2. Wise Use and Management of Resources
3. Protecting Public Health and Safety

Generally Section 1, as stated above, is defining that development should be directed to established settlement areas and should be developed on full municipal services. Section 2 of the PPS deals with natural heritage issues and cultural heritage and archaeology issues. Section 3 deals with natural hazards and human made hazards. All of these policies have been reviewed and the proposal will conform to them. The policies below have been included based on relevance.

1.1.3 Settlement Areas

1.1.3.1 Settlement areas shall be the focus of growth and development.

The subject lands are located in a defined primary settlement area and therefore shall be the focus of growth and development.

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) **efficiently use land and resources**
- b) **are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion**
- e) **support active transportation**
- f) **are transit supportive, where transit is planned, exists or may be developed**

transit supportive: in regard to land use patterns, means development that makes transit viable, optimizes investments in transit infrastructure, and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities, including air rights development, in proximity to transit stations, corridors and associated elements within a transportation system.

g) are freight supportive

freight supportive: in regard to land use patterns, means transportation systems and facilities that facilitate the movement of goods.

The subject lands are immediately serviceable by municipal infrastructure (roads, sanitary and water) and are transit (nearby bus terminal) and freight (Highway 26, Highway 400) supportive.

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, which this can be accommodated.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

The subject lands can be considered a brownfield site that is underutilized and vacant.

1.3 Employment

1.3.1 Planning Authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment, institutional and broader mixed uses to meet long-term needs;***
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;***
- c) not applicable***
- d) encouraging compact, mixed use development that incorporates compatible employment uses to support liveable and resilient communities...***

The proposed mixed use building “is consistent with” the policies of the Provincial Policy Statement by providing an opportunity to develop an underutilized property, with access to full services, within the settlement area of the Town of Collingwood.

16.2 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2019)

The current version of the Growth Plan known as “A Place to Grow”, the Growth Plan for the Greater Golden Horseshoe (GGH) came into effect in 2019. The original GGH was prepared as a framework to implement the Government of Ontario’s vision for building stronger, prosperous communities by better managing growth in this region. The GGH is intended to guide municipalities on a wide range of issues, including transportation, infrastructure planning, land

use planning, housing, natural heritage and resource protection, in the interest of promoting economic prosperity.

Like other provincial plans, the GGH builds upon the policy foundation provided by the PPS and provides additional and more specific land uses planning policies to address issues facing specific geographic areas in Ontario. The GGH is to be read in conjunction with the PPS. The policies of the GGH take precedence over the policies of the PPS to the extent of any conflict.

The GGH is to be read in its entirety and the relevant policies applied to each situation....there is no implied priority in the order in which the policies appear.

The horizon of the GGH is 2041.

Guiding Principles of the Growth Plan states:

- ***Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.***
- ***Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability***
- ***Provide flexibility to capitalize on new economic and employment opportunities as they emerge***

2.2.1 Managing Growth

1.Population and employment forecasts contained in Schedule 3 will be used for planning and managing growth in the GGH to the horizon of this plan.

2.Forecasted growth to the horizon of this Plan will be allocated based on the following:

a)the vast majority of growth will be directed to settlement areas that:

- i. have delineated built boundary;***
- ii. have existing or planned municipal water and wastewater systems***
- iii. can support the achievement of complete communities***

Schedule F of the Town's Official Plan designates the subject lands within the built boundary as well as in the Town's intensification area.

3.Upper and single tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:

a) establish a hierarchy of settlement areas, and areas within settlement areas, in accordance with policy 2.2.1.2;

c)provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form;

4. Applying the policies of this Plan will support the achievement of complete communities by:

a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;

e) provide for a more compact built form and a vibrant public realm, including public open spaces

2.2.5 Employment

1.Economic development and competitiveness in the GGH will be promoted by:

a) making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities

b) ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan; (2041)

c) planning to better connect areas with high employment densities to transit;

d) integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.

3. Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.

The image below shows the Collingwood Transit terminal which is located 2 blocks away (400 m) at the intersection of Pine Street and Second Street.



6.3 Managing Growth

Primary settlement areas for the Simcoe Sub-area are identified in Schedule 8.

Collingwood is identified as a primary settlement area in the GGH. The GGH indicates that the vast majority of growth will be directed to settlement areas that have a delineated built boundary and have existing or planned municipal water and wastewater systems.

Intensification is defined in the GGH as:

The development of a property, site or area at a higher density than currently exists through:

b) the development of vacant and/or underutilized lots within previously developed areas;

Based on the above mentioned policies, it was determined that the proposed mixed use building can conform to the general intent of the Growth Plan.

16.3 SIMCOE COUNTY OFFICIAL PLAN (SCOP)

The subject lands fall under the jurisdiction of the Simcoe County Official Plan (SCOP), which is an upper tier planning document that provides general land use policies for the entire County of Simcoe. The SCOP designates the lands within Primary Settlement Area of the Town of Collingwood. Primary Settlement Areas are the focus areas for development within the County of Simcoe. The SCOP generally relies on the lower tier Municipal Official Plan(s) to provide details relating to development proposals within their individual communities.

Section 3.5 Settlement Area Objectives

3.5.1 To focus population and employment growth and development within settlements, with particular emphasis on primary settlement areas...

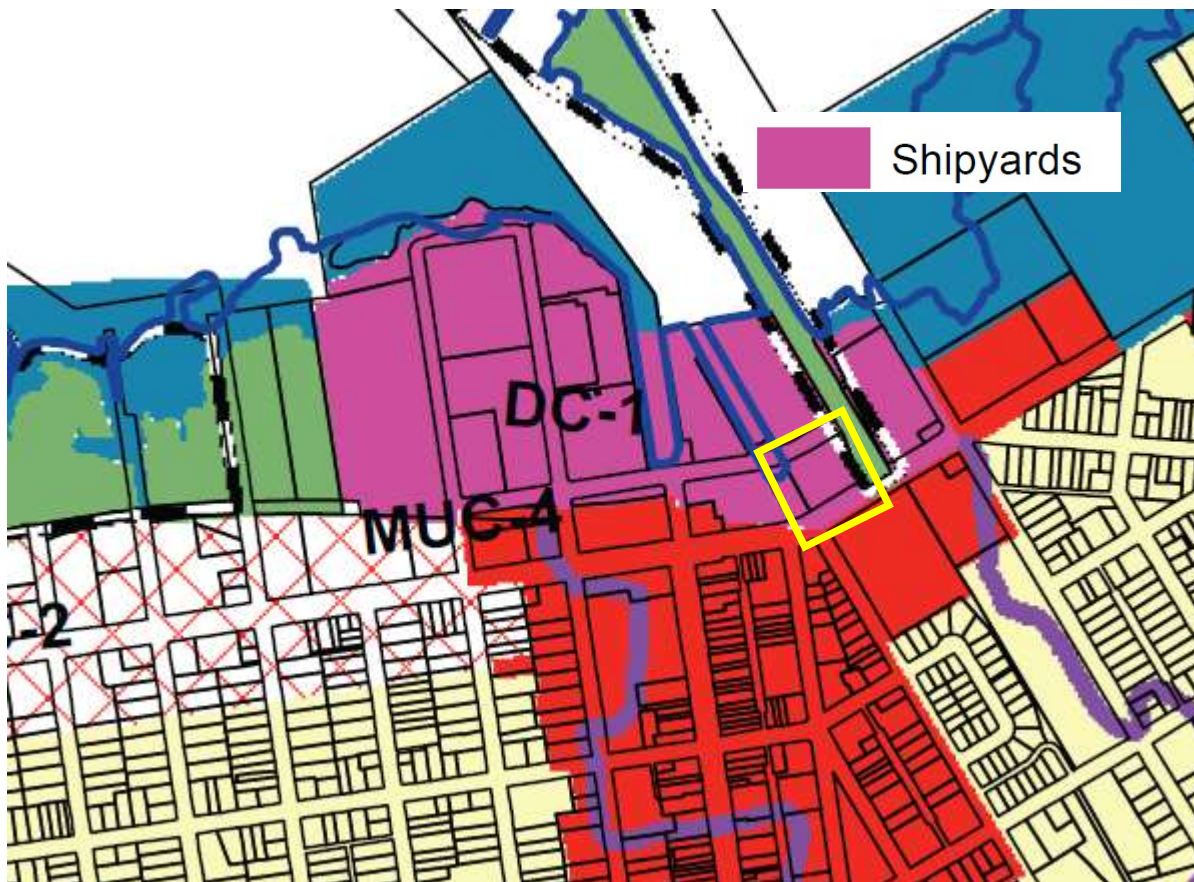
3.5.2 To develop a compact urban form that promotes the efficient use of land and provision of water, sewer, transportation, and other services.

It was determined that the proposed development can conform to the general intent of the updated Simcoe County Official Plan.

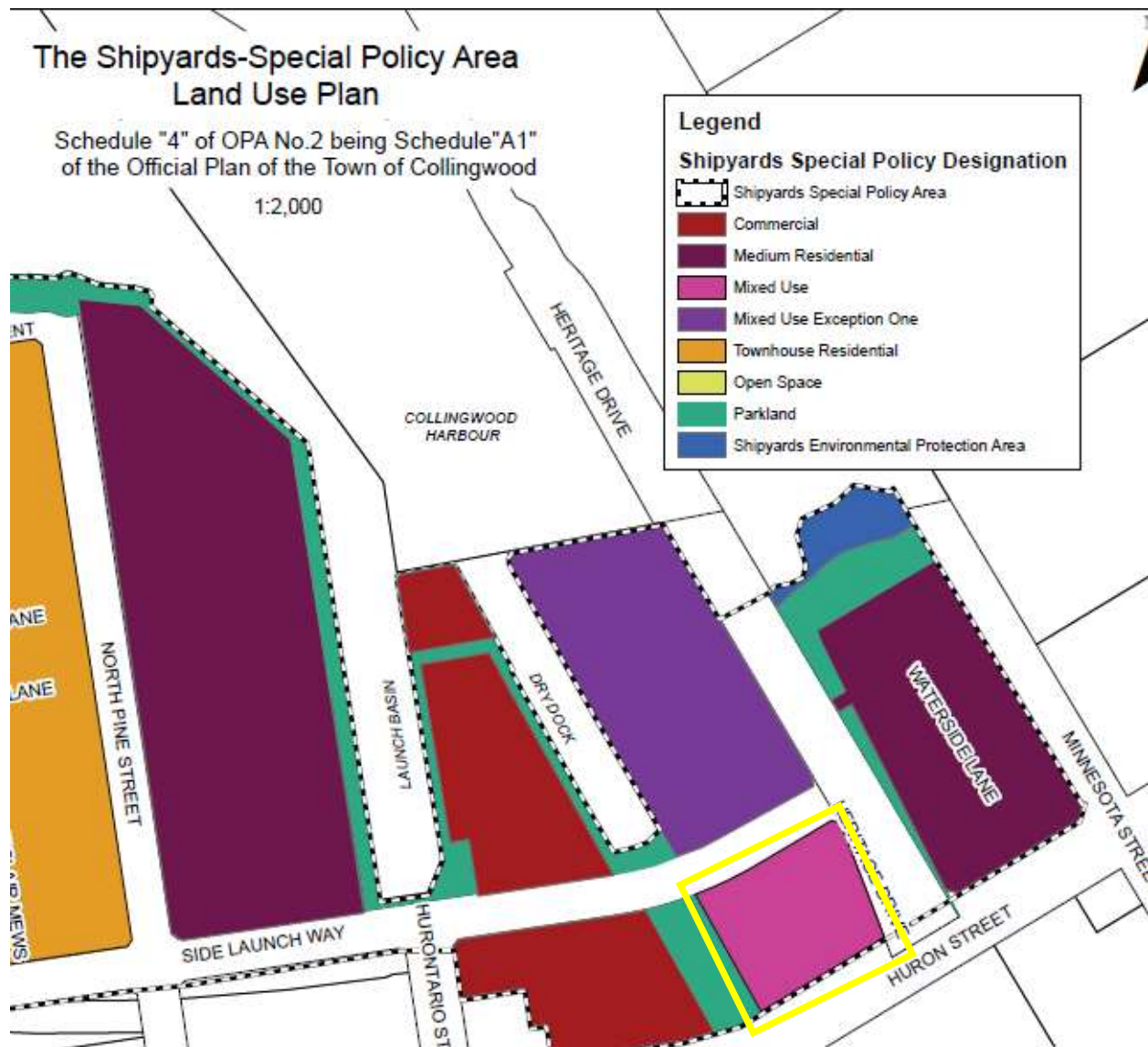
16.4 THE TOWN OF COLLINGWOOD OFFICIAL PLAN

The Planning Act requires the Official Plan (OP) of the Town of Collingwood to have regard to matters of provincial interest. The Act also requires the Official Plan to be consistent with any Policy Statements (2020) and to be in conformity with approved Provincial Plans, which in Collingwood's case is the Growth Plan referenced previously. The Town of Collingwood is recognized as a lower tier municipality within the County of Simcoe and accordingly, Collingwood's OP is required to conform with the County of Simcoe OP. As noted previously the Town of Collingwood is considered a Primary Settlement Area in the Growth Plan and in the County OP.

Schedule A of the Town of Collingwood Official Plan designates the subject lands 'Shipyards'.



Schedule 4 of OPA No.2 being Schedule A1 designates the subject lands as Mixed Use.



1.5 Mixed Use

1.5.1. Permitted Uses

The permitted uses shall be in accordance with Section 4.4.4.1 and 4.4.4.2, Downtown Core – Permitted Uses, of the Town of Collingwood Official Plan and the policies contained herein. Department Stores, large food supermarkets, or large floor plate retail uses shall not be permitted. The maximum gross floor area of any Retail Commercial Establishment shall generally be 465 square meters.

Given the site's unique location adjacent to the waterfront as a logical extension of the Downtown Core, Medium Density Residential in accordance with section 4.4.4.9.3.1.2 of this Plan, and associated accessory uses, are also permitted.

The permitted commercial and residential uses may be constructed as stand-alone uses or in a mixed-use structure. Under all development scenarios, commercial uses shall be located at grade,

along the Huron Street frontage. Notwithstanding this policy, accessory residential uses may also be permitted to be located, at grade, along the Huron Street frontage such that the predominant use of the frontage is maintained for commercial use. Except as outlined herein, all residential uses located in a mixed-use building, except accessory uses to a residential use, shall be located above at-grade commercial uses. An accessory use to a residential use includes, but is not limited to, a ground floor waiting area, a security desk, and a utility room.

Subject to the policies contained herein, a senior's residence, retirement home and/or nursing home, be it privately or publicly owned, may be permitted.

Those lands designated Mixed use are also subject, where applicable, to the Development Standards of Section 4.4.4.9.3.1.9 of the Plan.

1.5.2 Policies

The following policies shall apply:

Unit Counts

Subject to the policies of Section 4.4.4.9.3.1.9.2 of the Official Plan, the residential unit count shall generally not exceed 130 units.

The proposed mixed use building includes 130 residential condominium units on the 2nd to 6th floors.

Building Heights

The height of any building shall not exceed (6) storeys.

The proposed mixed use building is 6 storeys with a maximum height of 26 m. It is worth noting that it is very common for the definition of height to be measured to the midpoint of a pitched roof, which in this case would be 23.5 m.

Residential Policies

The policies of section 4.4.4.9.1.2 of the Plan shall apply to any stand alone residential use.

Buildings shall be designed and constructed in accordance with "The Shipyards – Special Policy Area Architectural Design Guidelines"

The proposed mixed use building is consistent with the Architectural Guidelines.

2.5.2 Complete Communities and Compact Urban Form

Central to the Growth Plan, and this Official Plan, are the concepts of Complete Communities and Compact Urban Form. These concepts correspond roughly to a more locally-based way of living and the land use patterns and built form needed for its achievement.

2.5.2.1 Complete Communities are defined as those meeting people's needs for daily living, throughout an entire lifetime, by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure including affordable housing, schools, recreation and open space for their residents, and providing convenient access to public transportation and options for safe non-motorized travel.

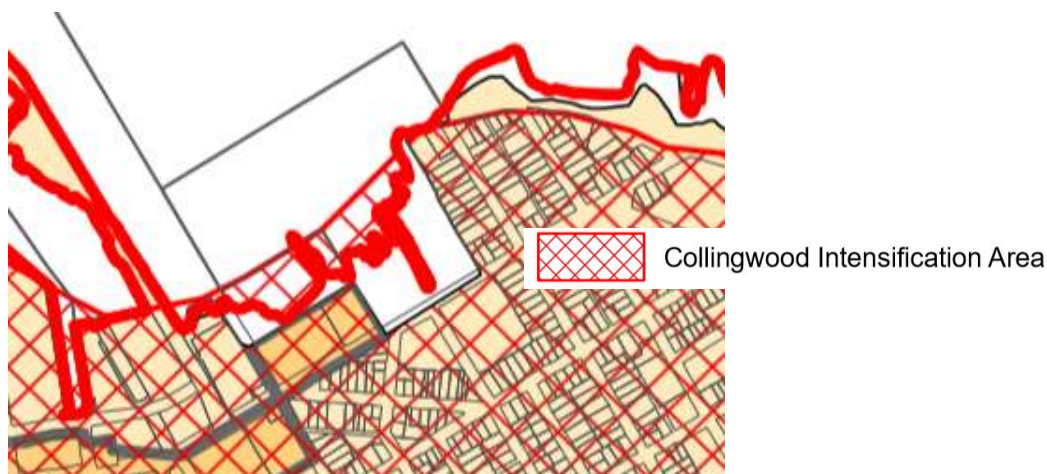
2.5.2.2 Compact Urban Form is defined as a land-use pattern that encourages efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace and institutional all within one neighbourhood), proximity to transit and reduced need for infrastructure. Compact

urban form can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail.

2.5.4 Urban Structure

In the context of Collingwood, the Growth Plan characterizes the Town as a primary settlement area in its entirety consisting of a settlement boundary, a built boundary, a built-up area and a designated greenfield area. The Growth Plan also directs municipalities to identify intensification areas. Schedule 'F', to this Plan, entitled Urban Structure, identifies these structuring elements, which are described as follows and formally defined in the Growth Plan itself:

Intensification areas, are specific areas within the built boundary where growth through intensification can be focused.



3.1 GENERAL

The goals and objectives applicable to the community as a whole are found in this section. To ensure that the implementation of the policies outlined in this Plan will result in the development of an economically strong, vibrant and complete community, the following general principles must be considered throughout:

- *that new development is protected from flooding and other natural or human made hazards;*
- *that in accordance with its context, new development is encouraged to be compact in form and include a diverse mix of land uses, a range and mix of employment and housing types, and easy access to local stores and public /private services;*
- *that public open space, recreation facilities, schools, civic and cultural facilities shall be accessible by pedestrians, cycling and transit;*
- *that new development is serviced with full municipal water supply and sanitary sewage disposal facilities; and,*
- *that no by-law is passed which does not conform with the intent of this Plan.*

Based on the above the proposed mixed use building will conform to the Town of Collingwood Official Plan.

16.5 SUSTAINABLE COMMUNITY PLAN (SCP) COLLINGWOOD (2008)

The SCP provides a framework for sustainable decision making for the next forty years in Collingwood, which builds upon a solid foundation of work already underway at the Town.

The proposed office building will have a positive impact on the four (4) sustainability pillars (economic, social, environmental, and cultural).

The SCP goals and actions provide guidance on how to become a more complete community creating a social framework that offers a full range of jobs, housing, services, public transit and health care, along with recreational, educational and cultural opportunities.

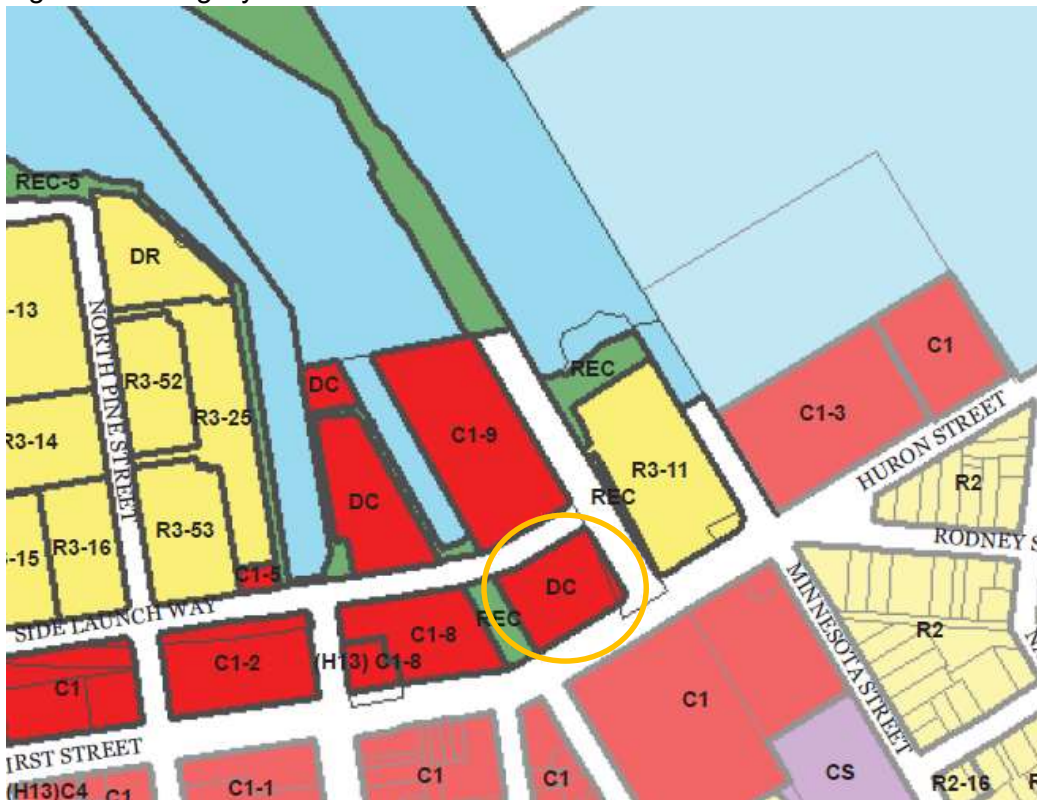
Some of the initiatives that are linked to the proposed Harbour House development include:

- Intensification Initiatives
- Urban Infilling
- Brownfield Redevelopment (Shipyards)
- Economic development
- Utilize existing infrastructure
- Active Transportation
- Live, work and play in close proximity

The proposed mixed use building is in accordance with many of the initiatives of the Sustainable Community Plan.

16.6 TOWN OF COLLINGWOOD ZONING BYLAW 2010-40

The subject lands are zoned “Deferred Development Commercial” (DC) in the Town of Collingwood Zoning Bylaw 2010-40.



2.7 “D” symbol – Deferred Development Zones

- 2.7.1 Deferred development zones may be utilized and are indicated with appropriate symbols (e.g. “DR”, “DC”, “DM”, etc.) and signify that a deferred development zone is in force. The development of land so zoned is being deferred until Council is satisfied what the final zone classification of the lands should be and pending the enactment of an amendment to this Zoning By-law.
- 2.7.2 Unless provided elsewhere in the Zoning By-law, the uses permitted for lands subject to a deferred development zone are limited to those that lawfully existed at the date of this Zoning By-law coming into force, or as the case may be, those lawfully existing prior to the deferred development zone coming into force and effect.
- 2.7.3 Any land that is subject to a deferred development zoning shall maintain its lot area and lot frontage as it existed on the day of passing of this by-law. The zone provisions for an existing building located on lands subject to a deferred zone shall be those existing on the day of passing of this Zoning By-law.

A deferred development “D” zone is used when the final zoning classification for land has yet to be established. This may occur when the Official Plan designation has set the form of development, but as no specific development application has been filed, a Council decision on the final zoning has been deferred.

The Deferred Commercial (DC) zone is located on Block 11 of the Shipyards Master Plan. A DC zone was placed on this land because although the Official Plan designation contemplated mixed use commercial and residential uses, as no site plan control agreement has been submitted appropriate implementing zoning remains to be determined.

The existing DC Zone does not permit the proposed mixed use development, so a Zoning Bylaw Amendment is required.

A Zoning Bylaw Amendment is required to rezone the property from the Deferred Commercial (DC) Zone to the Downtown Commercial - Exception (C1-X) Zone.

The proposed mixed use building can conform to the majority of the provisions of the C1 zone.

	<u>Required</u>	<u>Proposed</u>
Minimum Lot Area (m ²)	Nil	4690 m ²
Minimum Lot Frontage	Nil	60 m
Minimum Front Yard	Nil	0 m
Minimum Exterior Side Yard	Nil	0 m
Minimum Rear Yard	7.5 m	between 0 m and 5.17m
Maximum Height	12 m	26 m
Maximum Lot Coverage	Nil	55%
Minimum Landscaped Open Space	Nil	16%
Minimum Building Depth	15 m	20 m+
Parking Requirements	195 spaces	204 spaces
1 space each per residential unit = 130		
residential visitor spaces @ 0.25 per unit = 33		
commercial 3/100 m ² GFA (1056m ²) =32		
Accessible Parking Spaces	4	4
2% of 195 = 4		
Bicycle Parking Spaces	15	200
Entrance Widths	7.5 m	7.5 m
Delivery Space	1	1

Based on the above, exceptions are required for Maximum height and Minimum Rear Yard Setback.

Planning Justification for the Proposed Zoning Bylaw Amendment

1. Vacant underutilized property
2. Fully serviced site
3. Within 500 m of the Downtown Core
4. Within 100 m of the shoreline of Georgian Bay
5. Located on a major collector road
6. Ample parking on site
7. OP permits height to 6 storeys
8. Rear yard setback is to open space, so there will be no conflict.

Based on the above noted planning rationale and the proposed rezoning via the attached draft Zoning Bylaw Amendment document the proposed mixed building would conform to the Town of Collingwood Zoning Bylaw.

16.7 SHIPYARDS ARCHITECTURAL GUIDELINES (2002) and URBAN DESIGN MANUAL

CEBRA Architects were retained by Streetcar Developments Inc. to create a building design for Harbour House that captures the essence of Collingwood Heritage in a contemporary form. CEBRA has provided an outline of their architectural vision after reviewing the Shipyards Architectural Guidelines and the Town's Urban Design Manual.

16.9 SHIPYARDS MASTER DEVELOPMENT AGREEMENT

The Subject Lands were created as part of an approved Plan of Subdivision 51M-926 January 2009. As part of this process the Town and the Developer entered into a Master Development Agreement March 2006 to ensure the subject lands were adequately serviced.

Amongst other items the Shipyards Master Development Agreement speaks to the following requirements for development:

- a) Section 45.8 titled Urban Design Guidelines and Architectural Design Guidelines;
- b) Section 45.15 titled Zoning Prior to Site Plan Approval, etc.;
- c) Section 45.16 Road Improvements;
- d) Section 45.17 Parking Garage;
- e) Section 45.28 titled Shipyards Master Development Agreement - Application;
- f) Section 45.35 titled Warning and Notice Clauses;
- g) Section 45.40 titled Shoreline Works; and
- h) Section 45.43 titled Protection of Heritage Attributes on Adjacent Lands.

Coordination of the proposed entrances (Heritage Way) and the proposed landscaping elements (Side Launch Way) will be required with respect to the approved Shipyards "Streetscape Plans" prepared by The MBTW Group.

It was determined that the supporting Site Plan Application and associated reports and studies ensure that the development of the subject lands is consistent with the requirements set out in the Master Development Agreement.

16.10 WATERFRONT MASTER PLAN (2016)

The Waterfront Master Plan (WMP) provides a long-term, comprehensive plan for the Town of Collingwood's waterfront, focusing on the area from Hen and Chickens Island to Sunset Point Park, where the majority of public spaces and mixed-use activity is located. Investment in the waterfront prioritizes a complete, offroad trail network, mixed-use activity in the Downtown waterfront and on the Pier, enhanced recreational amenities in Sunset Point Park and Harbourview Park and new facilities for motorized and non-motorized boating. The Waterfront Master Plan is supported by a detailed implementation plan.

Below is an image from the WMP which basically mimics the proposed layout of the Harbour House building.



Section 3.5 (specifically key initiatives 3, 5 and 6) list a number of initiatives that are included in the Harbour House design including:

- **Street design should consist of special paving, upgraded furnishings, street tree planting, etc..**
- **Design street with potential to be closed for pedestrian only events**
- **Create vehicle parking lay-bys on both sides of the Side Launch Way for on-street parking when street is open to vehicles**
- **New public Piazza with water feature**
- **Retain views from First Street (Huron Street) through the Dry Dock to the Terminals**
- **Consider water feature with art piece reflecting Collingwood's shipbuilding history (e.g. infinite side launch waterfall)**
- **All blue buildings in plan: Updated development standards and Design Guidelines for development sites**
 1. **at least one level of underground parking is required with new development**
 2. **residential uses within the Shipyards should conform to the existing Shipyards land use plan**

The image below shows the subject lands in area 4 (identified in blue).



The image below displays the view through the public park, over the dry dock to the Terminals.



Collingwood Harbour House has considered and implemented the majority of the Development Standards within section 4.2 including:

- ***Within the Shipyards area, all buildings should have a minimum height of 6 m***
- ***A maximum front and/or exterior side setback of 3 m is required and frontages on the south side of Side Launch Way and facing the Piazza (affects Block #1, 2, 3 and 4). This setback area will accommodate spill-out spaces and create a consistent setback.***
- ***On Block 4, building setbacks must be aligned with the edges of the rights-of-way along Ste Marie Street to maintain clear views through the Dry Dock***
- ***No driveway access is permitted to Blocks 1,2,3 or 4 from Huron Street***

Similarly, the following items in section 4.3 Building and Site Design Guidelines have been incorporated into the Harbour House design:

- ***All new development on the waterfront should be designed to address adjacent streets, public spaces and the water, promote transparency and connectivity, and reflect a high quality of design***
- ***With the exception of Recreation areas, site should contain mixed uses, including residential uses.***
- ***Buildings should be oriented to address public streets, public spaces, natural areas and the water. Blank facades shall be avoided on these frontages***
- ***All new buildings are encouraged to be complimentary to guidelines contained in the Heritage Conservation District Plan, including the use of materials, façade rhythm, storefront proportions and signage design***
- ***Contemporary interpretations of traditional building styles and architectural features are encouraged rather than replication of historical styles***
- ***The ground floor of buildings should consist of active, publicly accessible uses***
- ***Ground floors should be designed with significant glazing***
- ***Materials and façade design should create a human scale***
- ***These buildings are encouraged to include spill out retail spaces for patios, seating, displays, etc...***
- ***Where a commercial ground floor is required or encourage, the ground floor height should be a minimum 4.5 m in height. This height allows for flexibility and evolution of uses over time.***
- ***Buildings with commercial ground floors or live/work units are encouraged to include retail frontage sizes and frequent storefront entrances in keeping with the rhythm of Hurontario Street south of First Street***
- ***Ground floor units fronting onto public streets must have individual entrances***
- ***Upper levels should have an abundance of windows looking onto open spaces to promote a sense of safety and connectivity***
- ***Balconies and terraces on the upper levels are encouraged and should be sensitively integrated into the massing of the building***
- ***Utilize cladding materials that are traditionally found on waterfront buildings, including brick, stones, metal, wood, glass and concrete. Materials should be used in their natural state and should be selected for durability and compatibility with surrounding buildings***
- ***Materials including stucco, vinyl siding, plastic, plywood, concrete block, darkly tinted and mirrored glass and metal siding utilizing exposed fasteners should be discouraged.***
- ***Within a single building or development, the number of different types of building materials used shall be limited in favour of achieving a unified building design.***
- ***All mechanical equipment should be screened visually and acoustically. Such screening should be integral to the architectural design of the building***
- ***Native plant species***

The proposed mixed use building is in accordance with many of the Standards and Guidelines of the Waterfront Master Plan.

16.0 CONCLUSIONS + RECOMMENDATIONS

The proposed mixed use building is consistent with the policies of the Provincial Policy Statement and conforms to the intent and direction of the Growth Plan for the Greater Golden Horseshoe (2019), Simcoe County Official Plan and Town of Collingwood Official Plan.

The proposed Architectural design of Harbour House captures the Heritage characteristics of the Terminal building in a contemporary form.

A site specific Zoning Bylaw Amendment is required to rezone the property from Deferred Commercial (DC) to Downtown Commercial – Exception (C1-X). Relief from the C1 provisions is required to acknowledge maximum height (26 m) and rear yard setback (nil).

We would respectfully request that the Town of Collingwood proceed with the enclosed Zoning Bylaw Amendment and Site Plan application(s).

Respectfully Submitted by:

PASCUZZO PLANNING INC.

Andrew Pascuzzo MCIP, RPP