

## PLANNING JUSTIFICATION REPORT

ZONING BY-LAW AMENDMENT & SITE PLAN APPLICATIONS

BLACKMOOR GATES: 22 CAMPBELL STREET, 750 AND 774 HURONTARIO STREET & 33 FINDLAY DRIVE

Town of Collingwood

Date:

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Prepared for:

**Blackmoor Gates GP** 

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## 1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") was retained by Blackmoor Gates GP (the "Owner"), the Owners of the subject property (the "Site") to review the planning merits of a proposed Zoning By-law Amendment, Site Plan Control and Draft Plan of Condominium application on the Site to permit a residential development consisting of a total of 28 single detached dwellings (the "Proposed Development").

In May 2018, a Zoning By-law Amendment ("ZBA") and Site Plan Control submission was made by a previous consulting team to rezone the subject lands from the existing Residential Second Density Zone (R2) and Residential Second Density Zone Exception 13 (R2-13) to the Residential Third Density Zone Exception XX (R3-XX) with site specific zoning exceptions. At the time of the initial applications the Proposed Development consisted of 28 units (27 single detached dwelling units and 4 semi-detached dwelling units). Zoning By-law Amendment and Site Plan Control applications were previously submitted with the intent to submit the application for Draft Plan of Condominium further in the development process.

A revised Site Plan has been prepared by MHBC Planning, and accordingly revisions to the initial Zoning By-law Amendment and Site Plan Control applications have been resubmitted. The purpose of the ZBA is to rezone the Site from the existing Residential Second Density Zone (R2) and Residential Second Density Zone Exception 13 (R2-13) to the Residential Second Density Exception XX (R2-XX) with site specific zoning exceptions.

The Site is located in the south end of the Town of Collingwood. The Site has an area of 1.48 hectares (4.2 acres) and includes frontage along Hurontario Street, Campbell Street and Findlay Drive. The combined frontage of the Site is approximately 25.8 metres. The location of the Site is shown on **Figure 1.** 

The Site is designated 'Residential' on Schedule 'A' of the Town of Collingwood's Official Plan and 'Settlement' in the County of Simcoe Official Plan. No amendment to either Plan is required to facilitate the Proposed Development.

# 2.0

# SITE DESCRIPTION AND SURROUNDING LAND USES

### 2.1 Proposed Site Plan

The Site is proposed to be developed for a total of 28 residential units, comprised of single detached dwellings. The dwellings are proposed to be oriented around a looping 7.2 metre wide private condominium road (~11m wide condominium right of way). Each dwelling will have vehicular access directly from the condominium road. Pedestrian walkways have been provided around the condominium road as well as to all three street frontages to provide pedestrian circulation and direct access to the units.

Four model types are proposed across the site. The form of development proposed is anticipated to be marketed towards seniors as the smaller unit size and nature of the condominium development lends itself to a low maintenance lifestyle.

The Site will be extensively landscaped, making use of hard and soft landscape features. Landscaped open space is provided centrally, in addition to a community building. A central walkway is proposed through the Site, linking units to the central amenity area and community building. Vehicular access into the Site is provided from Campbell Street to the north, through the property municipally known as 22 Campbell Street. An additional emergency services access is proposed from Hurontario Street to the east. Pedestrian/active transportation accesses are provided to all three street frontages. The multi-model trail is intended to be dedicated to the Town post registration of the future draft plan of condominium. A consolidated amenity space has been provided central to the Site, along with a community building for use of future residents. The development is proposed to connect to existing municipal stormwater, sanitary, and water services.

A standard draft plan of condominium is planned for the Site, with the individual units comprising of the dwelling units and the driveways.

## 2.2 Proposed Zoning By-law Amendment

The Site is currently zoned Residential Second Density Zone (R2) and Residential Second Density Zone Exception 13 (R2-13) in the Town of Collingwood's Zoning By-law (Figure 6). A Zoning By-law Amendment is being sought to rezone the subject lands to the Residential Second Density Zone Exception XX (R2-XX) with site specific zoning exceptions to permit the Proposed Development.

# 3.0 SITE CONTEXT

This Section of the Report provides a brief overview of the Site as well as surrounding land uses.

The Site is located in the southern portion of the Town of Collingwood. The Site is made up of four (4) distinct parcels. One parcel has frontage along Campbell Street, known municipally as 22 Campbell Street. Two of the parcels have frontage along Hurontario Street, known municipally as 736 and 750 Hurontario Street. The fourth parcel has frontage along Findlay Drive, known as 33 Findlay Drive. The single detached dwelling along Findlay Drive is proposed to be retained, and will be subject to an application for Severance at a later date. Only the rear portions of 736 Hurontario Street and 33 Findlay Drive are proposed for development. The single detached dwellings located on both lots are proposed to be retained and severed at a later date. In total, the Site is approximately 1.48 hectares in area, with 10.1 metres of frontage along Hurontario Street, 12.7 metres of frontage along Findlay Drive and 3.02 metres of frontage along Findlay Drive.

Surrounding land uses are primarily residential in nature. Single detached dwellings abut the Site along Campbell Street, Maple Street, Hurontario Street, and Findlay Drive. An elementary school (Notre-Dame-De-La-Huronie) abuts the Site to the southwest. Further north along Hurontario Street is a high school (Collingwood Collegiate Institute) and scattered commercial uses. Further south are institutional and commercial uses.

The topography of the Site is relatively flat, with the highest points being the centre of the Site. The site is vegetated in the form of trees and plantings in the backyards of the single detached dwellings.

### 3.1 Public Meeting / Public Comments

As part of the initial Zoning By-law Amendment process for the original development concept, a Public Meeting was held on July 23<sup>rd</sup>, 2018. The meeting provided members of Council and the public an opportunity to hear an overview of the Proposed Development and provide comments. Written correspondence was received from a number individuals. Main themes from the comments received are summarized below. In addition, a response is provided to indicate how the comments have been addressed through the revised development concept:

#### • Potential Traffic Impacts

**Comment:** Members of the public expressed concerns relating to the potential impacts of increased traffic, including vehicle noise, safety, and associated impacts.

A Traffic Impact Study was completed in May of 2018. After an operational analysis, it concluded that the additional peak AM and PM trips generated by the Proposed Development would not have a significant impact on the service level of the intersections within the study area (Campbell Street at Hurontario Street and Campbell Street at Maple Street). Additionally through the revisions made to the Site Plan, the proposed internal

condo road and dwelling units have been reconfigured to provide greater buffering to adjacent lots through providing a minimum of 5m separation from the proposed units to all adjacent property boundaries as well as push the intersection further into the Site to improve traffic circulation and buffering. Landscape treatments and fencing will also provide additional buffering to adjacent properties.

#### • Density / Compatibility

**Comment:** Members of the public expressed concerns with the proposed density of the development. Concerns of compatibility with the surrounding area were also raised.

The form of the Proposed Development, single detached dwellings, is consistent with the built form of the surrounding area. While the proposed dwelling units are generally smaller than the surrounding dwellings they represent the same form of low density dwellings and have been clustered in a way that respects the surrounding streetscape while providing active transportation connections to the three surrounding street frontages, further enhancing the walkability and connectivity within the neighbourhood. The original development included several semi-detached dwellings which have been replaced with single detached dwellings in the revised concept. The Proposed Development provides a density of 18.91 units per gross hectare, which is within the prescribed range within the Town OP Low Density designation of 15-20 units per gross hectare. Additionally enhanced setbacks have been incorporated into the revised concept to address concerns of neighbouring property owners as the Proposed Development now provides at least a 5 metre setback to all adjacent property boundaries.

#### • Stormwater Management / Drainage

**Comment:** Members of the public expressed concern regarding the Site's drainage and potential impact on adjacent properties.

A Design and Stormwater Management Report (SWM) was prepared by CAPES Engineering. and submitted concurrently with this resubmission. It concludes that Stormwater management will be implemented in the form of an internal subsurface storage system consisting of oversized piping and storage tanks. Flow will be controlled to pre-development levels and connect to a new storm sewer on Campbell Street that would ideally get installed at the same time as the proposed watermain. The new storm sewer will connect to the existing system on Hurontario Street and will require a check valve to delay the release of runoff until the flow in the receiving system has passed. Quality control for stormwater runoff will be provided by an Oil Grit Separator which will ensure greater than 80% TSS removal. The site is feasible from an engineering point of view.

#### Form of Development

**Comment:** Members of the public expressed support for the Proposed Development expressing that the style of development proposed (community focused) is needed in the Town and addresses a gap in the housing market for seniors. Members of the public also expressed support of the style of the development, stating that it will lend to a sense of community for future residents.

The form of development proposed contributes to a full range and mix of housing in the Town that addresses the needs of the population base and provides a unique size and tenure within the Town's single detached housing supply that further enhances the range and mix of housing available to residents.

# **PLANNING ANALYSIS**

The following provides an overview of the applicable Provincial, County and Town planning policies and regulations as they pertain to the subject site and proposed Zoning By-law Amendment.

### 4.1 Planning Act

The *Planning Act* establishes the rules for land use planning in Ontario, and effectively describes how land uses can be controlled, and who may control them. With respect to the application made, Section 34 of the *Planning Act* sets the legislative framework for Zoning By-laws and Section 41 sets the legislative framework for Site Plan Control Areas.

Sections 2 and 3 of the Planning Act require that planning decisions have regard to matters of provincial interest, be consistent with the provincial policy statements and conform with the provincial plans that are in effect. Sections 4.2 and 4.3 will examine the applicable provincial policy and plans as they relate to the Proposed Development.

Based on a comprehensive review of the proposal and applicable sections of the Planning Act, it is the opinion of the undersigned that the Proposed Development complies with the applicable policies of the Planning Act

### 4.2 Provincial Policy Statement (2020)

The Provincial Policy Statement ("PPS") is the statement of the provincial government's policies on land use planning, and is intended to provide policy direction on land use matters which are in the Provincial interest. All land use planning decisions are required to be consistent with the PPS. This application has been reviewed under the Policy Statement, and it is the opinion of the undersigned that the proposal is consistent with the Policy.

It is noted that at the time of writing, the Provincial Government has released the 2020 PPS which will come into effect on May 1st, 2020. Notwithstanding that the 2014 version is in effect at the time of writing, it is not anticipated that Council will make its decision before the 2020 PPS comes into effect. As such, the 2020 PPS has been reviewed.

Policies of the PPS, among other matters, direct the focus of growth towards settlement areas to ensure their continued viability, and encourage densities and a mix of land uses which efficiently use land and resources and are appropriate for existing infrastructure. The PPS further contains policies that direct for a range and mix of housing types and densities, and opportunities that promote economic development to support long-term economic prosperity.

The Proposed Development is within the Town of Collingwood settlement area, within the current built boundary and provides for residential intensification within an existing neighbourhood that provides additional single detached dwellings in a compact form accessed by a private condominium road that are compatible with the surrounding neighbourhood and built form, while providing these units at a different size and tenure that is common for the surrounding neighbourhood, enhancing the range and mix of housing in the area and diversifying the housing stock. The Proposed Development can be appropriately serviced by existing/planned expansions to infrastructure, and promotes economic development and overall vitality in the area.

Based on a comprehensive review of the proposal and applicable policies of the PPS, it is the opinion of the undersigned that the Proposed Development is consistent with the policies of the 2014 and 2020 PPS.

# 4.3 Growth Plan for the Greater Golden Horseshoe (2019)

The Town of Collingwood is within the boundaries of the Growth Plan for the Greater Golden Horseshoe (the "Growth Plan") and thus the Growth Plan is applicable to the Site. The Growth Plan was created by the Province to guide the building of stronger more prosperous communities through the management of growth. The Growth Plan contains various principles which are to guide decisions on how land is developed. These guiding principles are outlined in Section 1.2.2 and include building compact, vibrant and complete communities, managing growth, protecting natural resources, optimizing the use of infrastructure, and providing for different approaches to managing growth that recognize the diversity of communities. The Proposed Development aligns with the guiding principles as it represents compact development and utilizes existing municipal infrastructure for water and wastewater servicing, and transportation access and provides for a different approach to managing growth by providing a unique form of single detached dwelling in a smaller and more compact form that is both compatible with the surrounding neighbourhood and enhances the range of home ownership opportunity in the area.

Section 2 provides policies about where and how to grow with an emphasis on directing growth to existing settlement areas. Specifically policy 2.2.1 – Managing Growth provides requirements for how population and employment growth will be accommodated. These requirements include directing growth to settlement areas that have a delineated built boundary, have existing or planned municipal water and wastewater systems and can support the achievement of complete communities. Within settlement areas growth will be further focused within delineated built-up areas, strategic growth areas, locations with existing or planned transit, with a priority on higher order transit where it exists or is planned and areas with existing or planned public service facilities. The Proposed Development conforms with these policies as it is located within the delineated built-up area of the Town of Collingwood, and is located within walking distance of bus

stops for both the Colling Transit West and East routes, as well as both an elementary school and high school.

Section 2.2.1 – Managing Growth of the Growth Plan further promotes the achievement of complete communities that feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and public service facilities; improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes; provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes; expand convenient access to a range of transportation options, including options for safe, comfortable and convenient use of active transportation and an appropriate supply of safe, publicly-accessible open spaces, parks, trails and other recreational facilities among others; provide for a compact built form and a vibrant public realm, including public open spaces; mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and integrate green infrastructure and appropriate low impact development. The Proposed Development conforms to these policies as it enhances the diversity and mix of residential land uses within the surrounding neighbourhood as well as a form of development that is geared towards seniors or retirees, is conveniently located within the existing built boundary with convenient access to nearby amenities and institutional uses as well as higher order transportation, enhances the local active transportation network by providing additional connections through to all three street frontages and the compact and clustered form of development helps to reduce land consumption which combined with the connectivity to both higher order and active transportation contributes to mitigating climate change impacts.

Section 2.2.2 – Delineated Built-up Areas of the Growth Plan directs that upper and single tier municipalities, including the County of Simcoe establish a minimum percentage of residential development that will occur within the delineated built-up areas as well as develop a strategy for accommodating intensification within the delineated built-up area. These policies will be reviewed within Section 4.3 County of Simcoe Official Plan.

Section 2.2.6 of the Growth Plan – Housing directs that upper and single tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will: support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of the Plan by: identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet the projected needs of current and future residents and establishing targets for affordable ownership housing and rental housing. Section 2.2.6 also directs that municipalities will support the achievement of complete communities by: planning to accommodate the forecasted growth to the horizon of this plan; planning to achieve the minimum intensification and density targets in this plan; considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify their overall housing stock across the municipality. The Proposed Development conforms to these policies as the introduction of smaller single detached dwelling product with a condominium tenure and of a density that is within the Town Official Plan's prescribed density range provides for a greater range and mix of housing options within the surrounding neighbourhood, contributes to diversifying the overall housing stock across the municipality and represents appropriate intensification within an existing residential area.

Section 3 of the Growth Plan – Infrastructure to Support Growth generally prioritizes infrastructure planning to support and accommodate the forecasted growth to the horizon of the Growth Plan

and to ultimately support the achievement of complete communities and move towards a more compact built form. Section 3 includes further policies regarding transportation including generally providing increased connectivity among transportation modes, offering a balance of transportation choices that reduces reliance upon the automobile, promoting public transit and integrating active transportation networks. The Proposed Development conforms to these policies as it will provide greater residential density in an area that is serviced by two existing public transportation routes, increase linkages and active transportation connections within the community and contribute towards providing a compact built form and complete community.

Section 3 also includes policies related to water and wastewater systems and stormwater management. As demonstrated in the Design and SWM Report prepared by CAPES Engineering the Proposed Development will be serviced by existing municipal water and wastewater services and will provide an onsite stormwater management solution that will satisfy all applicable requirements.

It is noted that one overarching theme of the Growth Plan is supporting and encouraging "Compact Built Form" and "Complete Communities". These terms are specifically defined by the Growth Plan as follows:

Compact Built Form: A land use pattern that encourages the 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 built 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. Walkable neighbourhoods can be characterized by roads laid out in a well-connected network, destinations that are easily accessible by transit and active transportation, sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads to encourage active transportation.

Complete Communities: Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts.

The Proposed Development represents compact built form by making efficient use of the land, providing a compact development of smaller single detached units with smaller land requirements than traditional single detached development by way of condominium roads and standard condominium units. The proposed condominium road is well connected as it has direct vehicular access to Campbell Street, while providing a secondary vehicular emergency access to Hurontario Street. The Proposed Development will further enhance the local active transportation network by providing active transportation linkages to all three of the adjacent boundary roads. In addition the Site is well located, within short walking distance of two existing public transportation routes. The Proposed Development provides for an age-friendly form of development in a different shape and form than is traditional for the surrounding area yet appropriate to the context, with smaller ground oriented units, a condominium tenureship that requires less maintenance, a communal open space and community center area for the future residents.

The Proposed Development contributes to the achievement of a complete community by providing a greater range and mix of uses in the existing neighbourhood. The proposed smaller size single detached dwelling units and condominium tenureship helps provide for dwelling units that may be more suitable to ageing residents in a location that provides convenient access to local services, amenities and jobs via multiple modes of transportation.

Based on a comprehensive review of the proposal and applicable policies of the Growth Plan, it is the opinion of the undersigned that the Proposed Development conforms with the policies of the Growth Plan.

### 4.4 County of Simcoe Official Plan

The County of Simcoe Official Plan ("County OP") was adopted by the County of Simcoe Council in November 2008, and has been approved, in sections, by the Ontario Municipal Board (OMB) with the last major portion being approved in December 2016.

The County OP is a document designed to guide land use planning in the County over the next 20 years. The County OP sets forth a number of goals including the wise management of the County's resources, the protection and enhancement of the County's natural and cultural heritage, to implement growth management to achieve lifestyle quality and efficient and cost-effective municipal servicing, development and land use, to achieve coordinated land use planning, to further community economic development, and to promote, protect and enhance public health and safety.

The Site is located within the Collingwood Primary Settlement Area of the County OP. Generally, the County OP focuses development to Settlement areas where a compact urban form can be achieved that makes efficient use of land and provision of water, sewer, transportation, and other services.

The Growth Management Strategy of the County OP includes four themes. The two themes most relevant to the Proposed Development are:

- Direction of a significant portion of growth and development to settlements where it can be effectively services, with a particular emphasis on primary settlement areas.
- Development of communities with diversified economic functions and opportunities, and a diverse range of housing options.

Section 3.1.1 states that development in settlements shall be guided by targets that result in development densities which are appropriate to the achievement of compact communities that are transit supportive and facilitate pedestrian and cycling opportunities. Density targets for development on designated Greenfield areas and intensification targets for lands within the existing built boundaries of settlements are set out in Section 3.5

Section 3.1.4 states that the development of a wide range of housing types and costs, including affordable housing, is a goal of this Plan, and policies to help achieve this goal are stated throughout the Plan.

The Proposed Development contributes towards achieving these goals and policies of the County OP as it is located within one of the five Primary Settlement Areas within the County, it can be

effectively serviced, is within the Town OP prescribed density range, provides a more compact community that is transit supportive and facilitates pedestrian and cycling opportunities and contributes to a greater diversity of housing options and costs within the surround neighbourhood and the wider municipality.

Section 3.5 of the County OP contains policies related to Settlements.

Some of the overarching objectives of this section are to focus population and employment growth and development within settlements, with particular emphasis on primary settlement areas, in accordance with the policies of this Plan; to develop a compact urban form that promotes the efficient use of land and provision of water, sewer, transportation, and other services; to develop mixed use settlements as strong and vibrant central places and to create healthy settlements and communities that are sustainable; and to promote development forms and patterns which minimize land consumption and servicing costs.

Section 3.5.6 of the County OP directs that primary settlement areas will develop as complete communities and that Municipalities with primary settlement areas will, in their official plans, identify primary settlement areas, identify and plan for intensification areas within primary settlement areas and ensure the development of high quality urban form and public open spaces within primary settlement areas through site design and urban design standards that create attractive and vibrant places that support walking and cycling for everyday activities and are transit-supportive. The Proposed Development conforms to these polices as it contributes to a complete community, and represents appropriate intensification within a designated intensification area within the Town OP.

Section 3.5.15 of the County OP contains a number of matters that will be considered when determining phasing of development within settlement areas, these include:

- a) The required infrastructure and public service facilities are approved and implementable in a timely and cost-effective manner;
- b) The development promotes sustainability and energy efficient design and contributes to the achievement of a complete community, including the provision of a full range of housing types, and/or the provision of commercial and employment opportunities;
- c) Priority given to infill and intensification proposals that utilize existing infrastructure and public service facilities;

Based on this policy it is evident that the County OP places a priority on projects such as the Proposed Development as it can be serviced with existing municipal infrastructure, it promotes sustainability and an energy efficient design at is provides smaller dwelling units in a compact form that promotes the use of active transportation and public transportation and represents intensification.

Section 3.5.24 of the County OP states intensification, or directing to the built-up area and serviced areas within settlement areas, contributes to a compact development form. Accordingly, it is a policy of the Plan that local municipalities will plan to achieve the following minimum percentages of all new residential units occurring annually to be developed within the built boundaries of settlement areas by the year 2015 and for each year thereafter. The intensification target for the Town of Collingwood is 40%. Additionally Section 3.5.24 states that lands within such settlement areas that are planned to be serviced with municipal or communal systems shall develop at densities that support compact form and be consistent with the density targets in

Section 3.5.23. The density target for the Town of Collingwood is 50 residents and jobs per hectare. As noted the Proposed Development proposes a density of 18.91 units per gross hectare. Applying the Town of Collingwood average people per unit from the 2016 census (2.2) results in a proposed density of 41.6 people per hectare. While the Proposed Development represents a people per hectare density lower than the County OP's target for the Town of Collingwood, this target is to be achieved Town wide and it is the opinion of the undersigned that the Proposed Development contributes towards the Town achieving this goal. Additionally it is noted the Proposed Development is within the prescribed density range of the Town OP, the Town OP would not permit a vastly denser development and applying a factor that some residents would work from home and thus the Proposed Development would represent some additional jobs being created in the Town as well, contribute to conforming with this policy.

Section 3.5.29 of the County OP states that development within the built-up areas and designated Greenfield areas of settlement areas may be of higher density to achieve the policy directives of this Plan but should be compatible with adjacent residential areas. The local municipalities may explore means to ensure compatibility through such measures as transitional densities, built form and land uses while Section 3.5.30 states that it is a policy of this Plan that in the development of settlements that a range of types of housing, including detached, semi-detached, townhouse, and apartment units, be provided, along with a mix of affordable housing, to meet a variety of housing needs. Targets in relation to this objective are stated in Section 4.3 of this Plan. Local municipal official plans and zoning by-laws shall facilitate the provision of a range of housing types and affordable housing. The Proposed Development conforms with these polices as it represents intensification within the built-up area of the Town of Collingwood. However, it also represents intensification in a compatible manner with adjacent residential areas, as while it does provide additional dwelling units of a smaller size than surrounding residential areas, it provides a form of residential dwelling units (single detached) that are consistent with the surrounding residential area. In addition it is designed in a manner that provides additional buffering from the adjacent residential area while also providing additional linkages and connectivity for the existing neighbourhood. The policies of the Town OP and provisions of the Town ZBL will be reviewed further in the corresponding sections below.

Section 4.7 of the County OP contains policies related to sewage and water services infrastructure. Section 4.7.4 states the preferred method of servicing settlement areas and other multi-lot developments is full municipal sewage services and full municipal water services. A local municipality may direct growth towards a particular settlement area to achieve this policy. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible. The Proposed Development conforms to the policies of this section as it will be fully serviced by existing municipal sewage and water services as demonstrated in the Design and Stormwater Management Report completed by CAPES Engineering.

Section 4.8 of the County OP contains polices related to transportation. Themes of these policies include seeking to reduce traffic congestion, minimize the length and number of vehicle trips, and support of current and future public transit and active transportation through the designation of areas of higher density and mixed land use and to address the needs, safety and convenience of pedestrians.

The Proposed Development conforms to the transportation policies of the County OP as it provides for a compact community that encourages active transportation, enhances the local active transportation network, and is located close to existing public transportation routes

providing for the ability to reduce the number of private automobile trips. In addition a traffic impact study was previously submitted and concluded that all of the study area intersections are forecasted to operate at acceptable levels of service under existing traffic conditions and that no improvements are recommended to the site accesses. Since the time that report was authored the amount of units proposed has reduced from 31 to 28 and the Design and SWM Report prepared by CAPES Engineering has concluded that the conclusions of the previously submitted Traffic Impact Study have not changed.

Based on a comprehensive review of the proposal and applicable policies of the County OP, it is the opinion of the undersigned that the Proposed Development conforms with the policies of the County of Simcoe Official Plan.

### 4.5 Town of Collingwood Official Plan

The Town of Collingwood Official Plan (the "Town OP") was approved in May 2004 and consolidated in January 2019. Additionally, Official Plan Amendment 33 ("OPA 33") to the Town OP was approved by the County of Simcoe on February 10, 2015. OPA 33 includes new/updated residential and growth policies, and updated Land Use and Residential Density schedules.

As illustrated on Schedule 'A' of the Town OP, the Site is designated 'Residential' (see Figure 3). Additionally, as illustrated on Schedule 'C' (Residential Density), the Residential Area of the Site is designated Low Density (Figure 4). Permitted uses within the Low Density Designation include single detached dwellings, semi-detached dwellings, duplex dwellings, and boarding homes. Section 4.3 of the Town OP introduces the policy base for the Residential designation. The Residential designation is intended to provide for a variety of housing opportunities and accessory uses. General goals and objectives for the Residential designation include consistency with Provincial and upper tier policies, the establishment of complete communities, the creation of vibrant and viable neighbourhoods, alignment with the socio-economic needs of the Town, and to provide a range and mix of housing choices for future and current residents. The Residential designation provides for a variety of residential densities, including low, medium, and high density developments.

Section 2.5 of the Town OP introduces the Town's Growth Management Strategy. Main themes include the establishment of complete communities and a compact urban form. The Town OP policies encourage land use patterns and built form that make efficient use of land, contribute to walkable neighbourhoods, provide convenient access to local services, contribute to a full range and mix of housing, and are conducive to public and active transportation. The Proposed Development is aligned with the Growth Management strategy of the Town OP as the development will facilitate a compact urban form. The Site's design includes pedestrian and active transportation linkages to all three boundary roads. Many commercial and service establishments are located along Hurontario Street, a short distance from the Site. Downtown Collingwood is located within a 20 minute walk.

In addition, the urban structure of the Town is introduced as part of the Town's Growth Management Strategy. Schedule F of the Official Plan identifies the Urban Structure of the Town, including identifying the Built Boundary of the Town as well as the Collingwood Intensification Area. The Site is located entirely within the Built Boundary and the northern half of the Site is within the Collingwood Intensification Area overlay (Figure 5). The development as proposed represents intensification as it will result in a net increase in residential units across the Site. The

Town OP sets forth a minimum intensification target of 40% of development per year occurring within the built boundary which the Proposed Development will contribute towards achieving.

The Town OP encourages Residential Intensification within the Collingwood Intensification Area at the density ranges associated with the Low Density Designation. The Town OP sets the density range of the Low Density designation at a minimum of 15 dwelling units per gross hectare, to a maximum of 20 units per gross hectare. The Proposed Development achieves a density of approximately 18.91 units per gross hectare, falling within the prescribed density range identified in the Town OP. It is important to note that while the Town OP encourages intensification within the designated Intensification Area shown on Schedule F, it also encourages intensification within the areas designated Low Density Residential within the Built Boundary. While the identified Intensification Area on Schedule F only captures generally the norther half of the Site, residential intensification is both permitted and encouraged by the Town OP across the entire Site.

The Town OP encourages Residential Intensification to assist the Town in reaching Growth Plan intensification targets. Section 4.3.2.1.2 of the Official Plan considers opportunities for Residential Intensification throughout the Town based on a number of criteria, including:

- a) Capacity and availability of municipal water and wastewater servicing;
- b) Proximity to and adequacy of community infrastructure, services and facilities;
- c) Ability to accommodate required off-street parking;
- d) Ability to accommodate an outdoor amenity area;
- e) Acceptable impacts on traffic;
- f) Sensitivity to the urban design and character of adjacent buildings, including their location, massing, height and building materials;
- g) Compatibility with the character and streetscapes of the surrounding neighbourhood; and,
- *h)* Preservation of heritage resources.

An analysis of the above noted policies is presented below:

- a) Capacity of water and sanitary servicing is adequate to service the proposed development, as confirmed in the Design and SWM Report prepared by CAPES Engineering;
- b) The Proposed Development is within the built boundary and proximate to community services and facilities;
- c) The Proposed Development provides 66 off-street parking spaces across the Site, and 10 visitor spaces, satisfying the minimum requirements of the Town ZBL;
- d) An outdoor amenity area is provided central to the Site, including landscaped open space and a community building for use of future residents;
- e) A Traffic Impact Study was been completed with the previous application which concluded that the intersections in the study area will still be able to adequately function during the peak traffic times. The revised application provides less units, and thus the conclusions reached in the report have not changed as concluded in the Design and SWM Report prepared by CAPES Engineering;
- f) The Collingwood Urban Design Manual has been reviewed in relation to the Proposed Development and an analysis presented in Section 4.6 of this Report. The Site has been designed to minimize potential impacts on the surrounding area, including the same form of residential dwelling units, increased setbacks and other buffering techniques;
- g) The development proposes single detached dwellings of two storeys, which is of the same character as the surrounding neighbourhood; and,

Blackmoor Gates GP

#### h) No heritage resources will be impacted by the proposed development.

Section 4.3.2.1.3 of the Town OP provides specific policies related to the Collingwood Intensification Area. As noted, the approximate northern half of the Site is within the Collingwood Intensification Area. This section states that the older built-up and primarily low density designated areas of Collingwood are particularly well suited for residential intensification given their existing infrastructure and relative concentrations of community services, amenities and employment and that Residential Intensification uses are encouraged in the Collingwood Intensification Area, as identified on Schedule 'F', Urban Structure, subject to the policies set out below and elsewhere in this Plan. This section provides that the permitted residential intensification uses include single detached dwelling units with reduced frontages and that residential intensification uses in the Collingwood Intensification Area shall be subject to the density ranges associated with the Low Density Designation. The Proposed Development provides a smaller size single detached housing product with reduced lot frontages through the proposed standard condominium form of development and as previously noted is within the prescribed density range of the Low Density designation.

The Town OP introduces a number of general policies applicable to all residential density designations. Main themes include ensuring development is contingent upon adequate servicing, the provision of adequate off-street parking, compatibility between uses, appropriate access from an open public road, and adequate buffering. The Proposed Development aligns with these general policies as the development is able to be adequately serviced with municipal infrastructure. Additionally, off-street parking surplus to the standards of the zoning by-law has been provided, and the use is of a compatible nature to adjacent land uses in terms of massing, height, and architectural styles. Vehicular access to the Site is provided off of Campbell Street, an open public road with a secondary vehicular emergency access provided to Hurontario Street. Buffering to neighbouring uses is proposed in the form of fencing and enhanced landscaping. Heights and massing of the proposed buildings are of a similar character to the surrounding area. Setbacks have been increased from the initial development concept to provide a consistent larger buffer to neighbouring residential properties of at least 5 metres. Urban design is further reviewed in Section 4.6 of this Report, including an analysis of the Town of Collingwood's Urban Design Manual.

The Town OP encourages the provision of affordable housing in a variety of housing types. Market prices for the units are currently unknown, however, the tenure and smaller dwelling units of the Proposed Development lend to typically more affordable housing costs when compared to traditional single detached dwellings. Additionally, the form of development proposed is anticipated to be marketed towards seniors as the nature of the condominium development lends itself to a low maintenance lifestyle. The Proposed Development contributes to meeting the needs of this population group.

Section 3.5 of the Town OP contains policies related to municipal services. It is the intent of the Town OP that no major forms of new development be permitted unless adequate municipal water, sanitary sewer and storm sewer facilities are available. Schedule E of the Town OP identifies the Site as being located within Service Area 1. Service Area 1 includes the fully serviced lands within the built boundary. The Design and SWM Report prepared by CAPES Engineering concludes the Proposed Development can be serviced by the existing sewer and water services and the proposed stormwater management solution can meet all applicable stormwater management requirements.

Section 5 of the Town OP contains the Town's transportation policies. Schedule D of the Town OP identified that the Site is bounded by two Local Roads (Campbell Street to the north and Findlay Drive to the south) and one Collector Road (Hurontario Street to the east). The Town OP directs that local roads should be designed to discourage the movement of through-traffic while access to collector roads while permitted should be kept to a minimum. The proposed vehicular access to Campbell Street will not provide for any additional through traffic and the secondary emergency access to Hurontario will only be used in the event of an emergency and will not impact Hurontario Street on a day to day basis. Some of the objectives of the Town OP's transportation policies include ensuring that all new streets are of good quality by requiring new subdivision roads to meet the standards of all appropriate road authorities, ensuring the provision of adequate off-street parking and developing a system of multi-purpose trails connecting the significant community facilities which are scattered throughout the municipality. The Proposed Development will be required to provide a condominium road that meets all applicable Town standards, provides adequate off street parking and provides further linkages and connections to the active transportation network of the three boundary streets.

Section 5.3.8 of the Town OP encourages the use of public transportation through such means as: locating higher density housing, commercial developments and major employment areas along major transit routes; maintaining a compact urban form thus facilitating efficient public transit; and including public transit facilities in the consideration of development proposals. The Proposed Development will increase the existing residential density in close proximity to two existing public transportation routes, maintains a compact urban form facilitating more efficient public transit and is further located adjacent to an existing collector road that could accommodate additional public transit routes in the future.

Section 8.2.1.2 of the Town OP states amendments to the Zoning By-law may be permitted when Council is satisfied that:

- a) The proposed use will not have a deleterious impact on adjacent uses as a result of increased traffic, stormwater drainage, noise or other factors deemed significant by the municipality.
- b) The proposed use does not pose a danger to adjacent uses by virtue of its hazardous nature.
- c) The proposed use will not pollute any water and/or soil or otherwise threaten the environment. (OPA#16)
- d) The proposed use conforms to the policies and designations of this Official Plan, the Official Plan of the County of Simcoe and the provision of the Planning Act.
- e) In order for an application for an Amendment to the Zoning By-law to be considered complete in accordance with Section 34 of the Planning Act, Council may require the submission of any number of the reports or studies listed in Section 8.13. (OPA#16)

The supporting studies have not identified any deleterious impact on adjacent uses as a result of the Proposed Development; the Proposed Development will not pollute any water and/or soil or threaten the environment; The proposed use conforms to the policies and designations of the Town OP, County OP, and the Planning Act and supporting studies and reports have been included in both previous and current submissions.

Section 8.3.2 of the Town OP identifies the Site is within a Site Plan Control Area. The Proposed Development will be evaluated through the Town's Site Plan Control process.

Section 8.5 of the Town OP identifies that all residential development, except minor infilling shall take place by registered plan of subdivision/condominium. A standard plan of condominium is proposed as part of the Proposed Development.

Based on a comprehensive review of the applicable policies, it is the opinion of the undersigned that the Proposed Development conforms to the Town of Collingwood Official Plan.

# 4.6 Town of Collingwood Urban Design Manual (2010)

The Town of Collingwood Urban Design Manual (UDM) (2010) provides standards for achieving high quality urban design. It is the intent of the Town's Official Plan that the standards in the UDM are applied to development proposals throughout the Town. The purpose of the UDM is to encourage the design of complete, effective, and sustainable built environments. Paired with the Town's OP, the intent of the Manual is to ensure development is consistent with Collingwood's character and vision for the future. The UDM is broken down into a number of sections concerning a different component of urban design. A discussion of each applicable sections and policies follows.

#### 4.6.1 Site Character & Context

The UDM provides direction regarding existing buffers. The Manual encourages the use of buffers between land uses including trees and other landscaping techniques. The Proposed Development makes uses of fencing and other landscaping techniques to buffer the Proposed Development between the adjacent residential uses to mitigate potential conflicts. Additionally the Proposed Development has been reconfigured to provide consistent enhanced setbacks of a minimum of 5m to all adjacent residential property boundaries.

#### 4.6.2 Streets

The UDM encourages active transportation links that enhance pedestrian and bicycle thoroughfares. Rights-of-way are encouraged to make use of plantings and other landscaping techniques. A pedestrian walkway is provided on Site, with linkages across the Site and to the established street network. Pedestrian access is provided to the dwelling units, community building, and open space amenity area. The vehicular access is proposed to be lined with trees.

#### 4.6.3 Site Layout

The UDM introduces requirements in regards to site layout, including streetscape, parking, site character, outdoor amenity space, lighting, stormwater management, and other considerations. The site layout requirements ensure developments are contextually appropriate.

Each site is to have one vehicular access. Pedestrian linkages are encouraged to provide for safe access and that potential conflicts are mitigated. Sites are encouraged to make use of a combination of landscaping and compatible building massing, façade design, and detailing to reduce negative impacts between neighbouring uses. To help promote differentiation and

character, decorative elements including walkway patterning, public art, or other decorative elements are encouraged.

Utilities, and other building service uses are to be provided to the rear of buildings and appropriately screened from public areas. Lighting is to be functionally appropriate for the use to increase security and comfort for users.

The site layout has been designed with the direction provided by the UDM in mind. Extensive landscaping is proposed across the Site, and the units have been designed to a high degree of architectural quality. The façades of the units are well defined and the massing and heights are of a similar character to the surrounding residential neighbourhood. Decorative elements including the common amenity area have been incorporated into the design of the Site. It is anticipated these details will be refined through the Site Plan Control process.

#### 4.6.4 Buildings

For multiple building developments, the UDM provides for a combination of building placement, landscaping, outdoor amenity spaces, and other techniques to physically define street walls along front setback lines. Based on design merit, infill projects may have building setbacks that relate to patterns along the street on which the development is located. Within multiple building developments the architecture shall be complementary in style, form, colour, material, and roof line.

The proposal has regard for the direction of the UDM as the design incorporates well-articulated facades and materials that create visual interest from the streetscape. The development maintains appropriate setbacks from neighbouring land uses and have been designed to be complementary in nature. The architectural style will be of a craftsman style, and will feature a variety of materials complementary to the surrounding area. Elevations are provided in **Appendix C.** 

#### 4.6.5 Active Transportation

The UDM encourages developments to provide the necessary infrastructure for pedestrian accessibility that supports safe, logical, and convenient site circulation. Fully-accessible pedestrian walkways shall be provided and crossings shall be minimized to the extent possible. Landscaped pedestrian walkways are included across the Site and are proposed to connect to the wider pedestrian network. Crossings have been limited to the extent possible.

#### 4.6.6 Landscaping & Public Spaces

The UDM encourages developments with landscaping designs that define prominent features, create visual interest to the streetscape, and provide for the comfortable use of outdoor spaces. As shown on the landscape concepts that have been submitted, the Site is proposed to be extensively landscaped, including soft and hard features. A variety of vegetation is proposed, including trees and low plantings.

Based on a comprehensive review of the applicable policies of the UDM, it is the opinion of the undersigned that the Proposed Development is consistent with the Town of Collingwood's Urban Design Manual.

### 4.7 Town of Collingwood Zoning By-law

The Subject Lands are currently zoned Residential Second Density (R2) and Residential Second Density Exception 13 (R2-13) in the Town of Collingwood's Zoning By-law. The existing exception relates to the units fronting Findlay Drive to be continued to be serviced by existing private water and sanitary services. As the development is proposed to be connected to municipal infrastructure, this exception is not required to be carried forward.

The application proposes to rezone the subject lands to the Residential Second Density Exception Zone (R2-XX). Exceptions to the Residential Second Density (R2) zone are requested to permit a "Group or Cluster" dwelling form of development as a permitted use, as well as four other exceptions. In total, the following provisions are requested in the ZBA, including:

- 1. Group or Cluster dwellings shall be a permitted use;
- 2. R3 Zone Standard for Group or Cluster dwellings shall apply;
- 3. Required Minimum Interior Side Yard reduced to 5m;
- 4. Notwithstanding the definition of Lot Line, Front in Section 3.1 of the Zoning By-law, the Front Lot Line shall be deemed to be Campbell Street;
- 5. Notwithstanding Section 5.5.1 of the Zoning By-law, two entrances with a combined width greater than 30% of the lot frontage, to a maximum of 15 metres, shall be permitted.

Group or cluster dwellings is requested as a permitted use as this form of development is not permitted as of right within the R2 zone in the Zoning By-law. Its inclusion in the ZBA is technical in nature, and will be required to implement the proposed condominium tenure of the development.

As the Town's R2 zone currently does not contain zone standard for Group or Cluster dwellings, the zone standards for Group or Cluster dwellings from the R3 zone are proposed to apply to the R2-XX zone. Within these zone standard the required minimum interior side yard is proposed to be reduced from 6m to 5m. It is submitted that the intent of the enhanced interior side yard setbacks for Group or Cluster dwellings is to ensure adequate buffering to adjacent uses. It is also noted traditional freehold single detached dwellings within the Town's R2 zone only require a minimum interior side yard of 1.2m. The Proposed Development has reduced the number of proposed dwelling units from 31 to 28 and has been reconfigured to provide enhanced buffering to adjacent residential lots ensuring a minimum setback of 5m is provided to all adjacent property lines. The reduction from 6m to 5m is considered appropriate for the Site as the proposed single detached dwellings are compatible with the adjacent residential lands which are all also single detached dwellings, additional buffering will be provided by fencing and landscaping and the Site abuts the generally deep rear yards of the adjacent properties ensuring additional separation from dwelling unit to dwelling unit.

Another component of the Proposed ZBA is to deem the Campbell Street frontage of the Site to be the front lot line. This clarification is required as the Site has frontage on three streets, Campbell Street, Hurontario Street and Findlay Drive. Its inclusion is technical in nature. Vehicular entrance to the Site is provided from Campbell Street and this will act as the natural front lot line.

Section 5.5 of the Town's Zoning By-law sets forth the number of entrances a site is permitted to have. Lots with frontage of 20 metres to 100 metres are permitted two entrances, provided that

the entrance width of the two entrances is not greater than 30% of the lot frontage. The Site has a combined frontage of 26.1 metres along Campbell Street (12.69 m), Hurontario Street (10.39 m) and Findlay Drive (3.02 m) thus is permitted two entrances. The width of both entrances is 7.5 metres respectively, totaling 15 metres or 57% of frontage, thus exceeding the 30% maximum. The Zoning By-law Amendment will permit a maximum entrance width of 15 metres. The intent of limiting the entrance width is to avoid the number of driveways from a site.

Justification for the increased width stems from the locations of the entrances on two different streets. The Campbell Street entrance is proposed as the main vehicular and pedestrian access to the development, while the Hurontario access is proposed as an emergency access. As the entrances do not conflict with each other or provide access along the same street, the increase in entrance width proposed is considered appropriate.

A Draft Zoning By-law Amendment and Schedule are included as **Appendix B** to this Report.

**Table 1** below displays the proposed zone standards of the R2-XXX zone. The standards of the Residential Third Density (R3) zone were used as a guide to formulate the standards of the R2-XX zone.

**Table 1. Zoning Review** 

Zone Provision	Proposed R2-XX Group or Cluster Dwelling Requirements	Provided within Proposed Development
Minimum Lot Area	Nill	14,867 m <sup>2</sup>
Minimum Lot Frontage	Nill	25.82 m 12.7 m - Campbell 10.1 m – Hurontario 3.02 m – Findlay
Minimum Front Yard	6.0 m	64.19 m
Minimum Exterior Side Yard	6.0 m	53.93 m
Minimum Interior Side Yard	5.0 m	5.0 m
Minimum Rear Yard	7.5 m	58.01 m
Maximum Height	12.0 m	< 12.0 m
Maximum Lot Coverage	40%	22.5%
Minimum Landscaped Open Space	40%	45.5%
Parking	2 per units (56 spaces) + 0.25 per unit visitor (7 spaces)	56 spaces 8 visitor spaces + 2 accessible spaces
Bicycle Parking Spaces	0.5 spaces per dwelling unit (14 spaces)	15 spaces

## 5.0 SUPPORTING MATERIALS

The following provides a brief summary of the documents provided in support of the proposed applications.

# 5.1 **Design and Stormwater Management Report**

A Design and Stormwater Management Report was completed by CAPES Engineering in support of the subject applications. The report discusses the servicing requirements for the site, provides detailed Design input and demonstrates the viability of the project in support of the applications.

The Proposed Development will be on full municipal servicing and will provide on-site stormwater management controls which will require a new connection to the storm sewer on Maple Street (via Campbell Street). The site will be serviced with a Municipal watermain connection to both Campbell Street and Hurontario. Gravity sanitary sewer will be implemented and connect to the existing sanitary sewer on Campbell Street, with no anticipated capacity issues in the downstream system.

Stormwater management will be implemented in the form of an internal subsurface storage system consisting of oversized piping and storage tanks. Flow will be controlled to predevelopment levels and connect to a new storm sewer on Campbell Street that would ideally get installed at the same time as the proposed watermain. The new storm sewer will connect to the existing system on Hurontario Street and will require a check valve to delay the release of runoff until the flow in the receiving system has passed.

The conclusions of the previously submitted Traffic Impact Study have not changed.

The report concludes the site is feasible from an engineering point of view. The report demonstrates the site can be constructed to meet all of the Town of Collingwood guidelines and criteria.

# 6.0

### **SUMMARY & FINDINGS**

Based on the analysis outlined in this Report, it is submitted that the proposed ZBA and associated Site Plan, to rezone the current Residential Second Density Zone (R2) and Residential Second Density Zone Exception 13 (R2-13) to the Residential Second Density Zone Exception XX (R2-XX)) is in the public interest and represents good planning for the following reasons:

- 1. The application is consistent with the Provincial Policy Statement and conforms with the Growth Plan for the Greater Golden Horseshoe;
- 2. The application conforms with the County of Simcoe Official Plan and Town of Collingwood Official Plan; and,
- 3. The proposed Zoning By-law Amendment is in keeping with the approaches used in the Town of Collingwood Zoning By-law and Urban Design Manual.

Respectfully submitted,

**MHBC** 

Kory Chisholm, BES, M.Sc, MCIP, RPP Associate

cc. Blackmoor Gates GP attn. James Harrison

Andrew Edwards, BES Planner

a. Elwansh

# Appendices

# Appendix A



# Appendix **B**

#### DRAFT

#### **BY-LAW NO. 2020-XX**

#### **OF THE**

#### CORPORATION OF THE TOWN OF COLLINGWOOD



BEING A BY-LAW UNDER THE PROVISIONS OF SECTION 34 AND 36 OF THE *PLANNING ACT*, R.S.O. 1990, c. p.13, AS AMENDED.

**WHEREAS** Section 34 the *Planning Act*, R.S.O. 1990, c. P.13, as amended, permits a Council to pass a by-law prohibiting the use of land, buildings or structures within a defined area or areas;

**AND WHEREAS** Zoning By-law No. 2010-040 is the governing By-law of the Corporation of the Town of Collingwood and such was finally passed by the Council of the Town of Collingwood April 12<sup>th</sup>, 2010;

**AND WHEREAS** the Council of the Corporation of the Town of Collingwood has deemed it advisable to amend Zoning By-law No. 2010-040, and thus implement the Official Plan of the Town of Collingwood;

**AND WHEREAS** Council deems that adequate public notice of the public meeting was provided and adequate information regarding this Amendment was presented at the public meeting held on DATE, and that a further public meeting is not considered necessary in order to proceed with this Amendment:

## NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF COLLINGWOOD ENACTS AS FOLLOWS:

- 1. **THAT** Schedule "A Map 19" to Zoning By-law No. 2010-040, as amended, is hereby further amended as it pertains to lands shown more particularly on Schedule "A" affixed hereto and forming part of this by-law, by rezoning said lands from the RESIDENTIAL SECOND DENSITY (R2) ZONE and RESIDENTIAL SECOND DENSITY EXCEPTION 13 (R2-13) ZONE to the RESIDENTIAL SECOND DENSITY EXCEPTION XX (R2-XX) ZONE.
- 2. **THAT** Section 6.5 Residential Exception Zones of By-law No. 2010-040, as amended, is hereby further amended by adding the following new section:

"RESIDENTIAL SECOND DENSITY EXCEPTION 'XX' - R2-XX ZONE"

#### Prepared by MHBC - March 2020

The following uses shall be permitted:

• Group or cluster dwelling

The following zone exceptions shall apply:

- Notwithstanding Section 5.5.1 of By-law No. 2010-04, two entrances with a combined width greater than 30% of the lot frontage, to a maximum of 15 metres, shall be permitted.
- 3. **THAT** notwithstanding Section 3.1 of By-law No. 2010-04, Campbell Street shall be deemed to be the Front Lot Line;
- 4. **THAT** Collingwood Zoning By-law 2010-040 is hereby amended to give effect to the foregoing, but that Collingwood Zoning By-law 2010-040 shall in all other respects remain in full force and effect.
- 5. **THAT** this By-law shall come into force and effect on the date it is enacted and passed by the Council of the Corporation of the Town of Collingwood, subject to notice hereof being circulated in accordance with the provisions of the *Planning Act* and Ontario Regulation 543/06 and 545/06, and if required as a result of such circulation the obtaining of the approval of the Ontario Municipal Board..

**ENACTED AND PASSED** this XX day of XX, 2020.

MAYOR
CLERK

### Schedule 'A1'



Part of Lots 40 and 41, Concession 9 Town of Collingwood County of Simcoe



	Land to be rezoned from Residential Second Density Zone (R2) to Residential Second Density Zone Exception XX (R2-XX)
	to Residential Second Density Zone Exception XX (R2-XX)

	Land to be rezoned from Residential Second Density Zone
$\otimes\!\!\otimes\!\!\otimes$	Exception 12 (R2-13) to Residential Second Density Zone
	Exception XX (R2-XX)

This is Sche Passed this	dule 'A1' to Zoning day of	By-law 2010-040 , 2020
Mayor		
Clerk		

# Appendix C



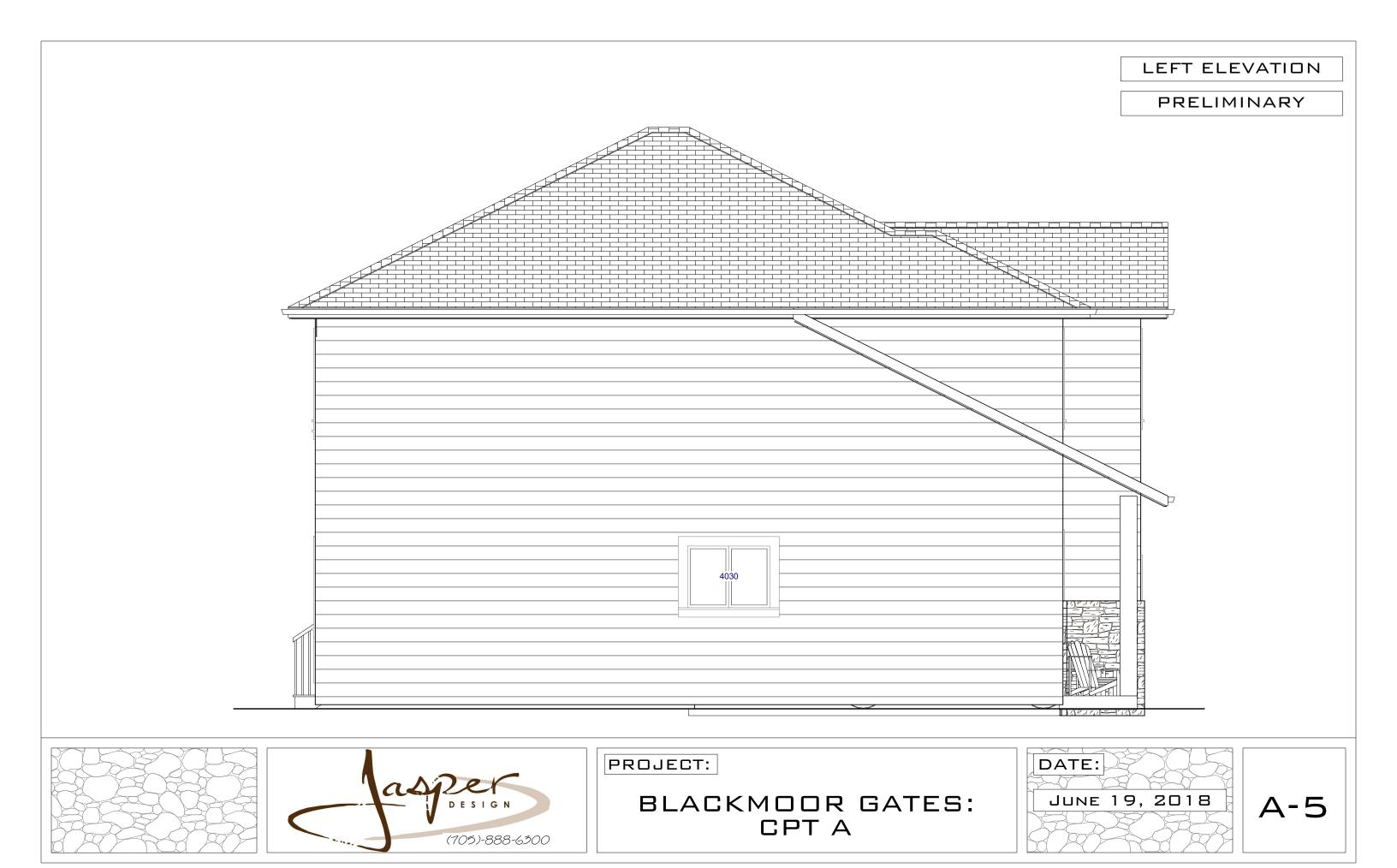


BLACKMOOR GATES: CPT A

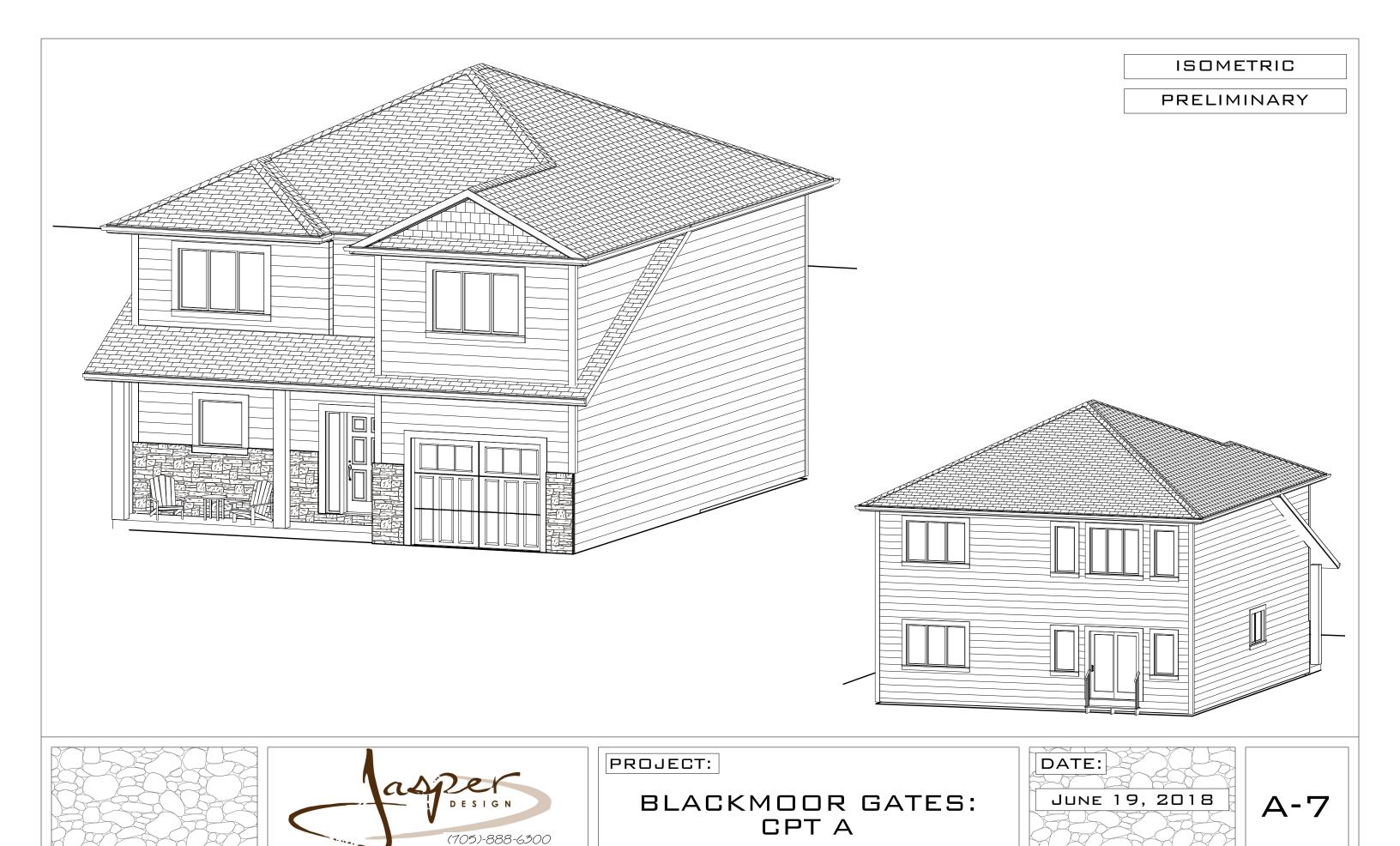
JUNE 19, 2018

A-3





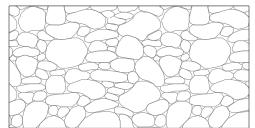
RIGHT ELEVATION PRELIMINARY PROJECT: DATE: BLACKMOOR GATES: JUNE 19, 2018 A-6 CPT A (705)-888-6300



RENDERS

PRELIMINARY







PROJECT:

BLACKMOOR GATES: CPT A DATE:

JUNE 19, 2018

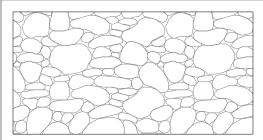
FRONT ELEVATION

PRELIMINARY

CONCEPT A3



NOTE: PLAN DESIGNED FOR OUTER LOTS, NO BASEMENT





PROJECT:

STRAWHAT -BLACKMOOR GATES -CPT A3 DATE:

2018-08-23

REAR ELEVATION

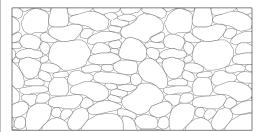
PRELIMINARY

CONCEPT A3



NOTE:

PLAN DESIGNED FOR OUTER LOTS, NO BASEMENT





PROJECT:

STRAWHAT -BLACKMOOR GATES -CPT A3

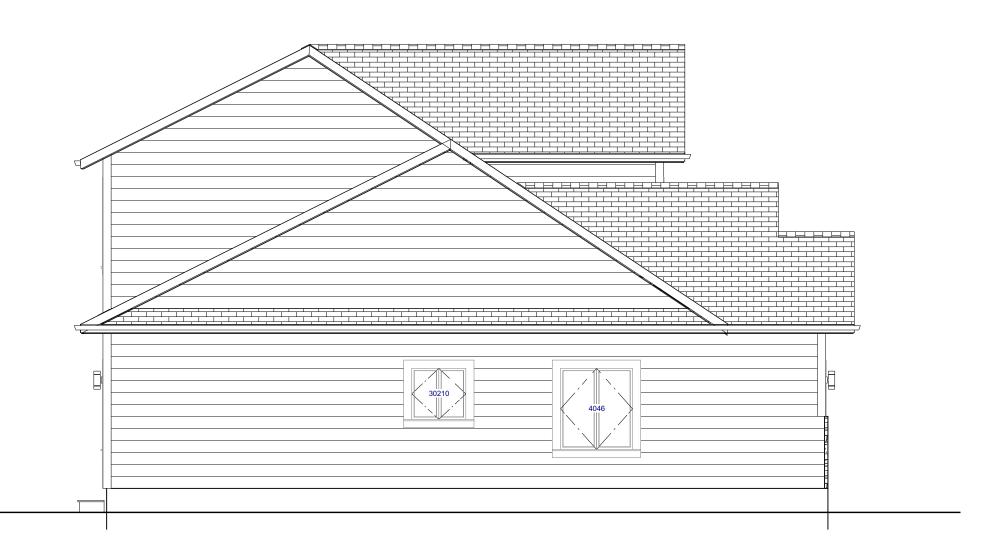


2018-08-23

LEFT ELEVATION

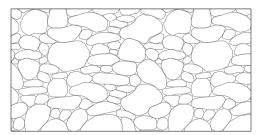
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CONCEPT A3



NOTE:

PLAN DESIGNED FOR OUTER LOTS, NO BASEMENT





PROJECT:

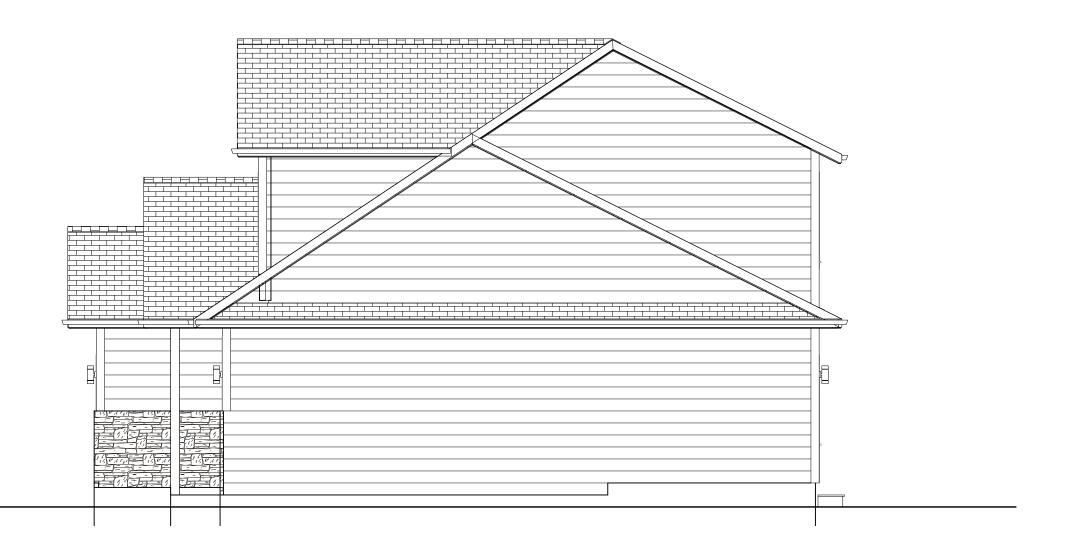
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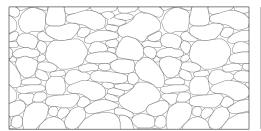
RIGHT ELEVATION

PRELIMINARY

CONCEPT A3



NOTE: PLAN DESIGNED FOR OUTER LOTS, NO BASEMENT



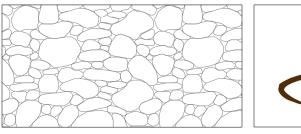


PROJECT:

STRAWHAT -BLACKMOOR GATES -CPT A3 DATE:

2018-08-23

PERSPECTIVE VIEW PRELIMINARY CONCEPT A3 NOTE: PLAN DESIGNED FOR OUTER LOTS, NO BASEMENT





PROJECT:

STRAWHAT -BLACKMOOR GATES -CPT A3 DATE:

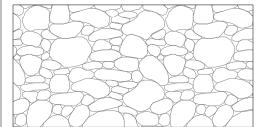
2018-08-23

FRONT ELEVATION

PRELIMINARY

CONCEPT A3

NOTE:
PLAN DESIGNED FOR LOTS CLOSE TO THE
CUSTOM HOMES ON FINDLAY DRIVE, WITH
BASEMENT. UTILITY ROOM TO BE IN BASEMENT





PROJECT:

STRAWHAT -BLACKMOOR GATES -CPT A3



8-08-23 A

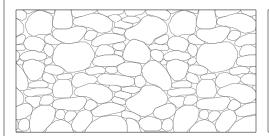
REAR ELEVATION

PRELIMINARY

CONCEPT A3



NOTE: PLAN DESIGNED FOR LOTS CLOSE TO THE CUSTOM HOMES ON FINDLAY DRIVE, WITH BASEMENT. UTILITY ROOM TO BE IN BASEMENT





PROJECT:

STRAWHAT -BLACKMOOR GATES -CPT A3

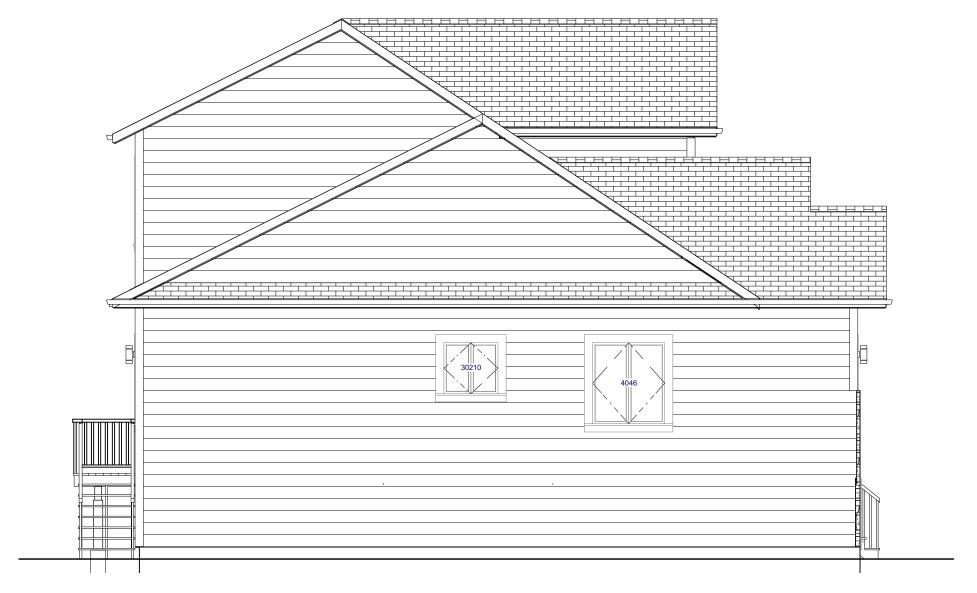


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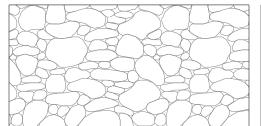
LEFT ELEVATION

PRELIMINARY

CONCEPT A3



NOTE:
PLAN DESIGNED FOR LOTS CLOSE TO THE
CUSTOM HOMES ON FINDLAY DRIVE, WITH
BASEMENT. UTILITY ROOM TO BE IN BASEMENT





PROJECT:

STRAWHAT -BLACKMOOR GATES -CPT A3 DATE:

2018-08-23

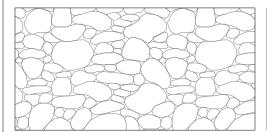
RIGHT ELEVATION

PRELIMINARY

CONCEPT A3



NOTE:
PLAN DESIGNED FOR LOTS CLOSE TO THE
CUSTOM HOMES ON FINDLAY DRIVE, WITH
BASEMENT. UTILITY ROOM TO BE IN BASEMENT





PROJECT:

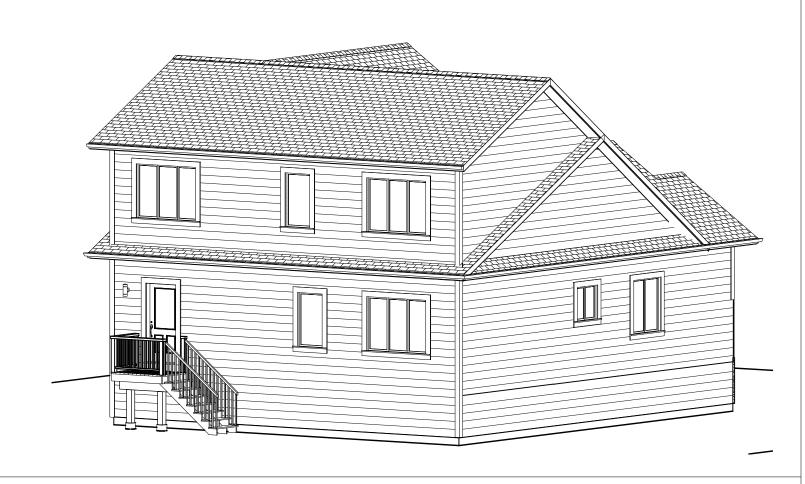
STRAWHAT -BLACKMOOR GATES -CPT A3 DATE:

2018-08-23

PERSPECTIVE VIEW

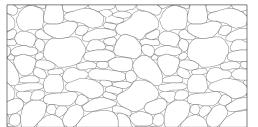
PRELIMINARY

CONCEPT A3



NOTE:

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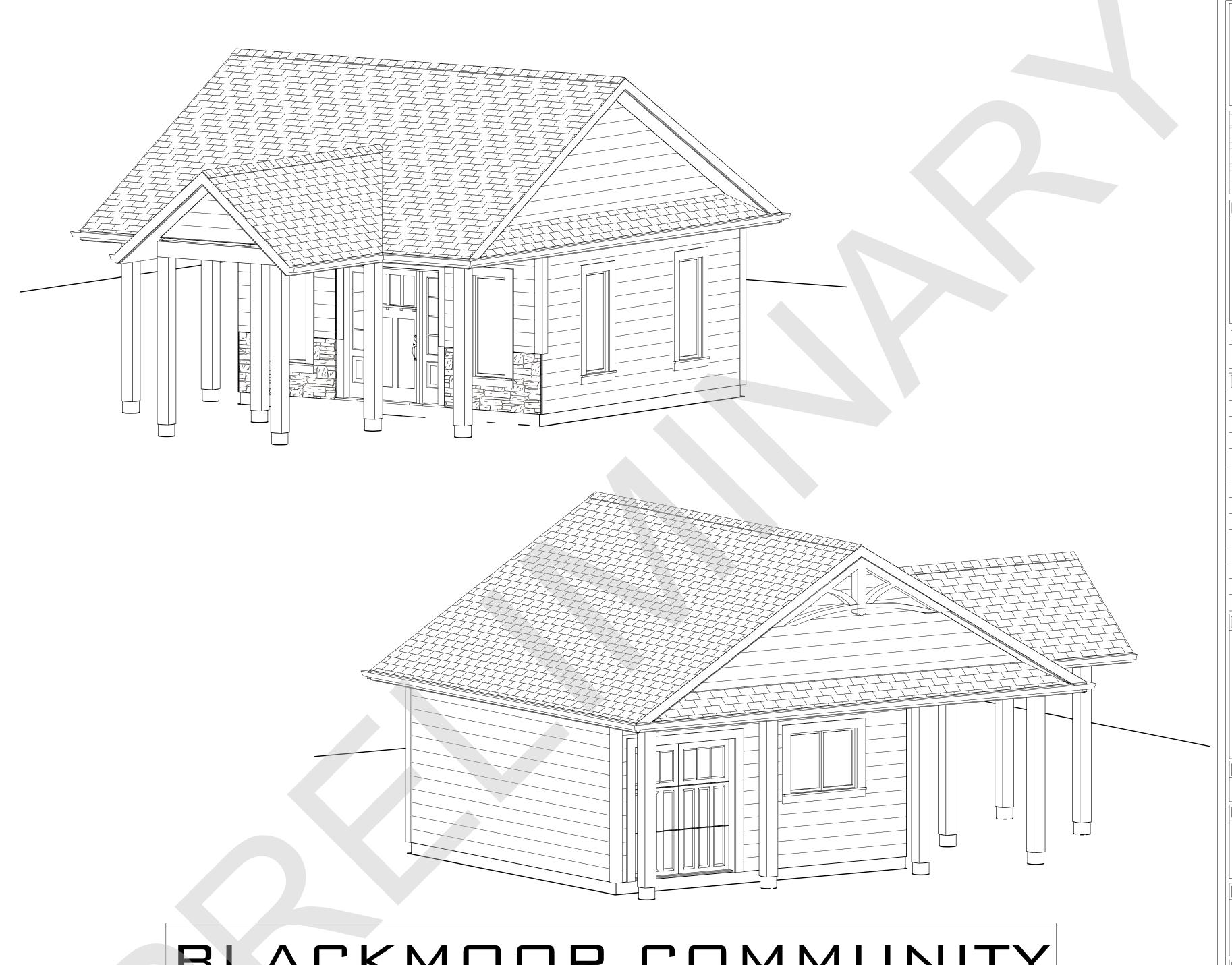


PROJECT:

STRAWHAT -BLACKMOOR GATES -CPT A3

DATE:

2018-08-23



BLACKMOOR COMMUNITY
CENTRE



WWW.JASPERDESIGN.CA

(705) 888-6300

279 STE. MARIE STREET COLLINGWOOD, ON.

L9Y 3K6

#### BCIN SIGNATURE:

THE UNDERSIGNED HAS REVIEWED AND TAKES RESPONSIBILITY FOR THIS DESIGN, AND HAS THE QUALIFICATIONS AND MEETS THE REQUIREMENTS SET OUT IN THE ONTARIO BUILDING CODE AS A QUALIFIED DESIGNER UNDER DIVISION C SECTION 3.2.4.

JAMES SCHNEIDER IND. BCIN# 22823 JASPER DESIGN FIRM BCIN# 10109

SIGNATURE:

DATE:

#### CODE DESIGNATION:

#### PART 9 0.B.C.

REV	SIONS:
DATE:	SUMMARY:
	+

#### NOTES:

14011

NOTE:
CONTRACTOR IS TO VERIFY ALL
DIMENSIONS PRIOR TO CONSTRUCTION, AND
REPORT ANY DISCREPANCIES TO JASPER
DESIGN

NOTE:
CONTRACTOR IS RESPONSIBLE TO INSTALL
ANY AND ALL REQUIRED TEMPORARY
BRACING DURING CONSTRUCTION, AND ALL
BRACING THAT MAY BE REQUIRED FOR
ROOF TRUSSES AS PER TRUSS
MANUFACTURER

DRAWINGS ARE NOT TO BE SCALED

NOTE: THE MINIMUM REQUIRED SOIL BEARING CAPACITY IS TO BE 1500 P.S.F UNLESS OTHERWISE SPECIFIED

DATE:

2020-02-27

PROJECT:

#### BLACKMOOR COMMUNITY CENTRE

PROJECT LOCATION:

COLLINGWOOD, ON

SCALE:

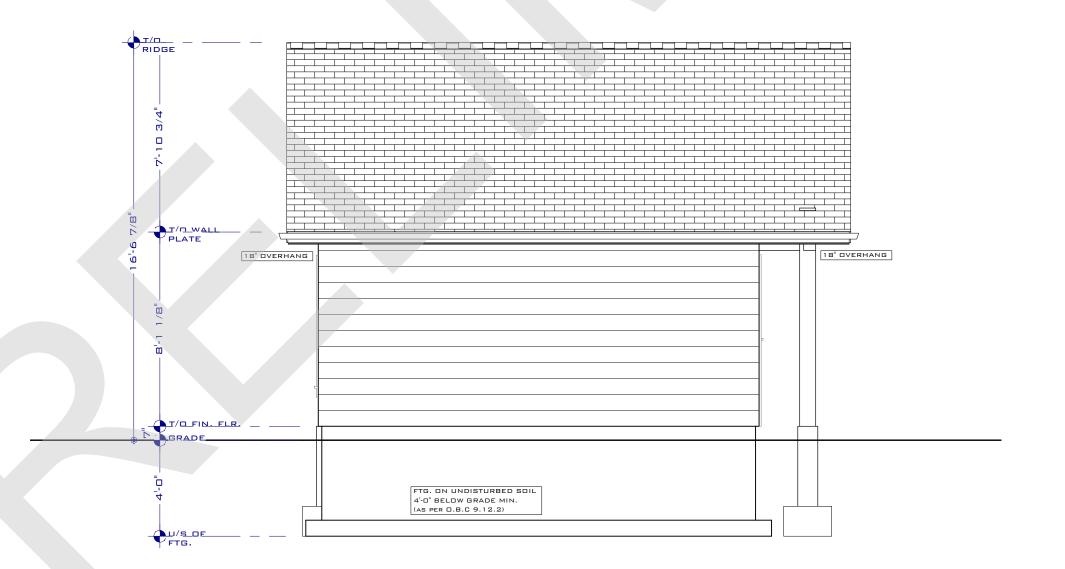
NOT TO SCALE

SHEET NO.

A - 1



### FRONT ELEVATION



REAR ELEVATION



WWW.JASPERDESIGN.CA

279 STE. MARIE STREET

COLLINGWOOD, ON.

L9Y 3K6 (705) 888-6300

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JAMES SCHNEIDER JASPER DESIGN IND. BCIN# 22823 FIRM BCIN# 101098

SIGNATURE:

DATE:

CODE DESIGNATION:

PART 9 0.B.C.

REVISIONS: DATE: SUMMARY:

NOTES:

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DATE:

2020-02-27

PROJECT:

BLACKMOOR COMMUNITY CENTRE

PROJECT LOCATION:

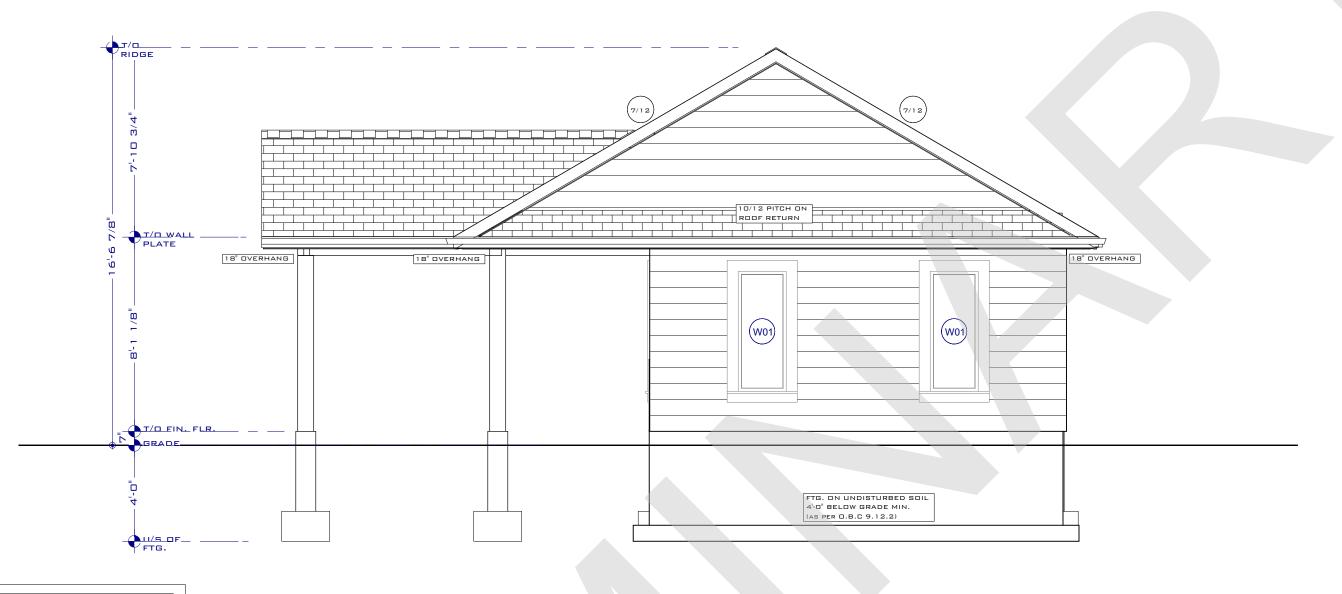
COLLINGWOOD, ON

SCALE:

1/4" = 1 FOOT

SHEET NO.

A - 2



RIGHT ELEVATION



LEFT ELEVATION



WWW.JASPERDESIGN.CA

279 STE. MARIE STREET

COLLINGWOOD, ON.

L9Y 3K6 (705) 888-6300

BCIN SIGNATURE:

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JAMES SCHNEIDER IND. BCIN# 2 JASPER DESIGN FIRM BCIN# 1

SIGNATURE: \_\_\_

DATE:

CODE DESIGNATION:

PART 9 O.B.C.

DATE: SUMMARY:

NOTES:

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DESIGN

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NOTE: DRAWINGS ARE NOT TO BE SCALED

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DATE:

2020-02-27

PROJECT:

BLACKMOOR COMMUNITY CENTRE

PROJECT LOCATION:

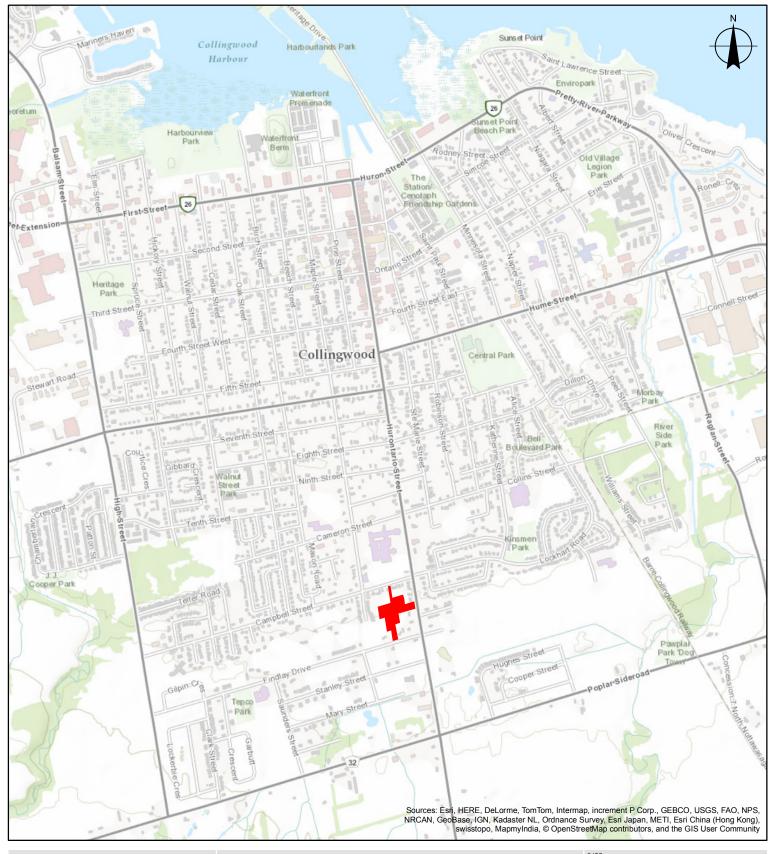
COLLINGWOOD, ON

SCALE:

1/4" = 1 FOOT

SHEET NO.

A - 3



### FIGURE 1 LOCATION

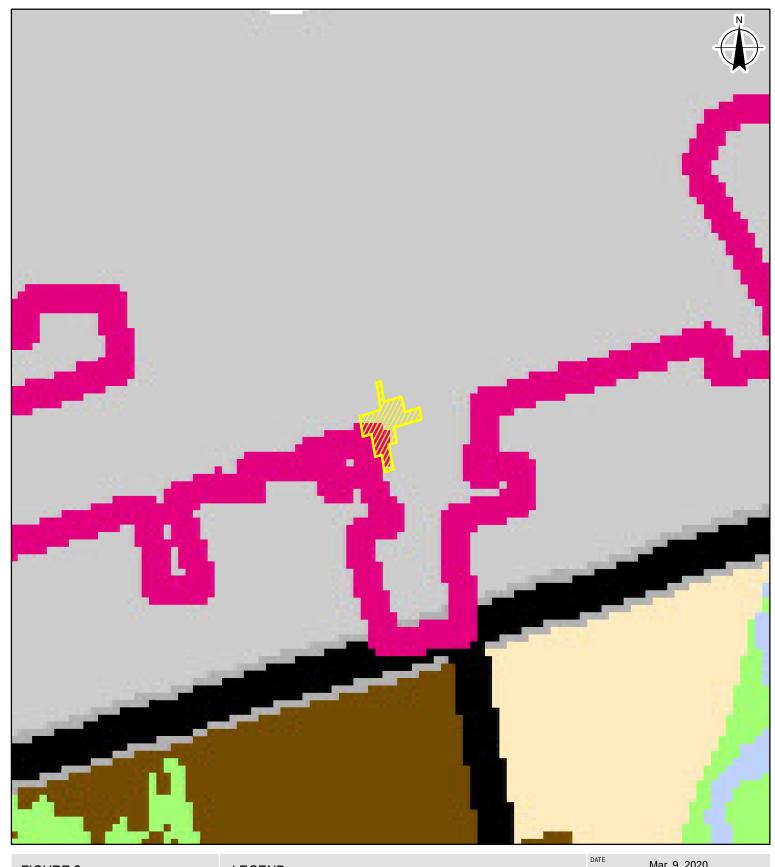
#### **Blackmoor Gates**

Part Lots 40 & 41, Concession 9 Town of Collingwood County of Simcoe

#### **LEGEND**







### FIGURE 2 COUNTY LAND USE

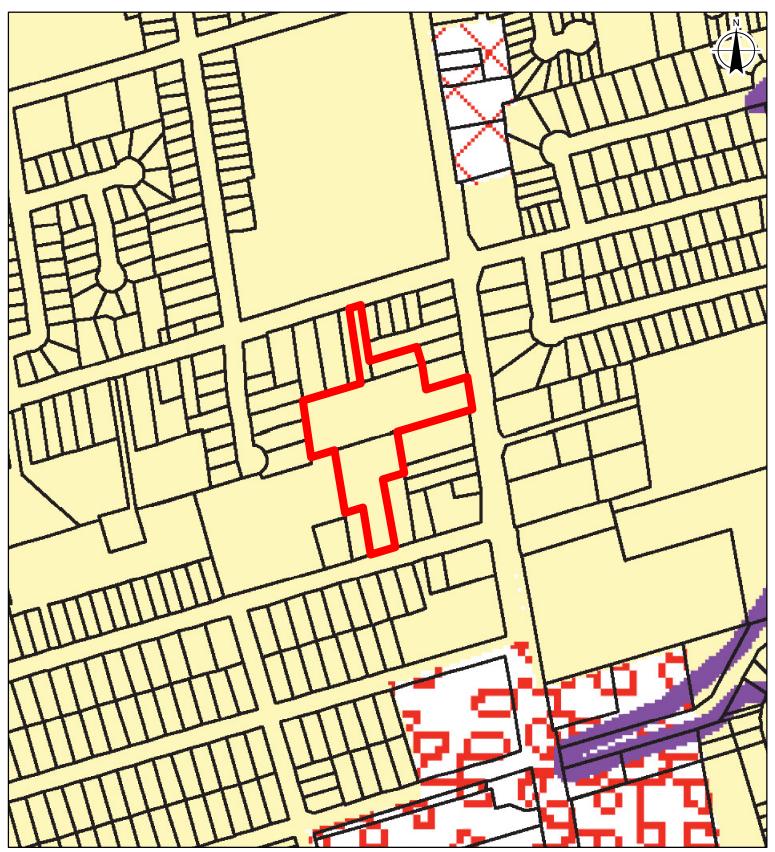
COUNTY OF SIMCOE OFFICIAL PLAN - SCHEDULE 5.1

#### **Blackmoor Gates**

Part Lots 40 & 41, Concession 9 Town of Collingwood County of Simcoe







### FIGURE 3

LAND USE

TOWN OF COLLINGWOOD OFFICIAL PLAN - SCHEDULE 'A'

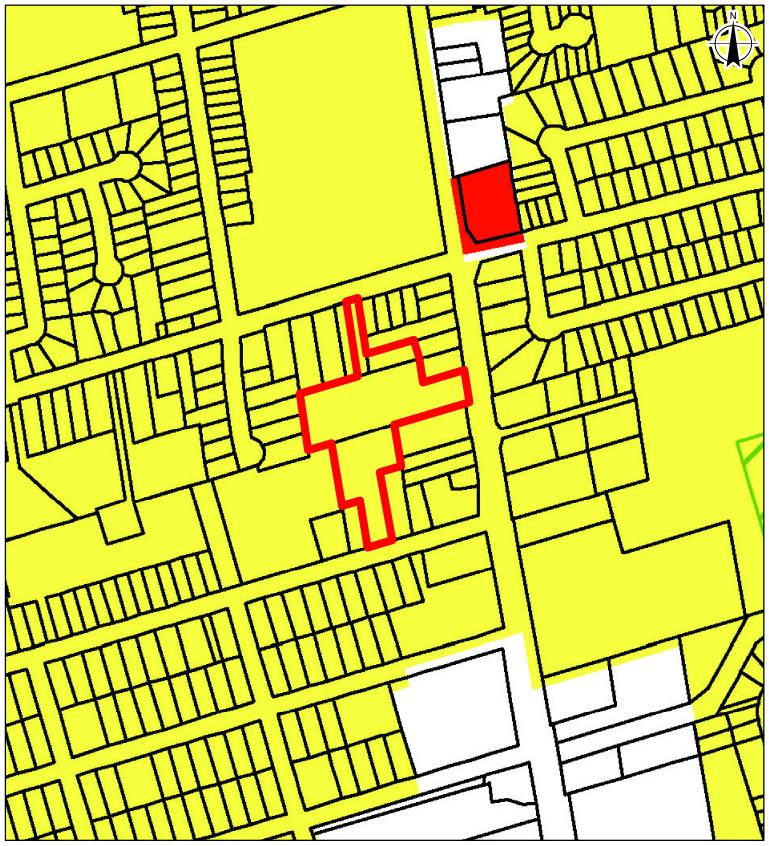
#### **Blackmoor Gates**

Part Lots 40 & 41, Concession 9 Town of Collingwood County of Simcoe



Pretty River Flood Fringe





### FIGURE 4

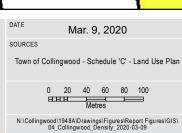
#### **RESIDENTIAL DENSITY**

TOWN OF COLLINGWOOD OFFICIAL PLAN - SCHEDULE 'C'

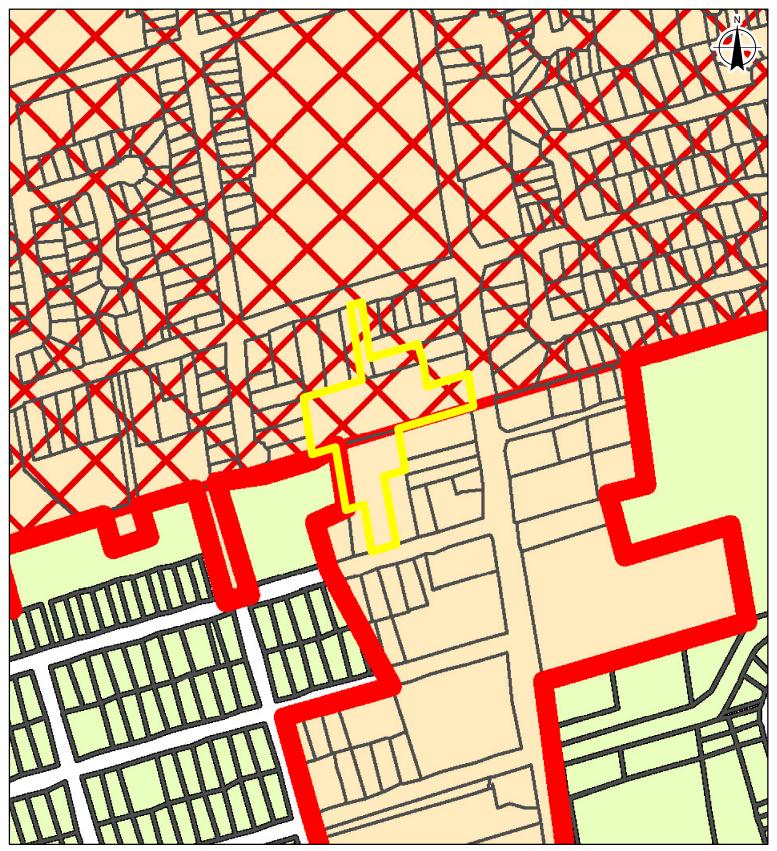
#### **Blackmoor Gates**

Part Lots 40 & 41, Concession 9 Town of Collingwood County of Simcoe

# Low Density High Density Low-Medium Density Residential



PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE



### FIGURE 5 URBAN STRUCTURE

TOWN OF COLLINGWOOD OFFICIAL PLAN - SCHEDULE 'F'

#### **Blackmoor Gates**

Part Lots 40 & 41, Concession 9 Town of Collingwood County of Simcoe

#### LEGEND





Inside Built Boundary (Designated/Available Lands)



Collingwood Intensification Area



Green Fields (Lands for Urban Uses)

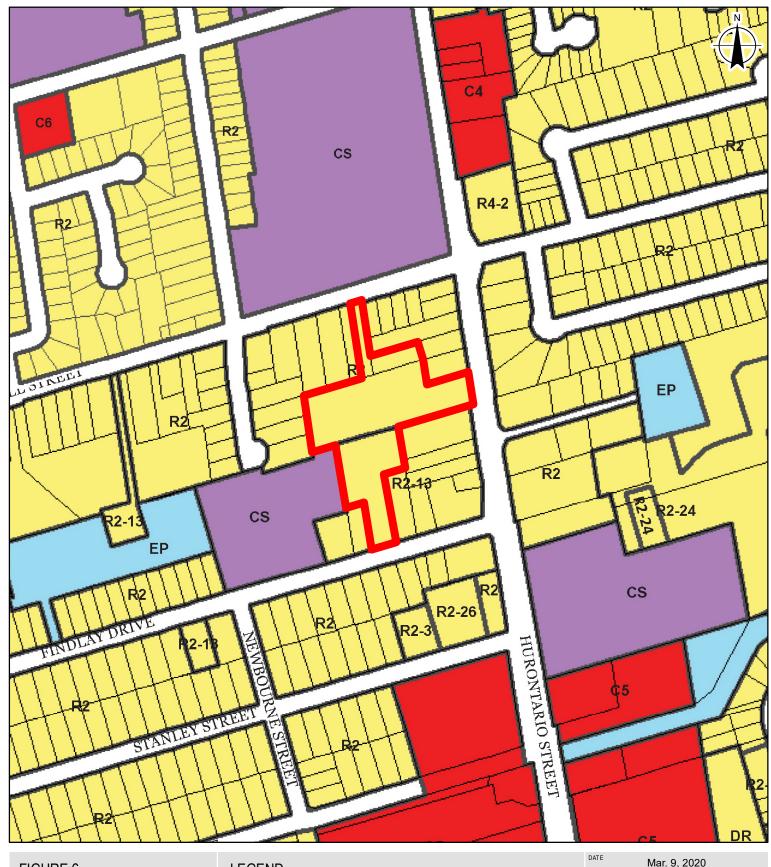
Mar. 9, 2020

SOURCES

Town of Collingwood - Schedule 'F' - Land Use Plan

N:\Collingwood\1948A\Drawings\Figures\Report Figures\GIS\
05 Collingwood Structure 2020-03-09





#### FIGURE 6

#### **ZONING**

TOWN OF COLLINGWOOD OFFICIAL PLAN - SCHEDULE 'A' MAP 19, 22, 24

#### **Blackmoor Gates**

Part Lots 40 & 41, Concession 9 Town of Collingwood County of Simcoe



DATE Mar. 9, 2020

SOURCES

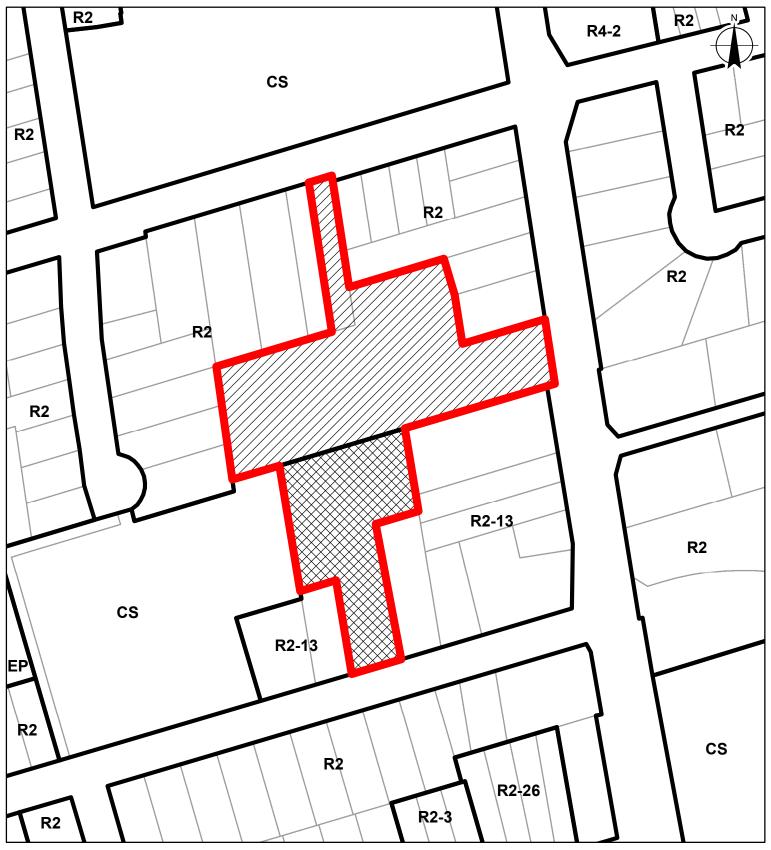
Town of Collingwood - Schedule 'A' - Zoning By-law

0 20 40 60 80 100

Metres

N:\Collingwood\1948ADrawings\Figures\Report Figures\GIS\
06\_Collingwood\_Zoning\_2020-03-09

PLANNING
URBANDESIGN
& LANDSCAPE
ARCHITECTURE





#### **PROPOSED ZONING**

#### **Blackmoor Gates**

Part Lots 40 & 41, Concession 9 Town of Collingwood County of Simcoe

#### **LEGEND**



Land to be rezoned from Residential Second Density Zone (R2) to Residential Second Density Zone Exception XX (R2-XX)



Land to be rezoned from Residential Second Density Zone Exception 12 (R2-13) to Residential Second Density Zone Exception XX (R2-XX)

#### DATE Mar. 9, 2020

SOURCES

Town of Collingwood - Schedule 'A' - Zoning By-law

20 30 40 50 Metres

N:\Collingwood\1948A\Drawings\Figures\Report Figures\GIS\
07 Proposed Zoning 2020-03-09

