

Hume Innovation Hub

PLANNING REPORT



121 Hume Street
Town of Collingwood

Site Plan and Minor Variance

June 2020

Michelle Cutts, Principal Planner

RUDY & ASSOCIATES
Planning

TABLE OF CONTENTS

	PAGE NO.
1.0 INTRODUCTION	
1.1 Location and Size	2
1.2 Physical Characteristics and Site Background	2
1.3 Purpose of Land Use Planning Report	3
2.0 OVERVIEW OF DEVELOPMENT PROPOSAL	
HUME INNOVATION HUB	
2.1 Site Plan	3
a) Building Size, Location and Use	3
b) Parking	5
c) Access to Site	7
d) Building Façade and Design	8
e) Height	9
2.2 Town of Collingwood Zoning Bylaw	11
2.3 Proposed Minor Variance Details	12
2.4 Four Tests of a Minor Variance	14
3.0 SUPPORTING TECHNICAL DATA	
3.1 Pre-consultation and Comments on Proposal	17
3.2 Functional Servicing and Stormwater Report	17
3.3 Traffic Review Letter	17
3.4 Heritage Impact Assessment	19
3.5 Urban Design Brief	19
3.6 Landscape Plan	20
4.0 EXISTING LAND USES	
4.1 Subject Property	20
4.2 Surrounding Lands	20
5.0 PLANNING ANALYSIS	
5.1 Growth Plan	21
5.2 Provincial Policy Statement 2020	21
5.3 County of Simcoe Official Plan	22
5.4 Town of Collingwood Official Plan	22
6.0 CONCLUSION	28
Appendix A - Comment and Response Chart	
Appendix B - Site Plan and Elevations	

1.0 INTRODUCTION

Rudy & Associates has been retained by 2554381 Ontario Ltd., the Owner of the lands municipally known as 121 Hume Street in the Town of Collingwood (subject lands) to assist in the submission of a Site Plan application and Minor Variance application to accommodate a multi-use commercial building with above and below grade parking on the subject lands.

1.1 LOCATION AND SIZE

The site is located within the growing Town of Collingwood at the northwest corner of Hume Street and Market Street. The lands are currently vacant and are 2,465.5 square meters in size with 65.9 metres of frontage along Hume Street and 43.98 metres of frontage along Market Street. The lands are located within a core commercial district in the Town and abut both commercial and residential land uses.

Figure 1 – Location Map



1.2 PHYSICAL CHARACTERISTICS AND SITE BACKGROUND

The subject lands are currently vacant and the majority of the site is a gravel surface. As indicated within the Phase 2 Environmental Site Assessment, prepared by Terrapex dated October 11, 2016, the site operated as a retail fuel outlet and service garage from 1949 to 2007. This use was decommissioned under previous ownership, and the site has remained vacant since 2007.

As a condition of sale, the current Owner filed a Record of Site Condition (Record of Site Condition # 223411) for the lands in the Environmental Site Registry on June 26, 2017.

The site falls outside of the Nottawasaga Conservation Authority regulated area and there are no known easements on the lands.

1.3 PURPOSE OF THE LAND USE PLANNING REPORT

RUDY & Associates has been retained by 2554381 Ontario Ltd to assist with the approval of a commercial development on the subject property.

A multi-use commercial building with associated above and below grade parking is proposed for the site. To accommodate the proposed commercial building a Site Plan application and Minor Variance application are required.

The purpose of this Land Use Planning Report is to provide an understanding of the development proposal, the nature of the existing technical reports prepared in support of the proposal, and the planning framework for the development proposal. The intent of this report is to demonstrate the ability of the subject property to accommodate the proposed commercial use and to provide planning rationale for the proposal.

2.0 OVERVIEW OF DEVELOPMENT PROPOSAL

Proposed on the lands is a state-of-the-art mixed-use commercial building, known as the Hume Innovation Hub, designed to complement the existing surrounding uses. The commercial building is proposed as a three-storey building with a partial fourth floor roof top amenity space. The site will be fully serviced through municipal services. Adequate parking is accommodated for on the lands with a combination of above and below grade parking areas. Below is an overview of the development proposed.

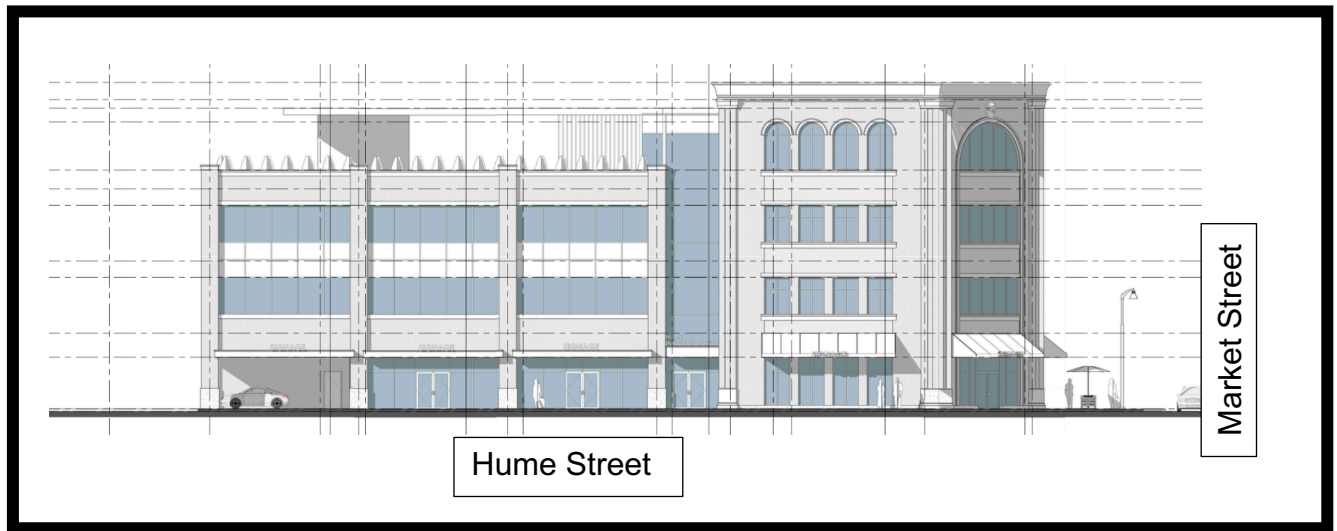
2.1 SITE PLAN

Please see attached Appendix B for full Site Plan and Elevations.

a). Building Size, Location and Use

The proposed building is oriented toward the corner of Hume Street and Market Street to create a pedestrian friendly space and to engage the public realm. The building provides for a partial fourth storey at the corner of Hume and Market Street and steps down in height to three storeys adjacent to existing uses. This stepping down feature creates a corner focal point for the property while respecting the existing surrounding buildings. Figure 2 – Stepped Building Height provides a visual of the building stepping down from the corner of the site towards the westerly property line.

Figure 2 – Stepped Building Height



The Hume Innovation Hub is proposed with a total Gross Floor Area of 6,089.7 square metres spread across three full floors and a partial fourth floor. The total leasable area for the building is estimated at 2,758.6 square metres with the following breakdown:

LEASABLE AREA:	
GROUND FLOOR:	
UNIT 100:	405.2 M ²
UNIT 101:	112.6 M ²
UNIT 102:	100.0 M ²
SECOND FLOOR:	
UNIT 200:	413.3 M ²
UNIT 201:	463.7 M ²
THIRD FLOOR:	
UNIT 300:	420.0 M ²
UNIT 301:	138.2 M ²
UNIT 302:	164.1 M ²
UNIT 303:	160.9 M ²
FOURTH FLOOR:	
UNIT 400:	380.6 M ²
TOTAL LEASABLE AREA: 2758.6 M²	

The intent for the leasable areas is to accommodate a variety of commercial and business uses within the first three stories of the building with the partial fourth storey comprising of an indoor meeting area as well as outdoor rooftop amenity space intended for the use of the business and professional employees within the building. It should be noted, the rooftop amenity area is not intended for public use.

The intent for the building is to create a regional business centre which comprises small scale retail uses on the ground floor and professional business offices above. The ground floor has been designed with all units having both internal access through the building as well as street access for public access. The exterior public access points for the ground floor are located at the corner of the property and along Hume Street to ensure maximum visibility for passing patrons.

b). Parking

The subject property is zoned C1 in the Town of Collingwood Zoning Bylaw. Section 5.16.2.3 of the Town of Collingwood Zoning Bylaw provides for the C1 Zone parking requirements with relation to non-residential uses as follows: “The parking space ratio for all non-residential uses for any other existing building, a converted building or a new building, or an addition thereto, shall be 3 spaces per 100 m² GFA”.

The proposed site plan accommodates a total of 63 parking spaces as follows:

- **26 above grade**
 - o **Including 2 accessible spaces above grade**
- **37 below grade**
 - o **Including 1 accessible space below grade**

The total of 63 parking spaces represent approximately 75% of the total leasable area.

Total Leasable Area = 2,758.6 sq.m.

Assumption of 75% usable interior leasable space = 2,068.95 sq.m.

3 spaces per 100 sq.m. = 62 required parking spaces

The Town of Collingwood Zoning Bylaw defines Gross Floor Area for commercial building to omit any space used for storage, mechanical rooms, common halls, stairwells, private kitchens, washrooms and garages. In absence of the final interior design of the units within the building, a 75% ratio is being utilized for parking calculations. The 75% ratio is being utilized for parking calculations as the interior units will need to accommodate washrooms, hallways, kitchen areas as well as mechanical areas for the end users of the space. The 75% calculation allows a reasonable accommodation for this and ensures the site does not create an overabundance of parking on a highly visible corner lot.

As per Table 5.13.1.1 of the Town of Collingwood Zoning Bylaw, the site requires bicycle spaces equal to 10% of the total required parking spaces. This equates to 7 bicycle spaces for the site. It is the strong intent for this site to encourage sustainable development and business practices and also to accommodate a space which is pedestrian and car alternative friendly. As such, the site exceeds the bicycle parking requirement and provides for 3 bike racks along the Hume Street frontage as well as 10 bicycle spaces in the underground parking area for a total of 20 bicycle parking spaces.

Accessible parking is provided to meet the C1 Zone as per Section 5.11.1 of the Town of Collingwood Zoning Bylaw. The accessible parking spaces are provided throughout the site to ensure accessible parking is accommodated for in all parking areas of the site. Please see Figure 3 – Proposed Site Plan and Figure 4 – Underground Parking for parking space locations provided.

Figure 3 – Proposed Site Plan

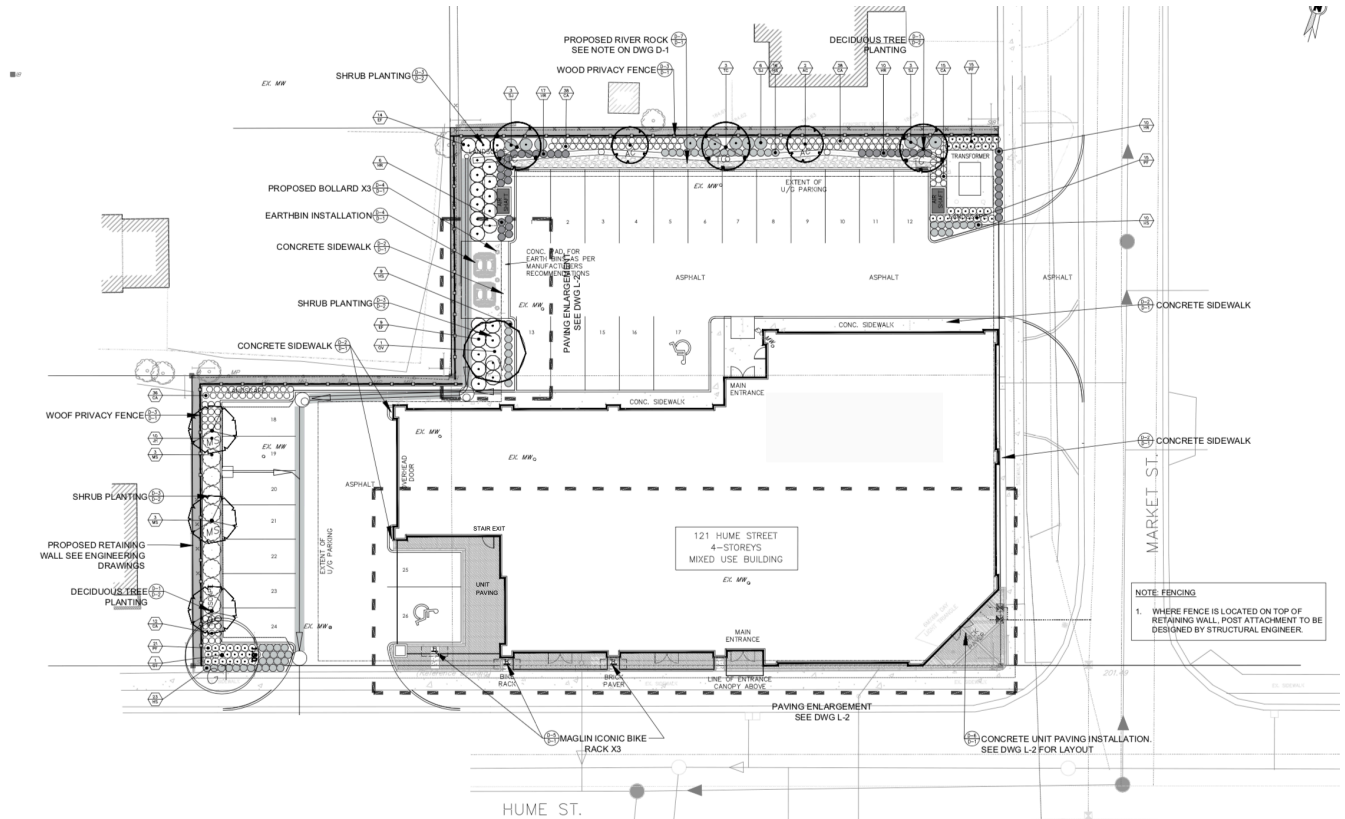
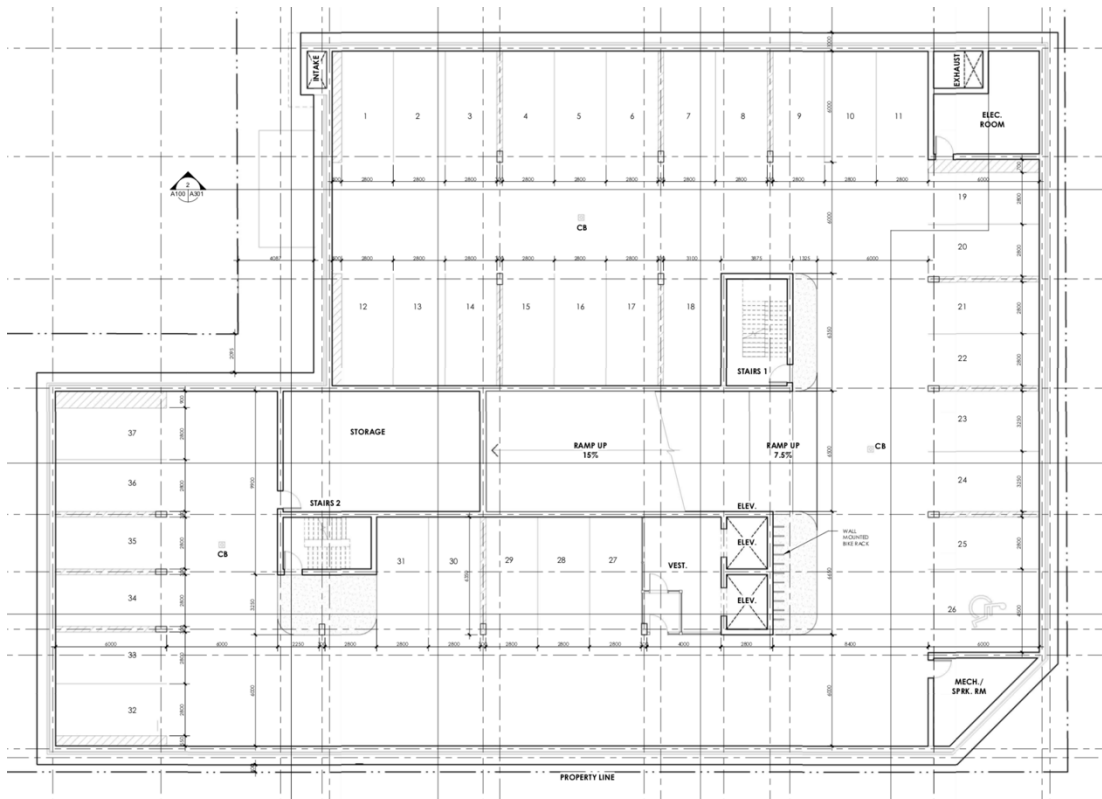


Figure 4 – Underground Parking



c). Access to Site

As permitted within Table 5.1.1.1 of the Town of Collingwood Zoning By-law, the site accommodates two separate entrances for access, one at Market Street and one along the Hume Street frontage.

Market Street Access

The entrance along Market Street provides access to the northern parking area for the site and makes use of an existing entrance location. This parking area comprises a total of 17 parking spaces (including 1 accessible space) as well as garbage facilities and landscaped buffer areas. Concrete sidewalks are provided within the parking areas to allow easy access to the building lobby area as well as a pedestrian linkage between the two parking areas and out to Market Street.

The parking area accessed off of Market Street is intended to be the main parking area for transient users of the site. This entrance will be clearly marked for patron use with appropriate signage.

Table 5.10.1.1 of the Town of Collingwood Zoning By-law outlines the requirements for loading spaces for commercial sites based on the gross floor area of a commercial building. Being an infill site, the property does not have the ability to accommodate a separate loading area rather it is proposed to utilize the Market Street parking area for loading at off peak times. It is anticipated that all lease agreements will provide language to address the loading times for businesses within the building. The loading space requirement has been considered within the Minor Variance application for this site.

Garbage storage and pick up will also be accommodated within the Market Street parking area for the entire site. The garbage pick-up will be private for the site and managed through the building property management. Garbage pick-up will occur outside of regular operating business hours at the site.

Hume Street Access

One new access is proposed off of Hume Street. The Hume Street entrance provides access to a total of 9 surface parking spaces (including 1 accessible space) as well as access to the underground parking garage. It is intended that the Hume Street entrance be utilized for the employees of the site rather than for transient patrons. This access will be well signed indicating parking is for permit holders. This will ensure the majority of transient traffic is directed toward the Market Street access and will mitigate any impact to Hume Street traffic flow.

A traffic review was prepared in support of the proposed site entrances by NexTrans Consulting Engineers. The traffic review letter provides recommendations for ensuring the site traffic does not impact Hume and Market Street. The traffic review is included as a supporting document within the Site Plan and Minor Variance application submissions.

d). Building Façade and Design

The subject property is located adjacent to the Town of Collingwood's Heritage District. The building has been designed to complement the surrounding uses by referencing local historical styles while introducing some contemporary elements to the design to set it apart from existing sites throughout the Town. The materials for the exterior of the building will be red brick with precast concrete accents. Please see Figure 5 – Building Façade for a preliminary elevation design of the proposed building.

Golder and Associates was retained to complete a Heritage Impact Assessment for the proposed building. The report assesses the impact of the proposal on the adjacent heritage district lands and concludes the current design will not directly impact and is compatible in design and massing with the heritage attributes of adjacent and surrounding protected heritage properties and the heritage attributes of the Collingwood Downtown HCD.

Figure 5 – Building Façade



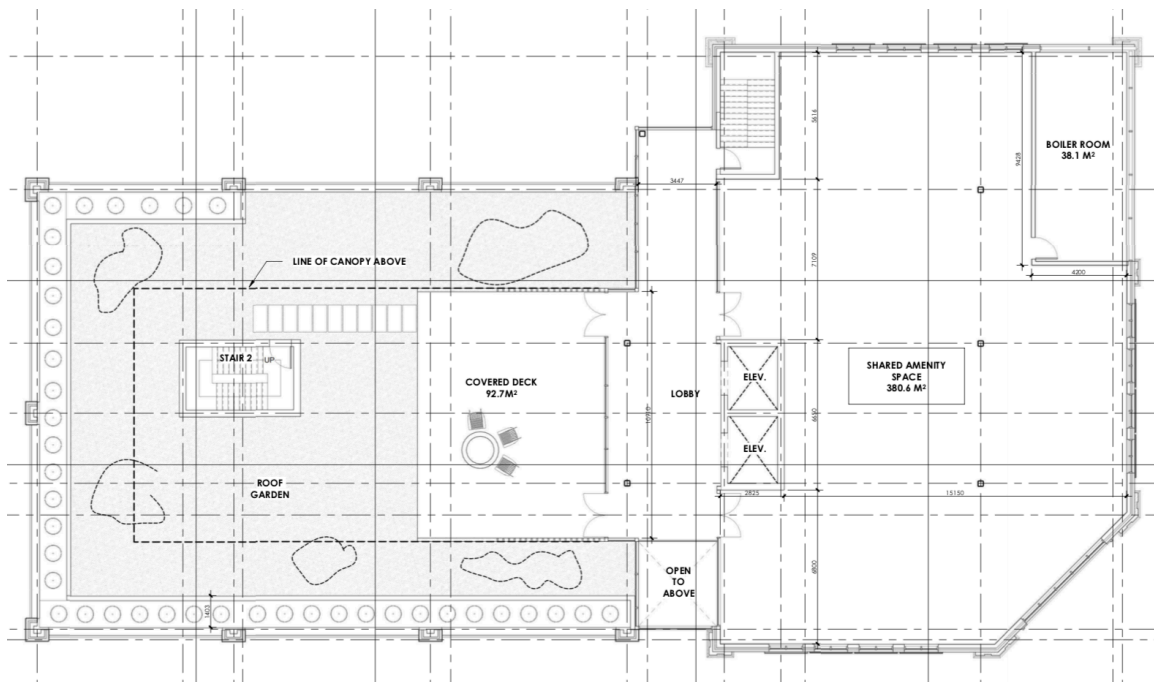
An Urban Design Brief has also been prepared for the site and details the inspiration for the building as well as how the building and site meet or exceed the provisions within the Town of Collingwood Urban Design Manual. A copy of the Urban Design Brief is included with the Site Plan and Minor Variance application submissions.

e). Height

The Hume Innovation Hub is proposed as a three storey building with a step up to a partial fourth storey at the corner of Hume Street and Market Street to accommodate an indoor meeting area and outdoor amenity area. Please see Figure 6 – 4th Floor for a visual outline of the fourth floor layout.

The rooftop amenity area provides for a significant amount of outdoor amenity space within an infill development site. The outdoor amenity area has been well screened from the street with visually pleasing garden boxes and plantings.

Figure 6 – 4th Floor



To accommodate a tiered 4th storey on the site, zoning relief from the maximum height of 12.0 metres is required for the building and is being completed through a Minor Variance request. The requested Minor Variance for the lands seeks to increase the permitted height to 18.6 metres to accommodate the partial fourth floor for the building.

ACK Architects completed a shadow study to review the impacts of an increased height at the site location. The shadow study assessed the existing C1 height restriction of 12.0 metres (as-of-right) as well as the current building design with the increased height. The as-of-right shadow diagram (See Figure 7) shows the shadow that could be cast with the current C1 Zone regulations (a height of 12.0 metres with minimal property setbacks). The proposed building shadow study (See Figure 8) outlines the shadow impact of the current proposal. With the stepped approach to the height, having the highest portion of the building located

at the corner of Hume Street and Market Street, the increase in height has no additional impact on neighbouring properties. In fact, the proposed building actually provides for less of a shadow impact on adjacent heritage lands than that of the “as-of-right” shadow assessment.

Figure 7 – As of Right Shadow Study Diagram

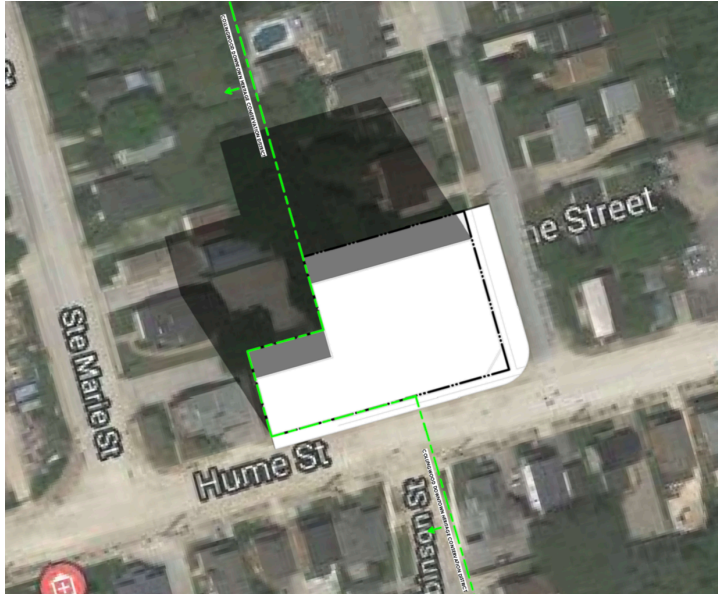
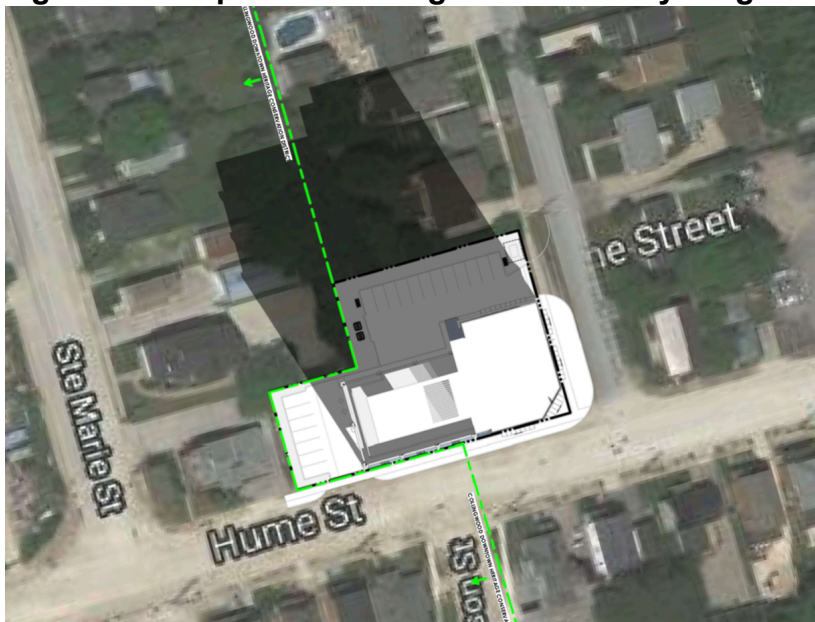


Figure 8 – Proposed Building Shadow Study Diagram



It should also be noted that surrounding zoning has been considered in determining the compatibility of proposed increased height requested for the site and are outlined in Section 2.2 of this report.

2.2 TOWN OF COLLINGWOOD ZONING BYLAW

The subject property is currently zoned Downtown Core Commercial (C1) within the Town of Collingwood Zoning By-law and is located in an area slated for commercial development.

The subject property abuts lands within the C1 Zone at the northern and western lot lines. To the east and south the site is bound by Market Street and Hume Street. Adjacent to Market Street and Hume Street are commercially zoned lands within the C4 Zone. The C4 Zone also permits a variety of commercial uses and permits a maximum height of 15.0 metres.

Farther to the west of the property (located at the corner of St. Marie Street and Hume Street) are additional properties located within a C1-4 and C1-7 site specific zones. The C1-4 and C1-7 site specific zones permit increased height provisions to accommodate buildings up to 7 storeys in height.

Please see Figure 9 – Zone Map for property and surrounding zoning information.

Figure 9 – Zone Map

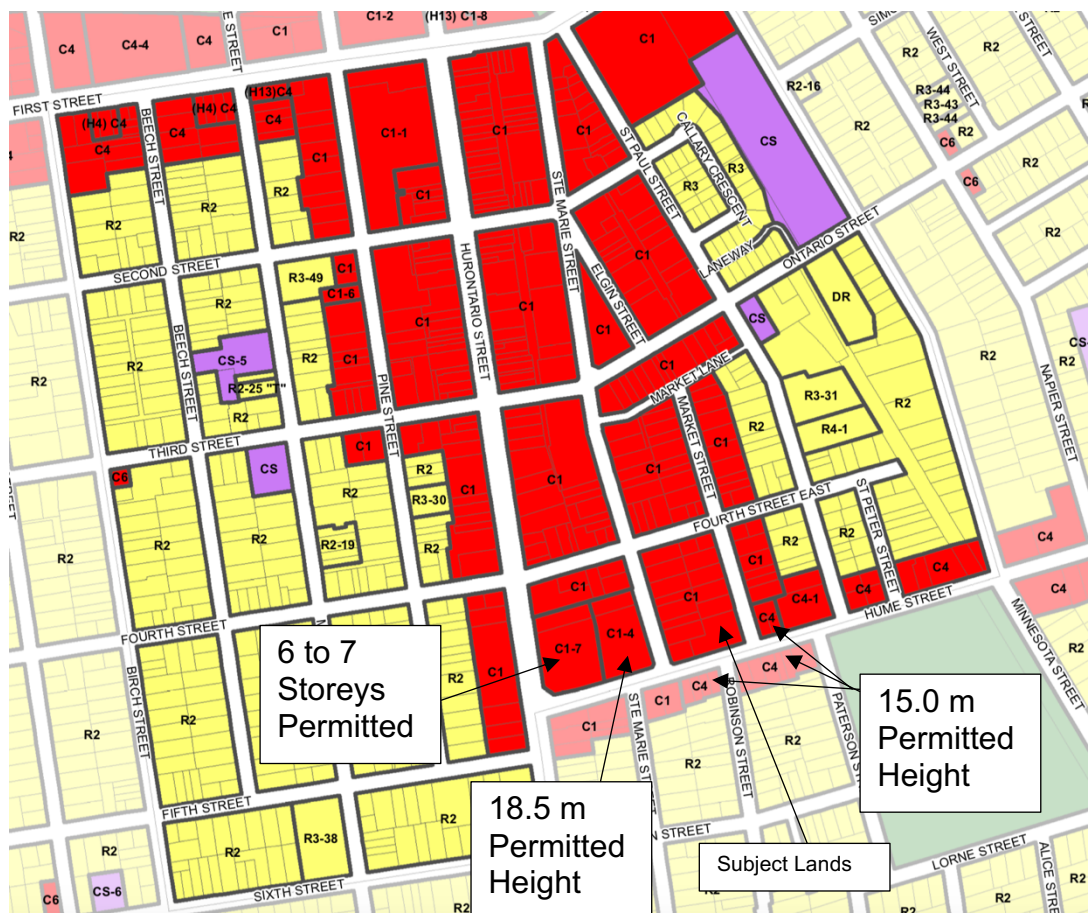


Table 7.3.1.1 outlines the lot provisions required for the C1 Zone. A Zone Matrix is provided as Figure 10 to provide details on the C1 requirements and the site proposal.

Figure 10 – Zone Matrix

Lot Provisions	C1 Requirement	Proposed/Existing
Min. Lot Area (sq.m.)	nil	2,465.5 sq.m.
Min. Lot Frontage (m.)	nil	65.9 m (Hume Street) 43.98 m (Market Street)
Min. Front Yard (m.)	nil	0 m. (East) 0.675 m. (South)
Max. Front Yard (m.)	3 m.	n/a
Min. Exterior Side Yard (m.)	nil	0.155 m.
Max. Exterior Side Yard (m.)	3 m.	n/a
Min. Interior Side Yard (m.)	nil (where the lot line abuts a commercial zone)	16.4 m. (West)
Min. Rear Yard Setback (m.)	7.5 m.	16.5 m. (North)
Max. Height (m.)	12 m.	18.6 m. Minor Variance Application submitted concurrently with Site Plan to accommodate increased height on a portion of the building.
Min. Height (m.)	6.0 m.	n/a
Max. Lot Coverage	nil	Approx. 44.7%
Min. Landscaped Open Space	nil	Approx. 316.4 sq.m. at grade with rooftop amenity provided.
Min. Building Depth (m.)	15.0 m.	19.8 m.
Min. Setback to Parking	3 m.	1.925 m. Minor Variance application submitted to request relief from Section 5.2.5 of the Zoning Bylaw.

2.3 PROPOSED MINOR VARIANCE DETAILS

As discussed above, the subject lands are zoned within the C1 Zone. Below is a chart outlining the Minor Variances requested to accommodate the Hume Innovation Hub as proposed.

Provision	Requirement	Proposed	Detail of Relief Request
Max. Height	12.0 m.	18.6 m.	An increased height is requested to accommodate a partial fourth floor. The partial 4th storey will accommodate an indoor meeting space and an outdoor amenity area. The increase in height is minor in nature and has no negative impact on the surrounding properties. The highest portion of the roof is proposed at the intersection of Hume Street and Market Street with the building stepping down to 3 storeys where adjacent to an existing building. It should be noted, surrounding lands have permitted heights from 15 metres up to 7 storeys along Hume Street and in close proximity to the site.
Loading Space	1 separate area	No separate are provided	The intent of the site is to provide a loading area within the northern parking area. As the proposed development represents an infill development, there is not enough land to efficiently develop the site and provide for a separate loading space. It is intended to include in all lease agreements for the building clauses indicating all loading and deliveries are to occur after regular business hours to address any conflict issues between deliveries and patrons using the parking area.
Parking Setback to Street	3.0 m.	1.925 m.	With the irregular shape of the property, relief is required to accommodate a reduced setback from the street to the small parking area accessed by Hume Street. This area will be landscaped to create a visual buffer and maintain an attractive

			streetscape. This is the reality of efficient development of an infill site. It should be noted that the building is located with a 0m. setback from Hume Street, this will assist in the parking being visually setback from the street.
--	--	--	---

2.4 FOUR TESTS OF A MINOR VARIANCE

Section 45 of the *Planning Act* provides the Committee of Adjustment with the authority to grant relief from the requirements of a municipal zoning by-law. Approval of applications must meet the requirements set out under 45(1) and/or 45(2) (a) or (b) in the *Planning Act*.

Does the proposal maintain the general intent and purpose of the Official Plan?

The subject property is designated as Downtown Core within the Town of Collingwood Official Plan. The objectives of the Downtown Core designation include promoting the continued strengthening of the downtown, creating opportunities for commercial intensification and ensuring the commercial facilities achieve a high standard of urban design. The proposed commercial building represents intensification of the lands and seeks to accommodate a variety of permitted uses within the site. The general intent and purpose of the Official Plan is maintained with the proposed multi-use commercial building located in a key commercial area within the Town. The stepped increase in height allows for further intensification of the lands, while respecting adjacent buildings. It is the professional planning opinion of the undersigned that the general intent and purpose of the Official Plan is maintained.

Does the proposal maintain the general intent and purpose of the Zoning By-law?

The proposal seeks to build a state-of-the-art building to house a variety of permitted commercial uses.

Increased Height

The increase in height is requested for a portion of the building fronting along two municipal roadways. The building then steps down adjacent to existing buildings to the west. The increase in height allows for an efficient use of the infill lands while being sensitive to surrounding properties. Please note the height of 18.6 metres has been measured based on the median grade throughout the property as demonstrated in Figure 11 – Median Height.

Lands surrounding the subject site have a variety of permitted heights ranging from 15.0 metres up to 7 storeys. The proposed stepped building height is

compatible with existing surrounding zoning, which will guide future development, and is sympathetic to existing adjacent buildings.

Figure 11 – Median Height

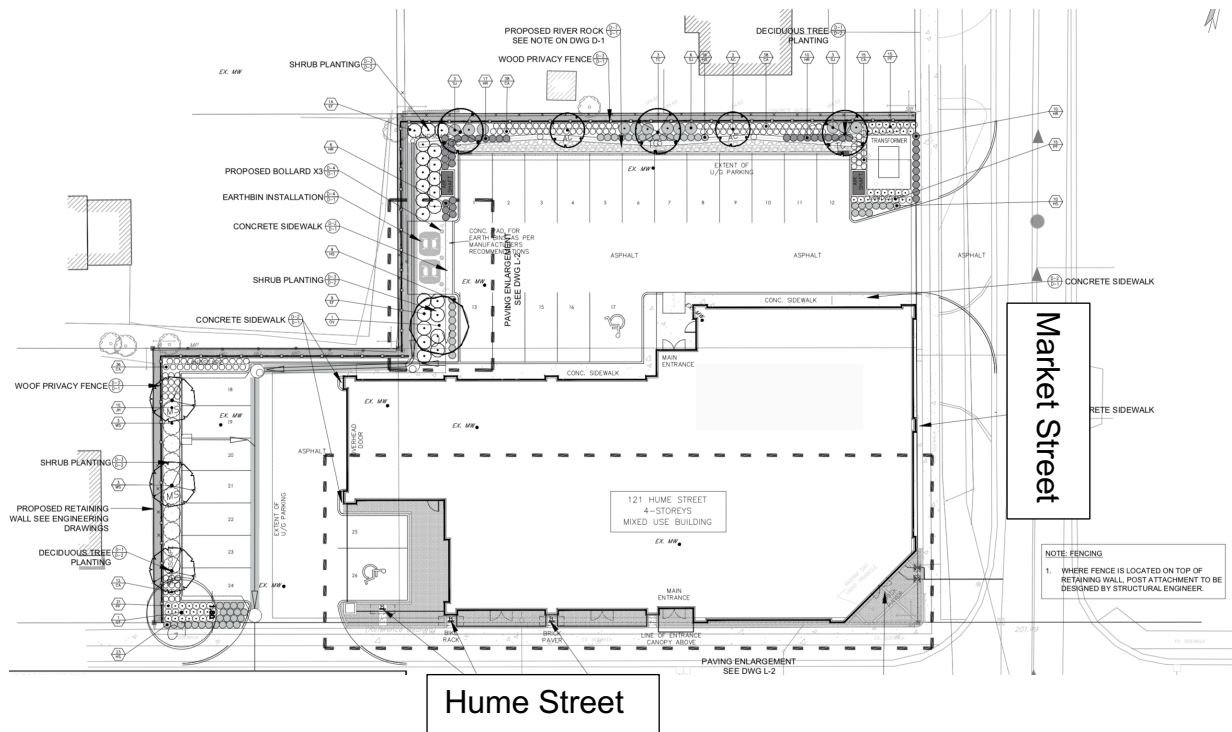


A shadow study was completed for the site which looks at the increased height shadow effect as well as the shadow effect of a building on the site which meets the 12 metre height restriction of the C1 Zone (as-of-right). The comparison shows, with the increased height pushed to the front corner of the property, there is little to no additional impact on neighbouring properties due to the height increase and the adjacent heritage district is in fact impacted less than an as-of-right height with the proposed site design.

Parking Setback to the Street

The reduction in the proposed parking setback to the street is requested to accommodate the parking area along Hume Street. This is a small parking area with only 9 surface parking spaces. The landscape plans for the site provide for landscaped buffering in this area to ensure the streetscape remains aesthetically pleasing. The request is required due to the irregular shaped lot and is a reality of intensification on an infill property. It should be noted that parking is setback further from the street than the building, enhancing the streetscape. The general intent to create an attractive streetscape is maintained through building placement and landscape buffers. Please see Figure 12 – Landscape Buffer.

Figure 12 – Landscape Buffer



Loading Space

The reduction in the loading space requirement is proposed to address the infill nature of the site. Adequate provisions will be incorporated into site plan and lease agreements to ensure the proposed loading area is safe and does not impact the day to day activities of the site.

It is the professional planning opinion of the undersigned that the general intent and purpose of the Zoning Bylaw is maintained.

Is the proposal desirable for the appropriate development of the subject lands and minor in nature?

The proposal is desirable as it will provide the Downtown Core of Collingwood with a regional business centre designed to accelerate startups and local entrepreneurs onto the world stage. Its goal is to empower entrepreneurs within the South Georgian Bay region and help them commercialize social impact technologies with innovative engineering, health and wellness focus. The state-of-the-art facility will also facilitate collaboration between public and private sector organizations. The reliefs requested to accommodate the Hume Innovation Hub are minor in nature and are largely required to ensure efficient use of an infill site slated for commercial development.

As demonstrated, it is the professional opinion of the undersigned that the proposed Minor Variances requested to accommodate the Hume Innovation Hub are minor in nature, are in line with the intent and objectives of the Town of Collingwood Planning Framework and represent good land use planning.

3.0 SUPPORTING TECHNICAL DATA

The following technical reports have been prepared in support of the development proposed on the subject lands.

3.1 PRE-CONSULTATION AND COMMENTS ON PROPOSAL

The development team has been working with Town of Collingwood staff and peer reviewers through the development of this site. An initial building and site plan design was circulated to the Town. Both pre-consultation and initial peer review comments were based on the original proposal. Included as Appendix A to this report is an outline of the comments received on the original proposal as well as the development team response indicating how each comment has been addressed, where appropriate, through the revised Site Plan.

3.2 FUNCTIONAL SERVICING AND STORMWATER REPORT

A Functional Servicing and Stormwater Report dated June 2020, has been prepared by Urban Watershed Group Ltd. (UWGL) in support of the Site Plan Submission for the lands.

The report identifies that existing municipal water, storm, and sanitary services are available on Hume street. Municipal water and sanitary services are also available on Market Street. A storm service is proposed to be installed to the Hume Street existing municipal storm sewer.

The report concludes the following:

- the proposed stormwater management and servicing plan supports the concept of an environmentally sustainable development.
- the proposed water and sanitary demand requirements for the development have been calculated in conformance with Town standards to assess the plausibility of providing new service connections to the property.

Please see Functional Servicing and Stormwater Report prepared by Urban Watershed Group Ltd. submitted with the Site Plan and Minor Variance applications for full site servicing details.

3.3 TRAFFIC REVIEW LETTER

NexTrans has prepared a traffic review letter to assess both of the proposed entrances for the site. The traffic review letter outlines the use of each proposed

entrance and provides an assessment of same. The report indicates that the proposed development provides one full move access onto Market Street and one full move access onto Hume Street. With the Market Street access accommodating garbage and delivery vehicles.

Market Street Access Review

The traffic review prepared provides the following information regarding the Market Street access for the site:

- The proposed access location is appropriate, no potential conflicts or sightline issues given Market Street is relatively flat with no notable horizontal or vertical curves in the vicinity of the proposed site access.
- Given that this proposed access will accommodate very little traffic, this access will only require one inbound lane and one outbound lane with a total width of approximately 6.0 m.
- No exclusive turning lanes are required on Market Street.

Hume Street Access

The traffic review prepared provides the following information regarding the Hume Street access for the site:

- It is anticipated that there are no sightline issues given that Hume Street is relatively flat and there are no notable horizontal or vertical curves in the vicinity of the proposed site access location.
- It is recommended that the existing hatched pavement markings on Hume Street located to the west of Robinson Street be repainted as two-way centre left turn lane, similar treatment between Robinson Street and east of Market Street.
- Given that this proposed access will accommodate low traffic volumes, this access will only require one inbound lane and one outbound lane with a total width of approximately 6.0 m.
- The recommended two-way centre left turn lane on Hume Street will be able to accommodate the turning movements in and out of the site.

The traffic review letter provides the following recommendations and conclusions for the site:

- Revise the existing pavement marking (hatched) on Hume Street to accommodate a two-way centre left turn lane, similar to the existing conditions east of the proposed site access;

- Install stop bars, stop signs and convex mirror at the bottom of the underground parking garage to ensure sufficient and safe vehicle movements, as well as prevent any potential queuing spill back;
- The proposed access onto Market Street is acceptable to accommodate servicing vehicles;
- The proposed access onto Hume Street is acceptable to accommodate passenger vehicles; and
- Schedule garbage and delivery vehicles during off peak hour and building management will provide assistance as required.

Please review the full traffic review letter submitted in support of the Site Plan and Minor Variance applications for a full overview of truck turning assessments and full recommendations for the site.

3.4 HERITAGE IMPACT ASSESSMENT

The subject property is located adjacent to the Town of Collingwood Heritage District. For all development adjacent to the Heritage District, a Heritage Impact Assessment is required to assess the impact of the proposal on the neighbouring heritage properties.

Golder and Associates was retained to prepare a Heritage Impact Assessment (HIA) for the site. The HIA provides a thorough review of the new construction guidelines for the adjacent Collingwood Downtown HCD, the potential impacts resulting from the proposed development are assessed and future conservation actions recommended.

Upon a fulsome assessment of the proposed development, the HIA concludes the proposed development will not directly impact—and is compatible in design and massing with—the heritage attributes of adjacent and surrounding protected heritage properties and the heritage attributes of the Collingwood Downtown HCD.

The report also provides an assessment of the updated building design in relation to the peer review comments provided.

Please see Heritage Impact Assessment prepared by Golder Associates Ltd. for the full list of recommendations and mitigation measures for construction.

3.5 URBAN DESIGN BRIEF

ACK Architects has prepared an Urban Design Brief for the proposed building and site design. The Urban Design Brief provides an overview of the inspiration for the development of the site and outlines how the proposal meets the principals and guidelines of the Town of Collingwood Urban Design Manual.

The Urban Design Brief clearly outlines how the proposed building design meets the relevant Urban Design criteria through stepped massing, the use of a parapet for the corner site, well planned glazing and simplified forms and materials within the building design.

It should be noted that Section 4.4.4.2 of the Town of Collingwood Official Plan requires lands that are not within or adjacent to the Heritage District be consistent with the Urban Design Standards. *“Development that is not within or adjacent to the District shall be consistent with Collingwood’s Urban Design Standards.”*

Although adjacent to the Heritage District, the Hume Innovation Hub has considered the Urban Design Standards and is consistent with same.

Please see the Urban Design Brief prepared by ACK Architects for a full understanding of how the proposed commercial building is consistent with the urban design policies of the Town of Collingwood.

3.6 LANDSCAPE PLAN

Greenland Group of Companies was retained to prepare a landscape plan for the development. The site is currently vacant and has minimal existing landscaping features.

The landscape plan proposes a retaining wall with privacy fencing along the northern and western property boundaries. A variety of shrubs and plantings are proposed throughout the perimeter of the site as well as along the front of the Hume Street entrance.

Well placed concrete sidewalks and unit pavers throughout the site help to create an urban and pedestrian friendly site. Bicycle parking in excess of the requirements are located along the Hume Street frontage as well as within the private parking garage area.

The landscape plan has carefully considered the aesthetics for the site with the buffering of adjacent sites as well as buffering of services required on site. The parking, garbage and utility areas have all been considered with landscaping to minimize their visual effect on the site.

All proposed lighting on the site will be dark sky compliant.

4.0 EXISTING LAND USES

4.1 SUBJECT PROPERTY

The subject property is currently vacant.

4.2 SURROUNDING LANDS

The subject lands are surrounded by both commercial and residential uses as follows:

North: to the north, the site abuts lands zoned C1 currently housing a residential use. Although the adjacent land to the north is zoned C1, the proposed site plan considers additional landscaping and privacy fencing along the property border to buffer the existing residential use.

East: to the east the site is bound by Market Street. On the opposite side of Market Street are commercially zoned lands.

South: to the south the site is bound by Hume Street. On the opposite side of Hume Street are several properties zoned and used for commercial purposes.

West: to the west the site abuts a property currently zoned and used for commercial purposes.

5.0 PLANNING ANALYSIS

In formulating the planning rationale for the proposed multi use commercial building located at 121 Hume Street the Growth Plan for Greater Golden Horseshoe, the Provincial Policy Statement 2020, the County of Simcoe Official Plan, and the Town of Collingwood Official Plan were reviewed.

5.1 GROWTH PLAN FOR GREATER GOLDEN HORSESHOE (GROWTH PLAN)

The Growth Plan seeks to direct growth to settlement areas and prioritize intensification, with a focus on strategic growth areas, including urban growth centres and major transit station areas, as well as brownfield sites and greyfields. The Growth Plan encourages growth through the development of complete communities with a diverse mix of land uses and housing types.

The proposed development represents commercial intensification on underutilized lands zoned and designated for development within a core commercial area of the Town of Collingwood. The proposal will bring additional business and employment opportunities to the community on existing commercial lands, serviced by existing municipal services, through well thought out and sustainable design.

The proposed mixed-use commercial building meets the goals and the policies of the Growth Plan and represents intensification and the efficient use of designated and zoned lands.

5.2 PROVINCIAL POLICY STATEMENT 2020 (PPS)

The proposed development conforms to the principles and goals of the Provincial Policy Statement 2020 (PPS) by proposing to develop a mixed-use commercial building in an existing serviced and core commercial area of Collingwood. The

proposed development represents an efficient, orderly use of infrastructure through the intensification of lands designated and zoned for commercial growth.

The PPS vision “focuses growth within settlement areas and away from significant or sensitive resources and areas”. The PPS further indicates a need to efficiently develop lands to optimize the use of land, resources and investment in infrastructure to promote a mix of housing, employment, and open spaces.

The Hume Innovation Hub proposal on the subject lands is consistent with the PPS as follows:

- The subject lands are located in an existing settlement area and are designated and zoned for commercial development.
- The proposal will provide for employment opportunities within the Town through the redevelopment and intensification of commercial lands left vacant for over 10 years.
- The development efficiently uses existing infrastructure.
- The proposal promotes healthy and active living, with a well landscaped and pedestrian friendly site design, located in the core commercial area of the Town.
- The proposal provides for accessibility throughout the site plan and building to ensure full inclusion.

5.3 COUNTY OF SIMCOE OFFICIAL PLAN

The relevant policies of the County of Simcoe Official Plan have been reviewed as they pertain to the development of the subject property. The subject property is designated as “Settlement” in the County of Simcoe Official Plan. Settlement Areas are to be the focus of population and employment growth.

The proposed development conforms to the objectives and policies of the County of Simcoe Official Plan by proposing commercial development in an existing settlement area in a compact urban form. The development will promote the efficient use of existing municipal water and sewer facilities, existing transportation and utilities, and, other services.

The development as proposed represents an efficient use of lands and an appropriate intensification of underutilized lands already designated and zoned for commercial development in an established and serviced settlement area.

5.4 TOWN OF COLLINGWOOD OFFICIAL PLAN

The subject property is designated as Downtown Core Commercial within the Town of Collingwood Official Plan. Section 4.4 of the Official Plan provides for goals, and policies within the Commercial Districts throughout the Town.

Section 4.4.1 of the Official Plan outlines the goals of Commercial land uses within the Town as follows:

1. To strengthen Collingwood as a regional service centre.
2. To provide the widest possible range of retail and other commercial services to residents of Collingwood, residents of the surrounding communities, and visitors.
3. To protect and enhance the commercial role of the Downtown.
4. To ensure a high quality of visual and functional character of all commercial areas in Collingwood.
5. To create a policy framework and land use structure that will guide public and private decisions on the location of commercial uses over the timeframe of this Official Plan.
6. To concentrate the majority of commercial facilities in the Downtown, and the Regional Commercial District, with each node providing different yet equally-important commercial functions.

The Hume Innovation Hub supports the goals of the Official Plan as follows:

- The proposal creates a state-of-the-art building within the core commercial area which will provide employment opportunities for Collingwood and the Region as a whole.
- The building is designed to attract a variety of mixed commercial uses including retail opportunities on the ground floor.
- The proposal will enhance the commercial core by providing a state-of-the-art building located on a highly visible corner lot. The design of the building has strong consideration for the adjacent heritage buildings and the urban design guidelines for the Town.
- Parking areas have been oriented toward the rear of the building and landscaped from the main public roads.
- Sidewalks, which link the site with the fronting municipal roadways, encourage pedestrian friendly access in keeping with a core downtown designation.

Section 4.4.2 of the Official Plan provides the objectives of the commercial designations as follows:

1. To promote the continued strengthening of the Town's multifunctional downtown.
2. To create opportunities for the commercial intensification and expansion of the downtown.
3. To ensure the orderly expansion of retail and service commercial facilities in designated commercial areas.

4. To ensure that new commercial facilities will not jeopardize the planned commercial function of the commercial areas defined in this Official Plan.
5. To ensure that commercial facilities are compatible with surrounding land uses.
6. To ensure that commercial facilities meet all functional requirements such as traffic management, parking, and servicing.
7. To ensure that commercial facilities achieve a high standard of urban design.
8. Over time, the Regional Commercial District will expand in a southerly direction and Cambridge Street will be extended to join with Third Street.

The proposal meets the objectives of Section 4.4.2 of the Official Plan as follows:

- The proposal provides for a variety of commercial uses strengthening the commercial variety offered within the Town of Collingwood.
- The proposal represents the intensification of underutilized commercial lands which have sat vacant for over 10 years.
- The proposal is not an expansion of the commercial district but rather intensification of commercial lands located in a commercial core area and surrounded by commercial designated and zoned lands.
- The proposed commercial building provides adequate landscaping and buffering as well as a retaining wall and privacy fencing along its property boundaries. The building is designed to step down adjacent to existing structures and is sensitive to surrounding uses and zones.
- The proposal enhances the planned commercial area by proposing a state-of-the-art building to house commercial opportunities as planned for within the current designation and zoning of the property.
- The proposal has been designed to maximize the building area while providing adequate parking and access. The proposal is supported by technical reports to support the site design and layout.
- The proposal represents a high quality of urban design with landscaping, pedestrian linkages and a well-designed façade. An Urban Design Brief has been prepared in support of the development proposal.

Section 4.4.3 provides general policies for commercial designated lands within the Town of Collingwood.

Section 4.4.3.1 Permitted Uses (OPA#12)

Within a Commercial designation shown on the Land Use Schedule, the predominant use of land shall be for commercial activities such as personal service, accommodation, retail shopping and office facilities in accordance with the provisions in this section of the Plan. Other activities may include institutional, residential and public uses. The Zoning By-law provisions for a particular location or site will not necessarily include the full range of uses generally contemplated for that designation, and specific restrictions on the size, type, and/or phasing of uses or other regulations may be set out in the applicable Zoning By-law to give effect to the policies of this Plan.

Comment: The proposal will provide for a range of commercial uses permitted within the existing C1 zoning for the property.

Section 4.4.3.2 Development Standards

All commercial development shall be adequately regulated by suitable provisions in the Zoning By-law including permitted uses, detailed standards of commercial lot and building requirements, adequate setbacks from property lines, appropriate off- street parking requirements, landscaped area or buffering requirements to protect adjacent residential areas, prohibition of nuisances, control over outside storage, control of lighting for parking areas in certain cases and the control of commercial signage.

Comment: The site plan proposal provides for adequate parking and setbacks. There is no outside storage intended for the site. All lighting is intended to be dark skies compliant and will be reviewed by Town staff as part of the second Site Plan submission. The site plan contemplates adequate screening from adjacent residential uses with retaining walls, privacy fencing as well as landscaping.

Section 4.4.3.3 Intensification and Rehabilitation (OPA#12)

The Town will continue to support intensification and rehabilitation within the Downtown Core. Existing buildings should be conserved and renovated wherever practical throughout the Town.

Comment: The proposed development represents intensification of lands designated and zoned for commercial use. The lands have been vacant for over 10 years.

Section 4.4.3.4 Heritage District

Council supports the designation of the Downtown Core as a Heritage District within the definition of The Ontario Heritage Act. The preservation and the

continued maintenance of the Downtown Core's architectural legacy will be supported through policy and regulatory frameworks.

Comment: The subject property is not located within the Heritage District. The site is adjacent to the Heritage District and as such a Heritage Impact Assessment has been prepared in support of the proposed development.

Site Plan Control

To ensure adequate design considerations are given to all new development and redevelopment projects, Council will support the development of detailed urban design guidelines for commercial areas and utilize site plan control procedures in accordance with the provisions of this Plan.

Comment: The subject property is subject to Site Plan Control.

Section 4.4.4 Downtown Core

As per Section 4.4.4 of the Town of Collingwood Official Plan, the Downtown Core designation is intended to be the primary location of cultural and civic uses and a major commercial focus for the Town. Retail is planned to continue as a major use within the Downtown Core. The proposed Hume Innovation Hub provides for a mixed-use commercial development on lands designated for such uses.

Section 4.4.4.1 of the Official Plan outlines the permitted uses within the Downtown Core to be the fullest and most diverse range of commercial activities. Permitted uses include all forms of retail and service commercial facilities including retail commercial establishments, food supermarkets, general merchandise stores, banks and financial institutions, business and professional offices, hotels, private clubs, places of recreation and entertainment, personal and business services, and other commercial activities. The intent of the proposed building is to accommodate a variety of permitted commercial uses within the Downtown Core through well designed and sustainable development.

Section 4.4.4.2 Built Form (OPA#12)

Within the Downtown Core area designation there is an approved Heritage Conservation District. Development and re-development within the Heritage Conservation District shall only take place in accordance with the requirements of the District Plan and a Heritage Impact Assessment may be required by Council. A Heritage Impact Assessment may also be required prior to the approval of development or re-development of properties adjacent to the District.

Development that is not within or adjacent to the District shall be consistent with Collingwood's Urban Design Standards.

Comment: The subject property is located adjacent to the Heritage District. A Heritage Impact Assessment has been prepared in support of the proposed development and speaks to its compatibility with the adjacent Heritage District.

Although adjacent to the Heritage District and subject to the requirements and recommendations of a Heritage Impact Assessment, the site has also considered the Urban Design Manual to ensure its compatibility with the urban design standards of the Town of Collingwood.

Section 4.4.4.3 Appearance

Council shall encourage the visual improvement of the Downtown Core. This may include:

- 1. the coordination of signage, fascia's, lighting, landscaping and general maintenance;*
- 2. the acquisition of centralized communal parking areas in the Core and the suitable landscaping and maintenance of such facilities;*
- 3. the effort of the Town to use small spaces for amenities such as benches, planters, street lighting, street furniture or public art; and*
- 4. the completion of specific design criteria in the Town's Urban Design Guidelines.*

Comment: The Hume Innovation Hub proposal:

- provides for a landscaped and pedestrian friendly design with the building pushed to the street enhancing the overall streetscape;
- provides for a private amenity area on the roof;
- provides adequate on-site parking screened from view as much as possible; and
- has strong consideration for the Urban Design Guidelines despite it being adjacent to the Heritage District.

Section 4.4.4.4 Off-Street Parking

Within the Downtown Core designation, all development shall provide adequate off- street parking in accordance with existing Zoning By-law standards. On-site parking requirements for specific non-residential development/redevelopment proposals in the Downtown Core may be satisfied through communal, municipal or privately- owned parking areas located elsewhere in the Core. Provision of cash-in-lieu parking may be required in accordance with the Planning Act.

Comment: The proposal provides for adequate on-site vehicle parking as well as exceeds the bicycle parking requirements for the C1 Zone.

Section 4.4.4.5 Open Storage

No open storage of goods or materials shall be permitted in the Downtown Core.

Comment: No outside storage is proposed on the lands. All outside utilities required to service the site are intended to be screened with landscaping as much as possible.

As demonstrated, the Hume Innovation Hub proposal conforms to the goals objectives and policies of the Town of Collingwood Official Plan by promoting well designed commercial development within a core commercial area.

6.0 CONCLUSION

The proposed development represents commercial intensification on lands designated and zoned for commercial development in a serviced area of the Town of Collingwood.

It is the professional planning opinion of the undersigned the proposed Hume Innovation Hub commercial development represents good land use planning for the following reasons:

- The proposed development is located within the settlement area and will be serviced by existing municipal sewer and water services.
- The proposed development is compatible with the surrounding land uses.
- The proposed development is supported by a fulsome Heritage Impact Assessment.
- The proposed development represents intensification of currently underutilized lands within the core commercial district of the Town.
- The site has been designed to enhance the commercial area while respecting the adjacent Heritage District and residential use.
- The Minor Variance requested to accommodate the proposed Hume Innovation Hub is minor in nature and maintains the intents and goals of the Town of Collingwood Official Plan and Zoning Bylaw.
- The proposal will assist in providing additional retail and commercial space in the Town of Collingwood along a key commercial corridor.
- The proposed development conforms to the goals, objectives, and policies of the Growth Plan, the Provincial Policy Statement 2020, the County of Simcoe Official Plan, and the Town of Collingwood Official Plan.

Respectfully submitted,
RUDY & Associates



Michelle Cutts, MCIP, RPP
Principal Planner

Appendix A – Comment and Response Chart

	Pre-consultation Comments for January 22, 2020	
Zoning Notes		
1.	Section 4.16: Sight triangles dedication are 6.0 metres. Engineering to confirm requirement.	6.0 metre site triangle provided as per zoning.
2.	Section 4.17: Site illumination max 13.0 metres above grade and projecting downward (study required)	A Photometric Design for the site and exterior of the building is anticipated to be a condition of SPA and will be provided with detailed design of the building and upon receipt of the first set of comments from the Town. It is anticipated that the lighting will meet the requirements of zoning.
3.	Section 5.2.5: Required setback to a street a minimum of 3.0 metres reserved for a landscape buffer to parking areas (enhanced landscaping required).	Minor Variance requested to address the setback to parking areas from Hume Street. Enhanced landscaping has been provided to accommodate the reduced setback of 1.9 metres. This is typical in efficiently developing an infill lot.

4.	Section 5.10 Loading Space Regulations: 1 space required	Minor Variance requested to recognize a loading area rather than separated space. Wording to be included in lease agreements and SPA.
5.	Section 5.13: Bicycle space requirement to be detailed on site plan stats.	Completed. Site plan provides over 10%.
6.	Section 5.15: Parking calculations are subject to the uses proposed at the time of site plan application. Applicant is advised that additional future proposed uses will be limited to the parking provided on the approved site plan, unless otherwise demonstrated by an additional parking study.	Noted. Please note parking has been calculated to accommodate retail and business offices. Section 5.16.2.3 of the Town of Collingwood Zoning Bylaw provides for the C1 Zone parking requirements with relation to non-residential uses as follows: "The parking space ratio for all non-residential uses for any other existing building, a converted building or a new building, or an addition thereto, shall be 3 spaces per 100 m ² GFA.

		Please see Planning Report for further details.
Planning	Detail of Comment	Response
1.	Potentially Contaminated Site (ESA I & 2 – proof of completion and Record of Site condition)	Record of Site Condition filed for the site on June 26, 2017. A copy of the reports and RSC confirmation is included with the submission.
2.	Heritage Impact Assessment (HIA) required for a complete submission. HIA to be completed and peer reviewed prior to bringing forward to heritage committee.	Golder Associates has prepared an HIA in support of the proposal which indicates the proposal is compatible in design and massing with heritage attributes of adjacent and surrounding properties.
3.	Comprehensive design concepts shall be required to achieve proper access and internal traffic circulation systems, adequate parking, snow storage, loading and garbage collection/storage facilities and appropriate urban and design characteristics which are consistent with UDM.	See UDM Brief prepared by ACK Architects which outlines how the site meets the goals of the UDM.
4.	Is there an opportunity to move the transformer at the North West side of Market Street? If not, further screening options are required to be explored.	There are no other options for the transformer location. Additional screening

		with landscaping has been incorporated into the plan.
5.	Rooftop terrace to be setback so that patrons would be set back from edge of roofline and not seen from street level	Additional planters have been incorporated on the rooftop terrace to ensure users are setback screened from the street.
6.	A traffic analysis indicating how the traffic generated by the proposed development can be accommodated without adversely impacting on the capacity of the road system or on adjacent land uses. Please investigate options for different locations for underground ramp location (also noted by Heritage peer reviewer to locate building along street front – Hume St. Controlled access with signage for permanent vs. visitors flow into parking area to be identified. TIS to indicate flows onto Market St./Hume St. Engineering department to review	NexTrans has prepared a Traffic Review Letter to assess the site design. The underground garage cannot be relocated due to grading of the site.
7.	Parking for the disabled will be required as if the Accessibility for Ontarians with Disabilities Act, O-Reg. 191/11, Section 80.36.	The site plan provides 3 accessible parking spaces as per zoning.
8.	2% cash in lieu (Parkland Dedication By-law)	Noted. Wording in Site Plan Agreement.
9.	Daylight triangle – minor variance required if less than 6 metres.	Engineering requires 5m x 5m. This reduction is included within the Minor Variance request for the site.
10.	Noise Study required for developments relationship to Hume Street and HVAC systems relationship to adjacent property owners (to be peer reviewed)	Noted. Wording in SPA as final building design (electrical and

		mechanical) to commence upon site plan approval.
11.	Development of the property will be required to conform to the Town's Urban Design Manual (UDM) and will require an urban design brief (terms of reference that will be peer reviewed at the applicants expense. Do not overlook this review as part of the formal site plan submission. 360 degree urban design/streetscape and the inter site relationship with neighboring properties. The UDM requires buildings to be located at the street front with parking located in the rear on site. Please have regard for walkability and active transportation connections. Staff recognize the importance of context in urban design and, if issues surrounding urban design emerge relative to the proposed design we encourage a discussion to evaluate the options. https://www.collingwood.ca/sites/default/files/docs/town-services/collingwood-urban-design-manual.pdf.4.4.4.5	Section 4.4.4.2 Built Form (OPA#12) of the Town of Colling Official Plan states <i>Development that is not within or adjacent to the District shall be consistent with Collingwood's Urban Design Standards.</i> Despite being adjacent to the Heritage District, the lands have considered the UDM. See UDM Brief for details on how the building and site design meet the UDM guidelines.
12.	Standard Site Plan Requirements	Noted.
13.	• Site plan concept dimensioned including depiction of adjacent lots, any easements, all constraint lines relative to environmental and any other constraints • Site statistics including but not limited to proposed height, parking, setback, coverage, landscape open space	Included with 1st Submission: -Site Plan including Elevations -Landscape Plans -FSR and Stormwater Report

	• Elevations from all sides including simplified depiction of existing and/or proposed adjacent buildings and context • Landscape Plan • Heritage Impact Assessment • Property survey • Functional Servicing Report • Stormwater Management Report • Traffic Impact Brief • Geotechnical Investigation • Noise Study (peer review required) • ESA(PH1and2—to be provided) • Illumination & Photometric • Hydrogeological Assessment check list (NVCA comments) • Urban Design Report including Architecture and Streetscape Design, including consideration of façade, parking, screening, pedestrian connections, amenity space density, scale, massing, character, height, appearance, architecture, streetscape, buffering, transitions and integration with adjacent areas. The Urban Design Report will also be subject to peer review. • Construction Management Plan	-Site Servicing Plans -Heritage Impact Assessment -Planning Report -Traffic Impact Review Letter -Urban Design Brief -ESA 1 and 2 as well as RSC confirmation. Other Comments: -NVCA comments are not relevant for this development. -Construction Management Plan anticipated for SPA and second submission -Photometric Plan will be completed and submitted with a second submission to ensure we are far enough along on the site plan review before creating a lighting plan. - Noise Study cannot be completed until full design and code review of building is
--	--	--

		completed. Anticipate this to be included in SPA wording. -Geotechnical Report is anticipated as a requirement within the wording of the SPA and will commence upon review of fist submission.
Site and Landscape Review		
1.	We understand that all existing on-site trees (generally Manitoba Maple) will be removed through this development, which is acceptable.	Noted.
2.	There appear to be many trees on adjacent lands that are in close proximity to the property boundaries with extensive retaining wall, paving, and fencing works being proposed under their canopies. It should be confirmed that these trees do not fall under the legal definition of 'boundary trees', which would have shared legal rights with the neighbour. Should any of these trees be determined to be a 'boundary tree', we recommend that written permission be obtained from the neighbouring landowners to harm	"Boundary trees" is defined under the Forestry Act, see clip. Permission should and will be obtained based on the Act.

	or destroy identified trees (where impacts are applicable). Boundary trees 10 (1) An owner of land may, with the consent of the owner of adjoining land, plant trees on the boundary between the two lands. 1998, c. 18, Sched. I, s. 21.] Trees common property (2) Every tree whose trunk is growing on the boundary between adjoining lands is the common property of the owners of the adjoining lands. 1998, c. 18, Sched. I, s. 21. Offence (3) Every person who injures or destroys a tree growing on the boundary between adjoining lands without the consent of the land owners is guilty of an offence under this Act. 1998, c. 18, Sched. I, s. 21.	
3.	Given the extent of root damage anticipated for these neighbouring trees, we recommend that an arborist assessment be conducted to confirm that the root loss will not result in structural compromise (hazard tree) based on 'critical root zone' loss. Furthermore, the report should also assess impacts to the health of adjacent trees (optimal root zone loss) and provide recommendations for protection and mitigation measures.	Shoring and proposed retaining will impact the root zone of trees along the property line. It is anticipated that wording will be included within the SPA based on the final site plan and shoring design.
4.	Due to the south driveway curb radius off Market Street, there is insufficient sidewalk width to accommodate pedestrian and barrier-free access from the road-allowance. We recommend that this interface be revised accordingly.	Concrete sidewalk has been added to ensure pedestrian linkage to Market Street.
5.	At both the Hume Street and Market Street driveway entrances, the parking lot curb should end at the property boundary and the sidewalk/boulevard treatments should extend continuously through the driveways at grade (as a standard driveway condition) with pedestrians having the right-of-way. Refer to Town Standard Detail STD. No. 405 and similar commercial driveway treatments along Hume Street (see Figures 1 & 2).	Completed on revised site plan.
Dave Wood email dated		

Jan. 21, 2020		
1.	They are far from meeting the 30% canopy coverage required by the UDM. A few larger shade trees would help, however I suspect that they will still require an exemption. (UDM) All sites shall provide sufficient tree cover to create tree canopy shade over at minimum of 30% of the site area, with particular attention to hard surface areas. This includes large parking lots. Tree canopy size is calculated at maturity.	Current landscape buffers do not provide enough space to support the growth of larger shade trees due to the nature of the site being an infill site. Minimum planting bed width of 2.4m required to plant trees or 3.0m in parking areas. (UDM) With the current landscape plan dated an exemption will be required. It should be noted, the site is adjacent to the Heritage District. Section 4.4.4.2 Built Form (OPA#12) of the Town of Colling Official Plan states <i>Development that is not within or adjacent to the District shall be</i>

		<i>consistent with Collingwood's Urban Design Standards.</i>
2.	Given that this is a commercial site adjacent to residential properties, we would recommend that a more robust fence be considered. The 'Residential Screen Fence' detail is good between to residential properties, however, I think this would merit a stronger fence without spacer gaps in the boards.	A Solid board fence is proposed as well as landscaped screening.
3.	If the wheels of the waste collection truck need to drive onto the unit pavers to access the Earth Bins, we would suggest providing a reinforced concrete strip along the curb instead of the pavers.	This has been revised to a concrete pad as per manufacturers recommendations.
Engineering		
1.	The Town will require a 5m x 5m road widening "daylight triangle" at the intersection of Hume Street & Market Street, dedicated to the Town of Collingwood.	6 metre widening provided as per zoning requirements.
2.	There does not appear to be a pedestrian walkway to the doors on the north side of the building, connecting to Market Street.	Revised on current site plan to accommodate a pedestrian linkage.
3.	A Stormwater Management Report will need to be submitted on behalf of this development addressing post to pre quantity control measures and quality measures, if required. The storm sewers on Hume Street are currently over capacity during the 5 year storm event. Some level of over control may be required or a Market Street outlet explored. In addition, not all pre-development flows go to Hume Street, much of the property drains to the north. This will need to be examined further when determining pre/post-development flow targets.	The stormwater management strategy has been designed to control to the lesser of the 5 year allocation for this site identified in the Town design sheets in the street (governs) as well as the 2 year predevelopment storm

		event assuming over-controlling for the drainage to the north.
4.	A functional servicing report should be provided to confirm development flows and that existing services have adequate capacity for sanitary sewage, domestic water demand, fire flows, and utility servicing.	The FSR report identifies the expected flows for sanitary and water and the Town will assess the capacity of the system for a fee.
5.	Sanitary servicing and downstream capacity to be confirmed through the Town's sanitary model. Modeling work will be conducted by the Town's consultant at the developer's expense. The engineering consultant is to provide notice when the Town should initiate this review.	See above.
6.	A Traffic Impact Study should be submitted on behalf of the proposed development. The Town's preference is to have the majority of parking (primarily the underground parking) enter & exit off of Market Street, as opposed to Hume Street.	The development team has assessed the viability of the underground parking garage being located at the Market entrance. This is not an option for the site due to the irregular shape and required grades. A Traffic Review Letter has been provided with the submission which provides recommendations for the Hume Street access. Please note the transient traffic will

		be directed through signage to the Market Street access.
7.	A photometric plan should be prepared to ensure lighting levels do not increase the luminance levels of the neighbouring residential properties.	This will be provided with second submission once the bulk of comments on the site plan have been received from the Town review.
8.	The geotechnical investigation and status of the record of site condition should be submitted.	A Geotechnical Report is anticipated as a condition of SPA and will be completed as part of the detailed design of the site and building.
9.	We have concerns regarding the location of the underground parking exhaust vent being located so close to the municipal sidewalk, and any impact from municipal snow clearing inadvertently covering the exhaust vent.	The exhaust vent has been moved to the north parking lot.
10.	Record drawings can be provided under separate cover, at the request of the engineering consultants.	Noted.
11.	A construction management plan is to be submitted before execution of the site plan agreement. The scope of this report is identified in the attached document on the last page.	Noted.
12.	Confirmation of the type of shoring proposed should be communicated. If tie-back rods are proposed within the right-of-way, then an encroachment agreement will be necessary, including any hoarding proposed outside of the site boundaries.	Noted.

13.	Cost of construction securities for the development will need to be provided for asphalt, granular materials, concrete curbs & sidewalks, sediment & erosion controls, landscaping quantities, all watermain infrastructure and all external works. A 3% Engineering Review fee is based on security costs or a minimum of \$4,000.00.	Noted. Cost estimate to be completed with 2nd submission.
Water System Review		
1.	The subject property does not have an existing water service. A new service for this property would be installed by live tap off Market Street.	As indicated upon the Site Servicing Plan.
2.	The Water Treatment Plant is currently operating at 78% capacity. The Town has initiated the water treatment plant (WTP) expansion process, however planning, design and construction will take 5 years. Until construction of the expansion is complete, the limited available capacity will be allocated to developments as they become construction ready.	Noted.
3.	A Functional Servicing Report should be completed detailing the required water demand calculations and speak to fire protection requirements for the building. A site servicing plan should be submitted showing the water servicing plan. Fire and domestic service must be separated at the property line with isolation valves. Please provide a drawing demonstrating 45m hydrant spacing radiuses.	The FSR provides the required water demand and the Site Servicing Plan indicates the separate service connections and distance to the hydrant.
4.	The proposed water system will need to be added to the Town water model to ensure adequate water flow and pressure for all demands including fire. In order to do this the Town Water Department will require proposed water demands and digital plans (AutoCAD) showing the watermain layout and topographic information. This information	The FSR report identifies the expected flows for sanitary and water and the Town will assess the capacity of the system for a fee.

	will be forwarded to our consultants for modeling. This work is to be carried out at the developer's cost. This work shall be completed that the Site Plan approval stage.	
5.	As a general principal each property shall have one service and one meter. Additional meters can be added internally to measure the water use if required. However, the municipality will have one meter, connected to one water bill. This note should be added to the engineered drawings and included on the "site plan"/development" agreement.	Note added.
6.	It should be noted that all Town watermains and services are to be constructed in accordance with the Town Water Department standards. That is ductile iron water mains and copper services.	Noted. Site Servicing Plan includes notes to reflect this.
7.	A construction water fee in accordance with the current fees and charges Bylaw is due when a building permit is obtained.	Noted. Building Permit Stage
8.	Any connections to the Town water system are to be installed by the Town of Collingwood Water department by live tap, at the Developer's expense.	Noted. Site Servicing Plan includes notes to reflect this.
9.	Are any irrigation systems planned to be on the premises? Any proposed irrigation system connections should be identified on the design drawings. Service can be separate with dedicated meter and backflow device.	To be determined through building and site detailed design.
10.	The proposed facilities will require premise protection backflow prevention devices as per CSA B64.10-11/B64.10.1-11, OBC and the Towns Backflow Prevention By-law 2017-056. It should be noted that the device will require annual testing, with all associated costs the responsibility of the owner. A site survey will be required to be submitted to the backflow prevention officer at the time when a building permit application is applied for. The site survey will determine the sites hazard classification and type of premises protection required to be installed. More information, as well as a	To be detailed by the Mechanical Engineer through detailed building design.

	list of Qualified Contractors can be found at http://www.collingwood.ca/BackflowPrevention .	
Preliminary HIA Comments		
(email from Kandas dated Feb 5, 2020)	▪ <i>Focus first on streetscape design principles for Hume St area and good building design principles – proportion, harmony, and ratios</i> ▪ <i>Commitment to a historic built form could be viewed as a negative vs. a well designed modern building</i> ▪ <i>Contrast can strengthen the district – current proposal characterized as “a little bit of Hurontario St. on Hume”</i> ▪ <i>Consider:</i> - <i>the impact of the building design on the Heritage District – a replica style in whole or in part could detract from the District vs a more modern building</i> - <i>the impact of the building design on heritage buildings within the viewscape</i> - <i>adjacent heritage buildings with regard to negative sun shadow, drainage, and design impact</i> - <i>influence of Monaco and development permissions on the remaining vacant lands at northwest corner of Hume and Ste. Marie</i> - <i>need a good urban design relationship to Market St.</i> ▪ <i>Don’t be fixated on pushing massing to the eastern portion of the site</i> ▪ <i>Preferred rear access for underground parking with some building mass on the western side of the property/otherwise measures should be taken to hide underground parking</i>	Please note a response to these comments has been incorporated into the Heritage Impact Assessment prepared in support of the proposal. Please refer to Table 5 (on page 55) of the HIA Report for a detailed response.

Appendix B – Site Plan and Building Elevations

121 HUME STREET, COLLINGWOOD, ON

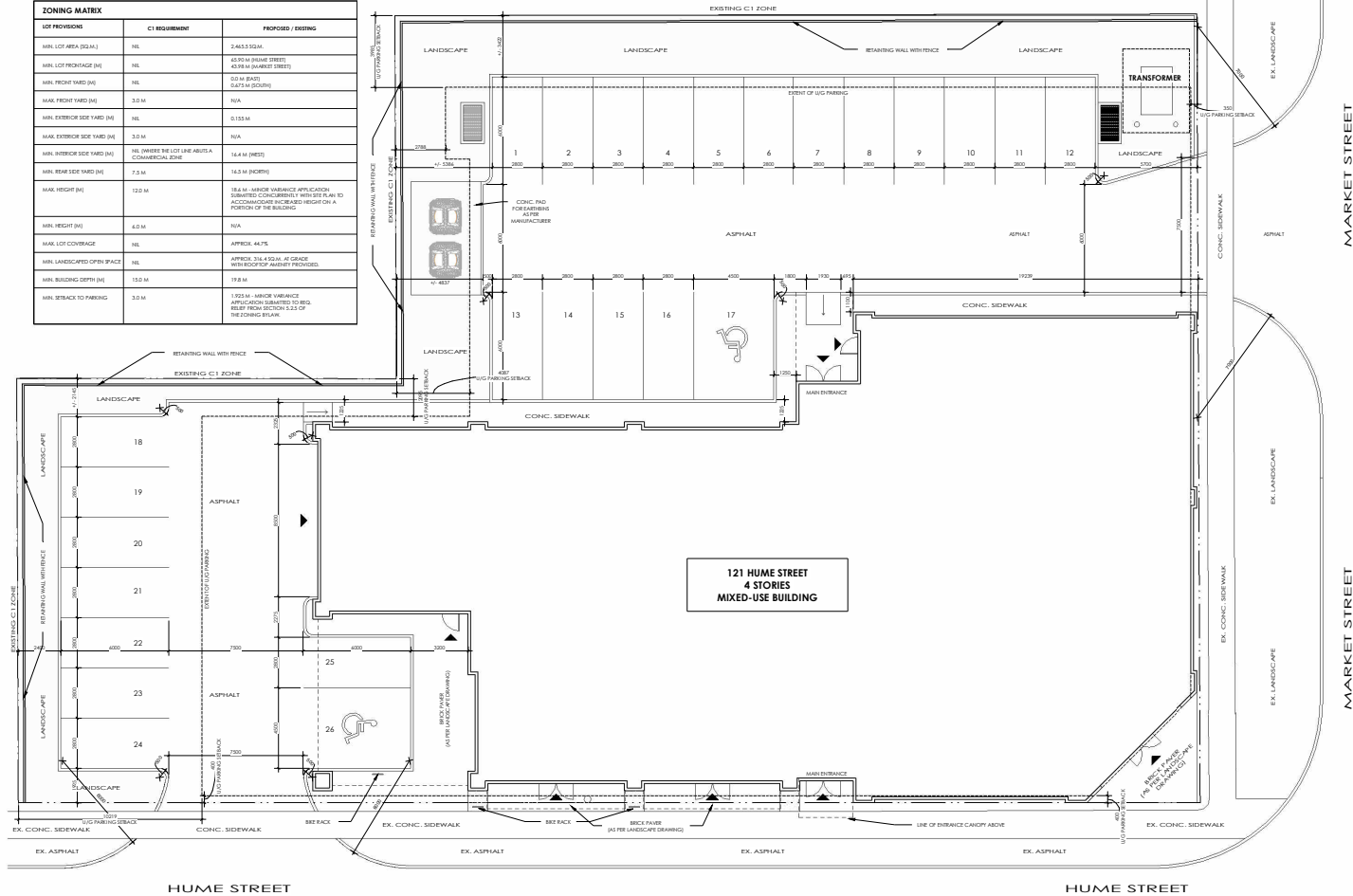
A000	COVER PAGE
A001	SITE PLAN
A100	UNDERGROUND PARKING PLAN
A101	GROUND FLOOR PLAN
A102	SECOND FLOOR PLAN
A103	THIRD FLOOR PLAN
A104	ROOF GARDEN PLAN
A200	SOUTH AND EAST ELEVATIONS
A201	NORTH AND WEST ELEVATIONS
A300	CROSS SECTION
A301	CROSS SECTION
A800	SHADOW STUDY
A801	AS OF RIGHT SHADOW STUDY
A802	SHADOW STUDY DIFFERENCE



121 HUME STREET, COLLINGWOOD, ON

A000

ZONING MATRIX		
USE PROVISIONS	C1 REQUIREMENT	PROPOSED / EXISTING
MIN. LOT AREA (SQ.M.)	NEL	2,463.5 SQ.M.
MIN. LOT FRONTAGE (M)	NEL	43.92 M (MARKET STREET) 43.92 M (MARKET STREET)
MIN. FRONT YARD (M)	NEL	5.0 M (PLOT) 5.0 M (PLOT)
MIN. FRONT YARD (M)	NEL	N/A
MIN. EXTERIOR SIDE YARD (M)	NEL	5.153 M
MIN. EXTERIOR SIDE YARD (M)	NEL	N/A
MIN. INTERIOR SIDE YARD (M)	NEL	18.4 M (WEST)
MIN. REAR YARD (M)	NEL	18.4 M (WEST)
MIN. REAR YARD (M)	NEL	18.4 M (WEST)
MIN. HEIGHT (M)	NEL	18.4 M - MAJOR VARIANCE APPLICATION SUBMITTED CONCERNING WITH SETBACK TO ACCOMMODATE INCREASED HEIGHT ON A PORTION OF THE BUILDING
MIN. HEIGHT (M)	NEL	N/A
MIN. LOT COVERAGE	NEL	APPROX. 44.7%
MIN. LANDSCAPED OPEN SPACE	NEL	APPROX. 33.3% TOTAL (PLOT) WITH ROOFTOP AMENITY PROVIDED
MIN. BUILDING DEPTH (M)	NEL	19.8 M
MIN. SETBACK TO PARKING	NEL	1.925 M - MAJOR VARIANCE APPLICATION SUBMITTED TO RED. SETBACK FROM SECTION 5.2.2 OF THE ZONING BY-LAW



1 SITE PLAN
A001
1 : 100

GENERAL NOTES

SITE STATISTICS:

AREAS:

UNDERGROUND: 1774.8 M²
GROUND FLOOR: 1017.9 M²
SECOND FLOOR: 1099.0 M²
THIRD FLOOR: 1099.0 M²
FOURTH FLOOR: 1099.0 M²

TOTAL GFA: 6089.7 M²

LEASABLE AREA:

GROUND FLOOR:
UNIT 100: 405.2 M²
UNIT 101: 112.6 M²
UNIT 102: 100.0 M²
SECOND FLOOR:
UNIT 200: 413.3 M²
UNIT 201: 463.7 M²
THIRD FLOOR:
UNIT 300: 420.0 M²
UNIT 301: 138.2 M²
UNIT 302: 164.1 M²
UNIT 303: 162.9 M²
FOURTH FLOOR:
UNIT 400: 380.6 M²

TOTAL LEASABLE AREA: 2758.6 M²

PARKING:

UNDERGROUND: 37 SPACES
GROUND FLOOR: 26 SPACES
TOTAL: 63 SPACES

INCLUDED ACCESSIBLE PARKING: 3 SPACES

BIKE PARKING: 22 SPACES

All construction and/or trades shall verify all dimensions, notes, site and report any discrepancies prior to commencement of the work. This drawing set is to be sealed, all drawings, prints and related documents are the property of the architect and must be returned upon request. Reproduction or drawing and related documents in part or in whole is strictly forbidden without written consent. Changes to be for the purposes for which they are issued.

NO.	DATE	REVISION	BY
1	10/10/2023	ISSUED FOR PERMIT REVIEW	AK
2	10/10/2023	ISSUED FOR PERMIT REVIEW	AK
3	10/10/2023	ISSUED FOR PERMIT REVIEW	AK
4	10/10/2023	ISSUED FOR PERMIT REVIEW	AK
5	10/10/2023	ISSUED FOR PERMIT REVIEW	AK
6	10/10/2023	ISSUED FOR PERMIT REVIEW	AK
7	10/10/2023	ISSUED FOR PERMIT REVIEW	AK
8	10/10/2023	ISSUED FOR PERMIT REVIEW	AK
9	10/10/2023	ISSUED FOR PERMIT REVIEW	AK
10	10/10/2023	ISSUED FOR PERMIT REVIEW	AK

COMMISSION:

HUME HUB MIXED USE DEVELOPMENT

121 HUME STREET, COLLINGWOOD VIC

A | C | K architects
www.ackarchitects.com

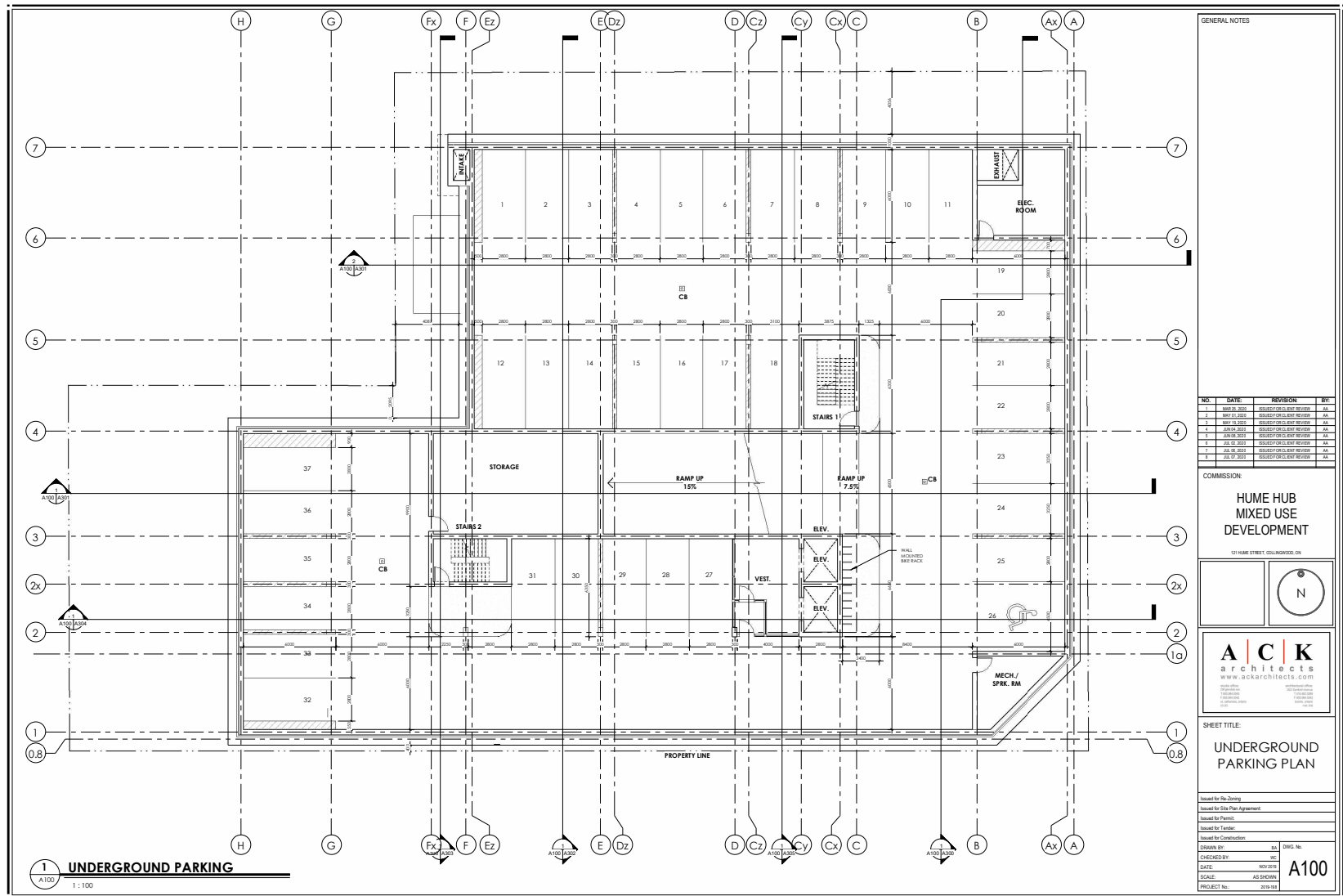
SHEET TITLE:

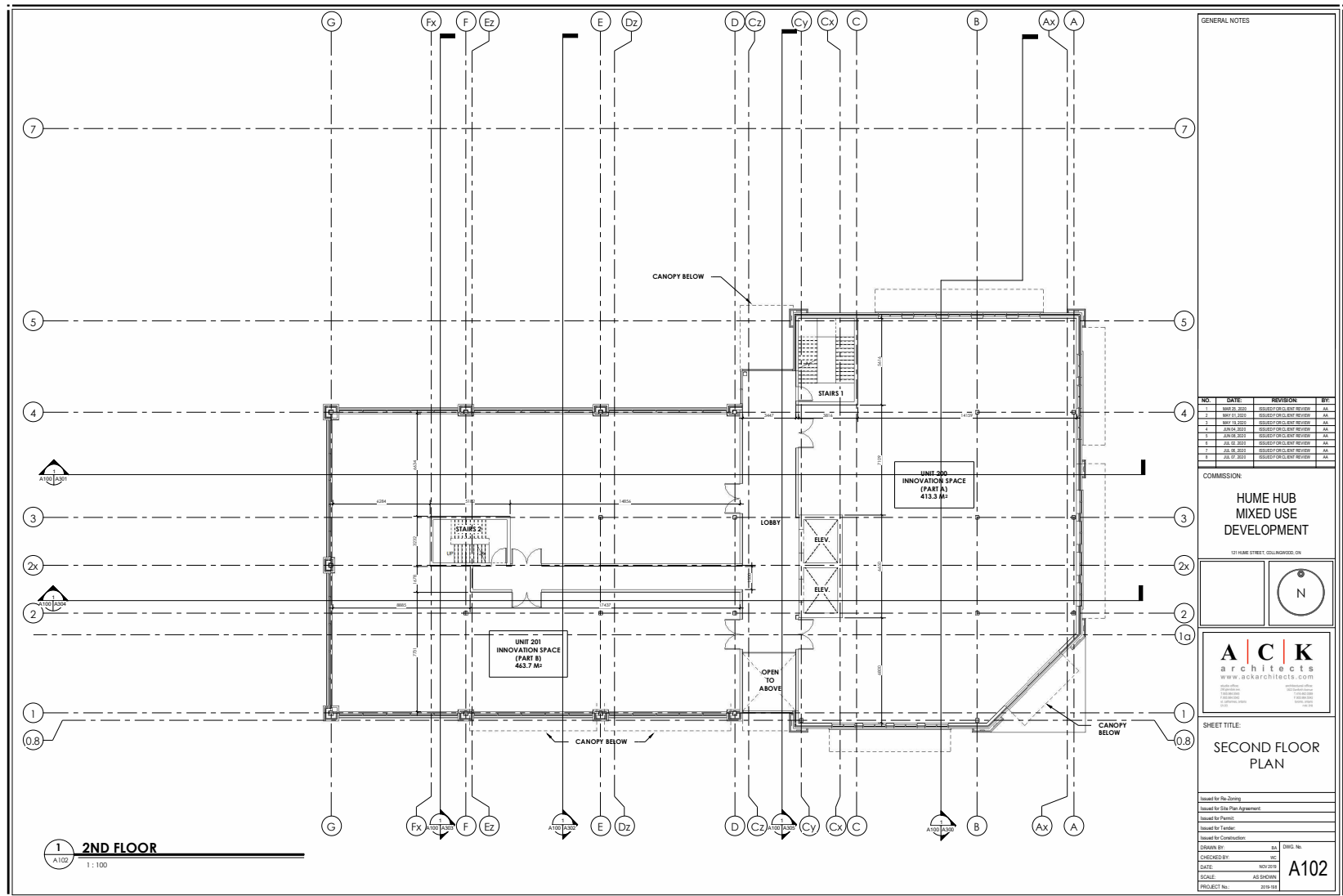
SITE PLAN

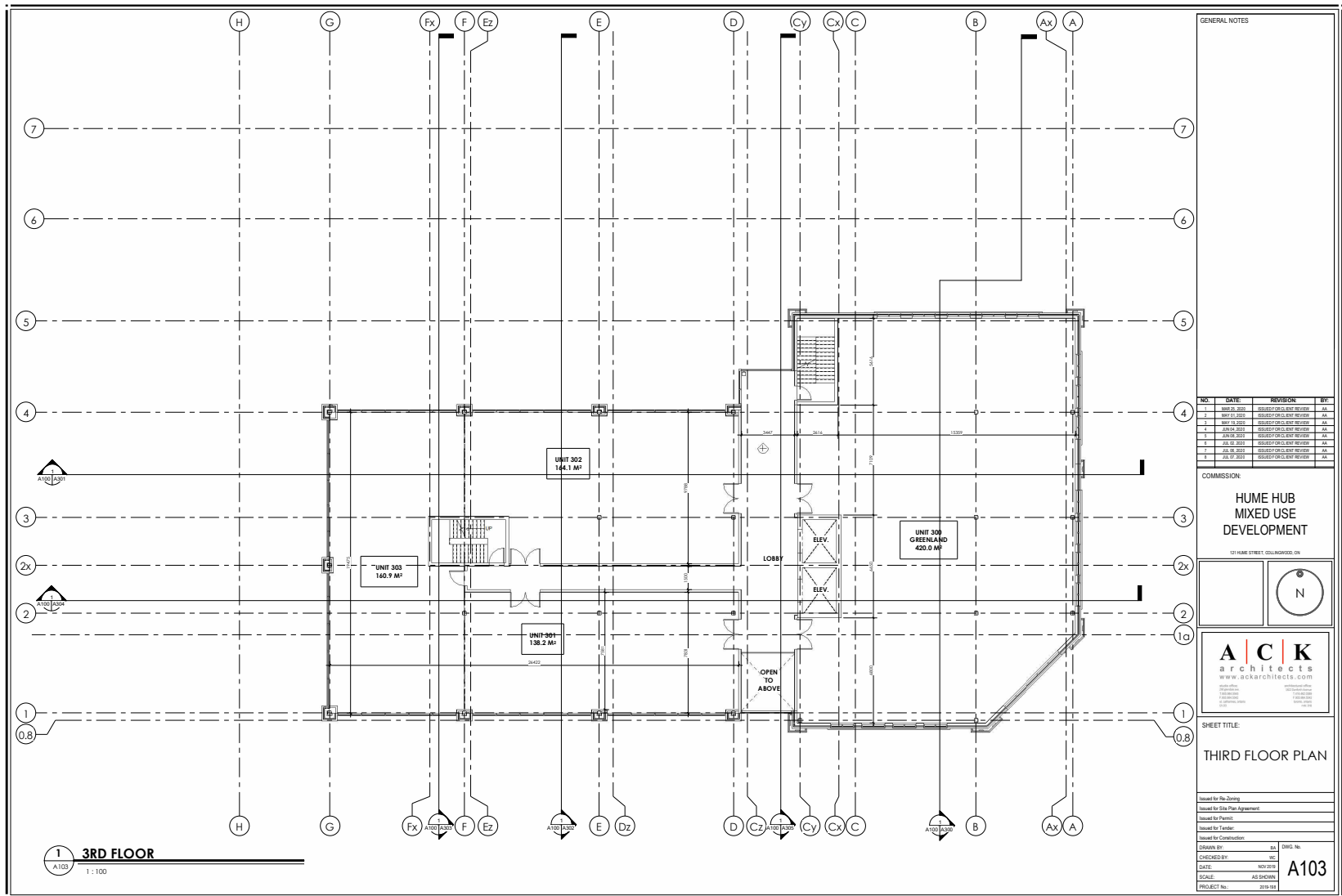
Issued for the Zoning
Issued for the Planning
Issued for the Permit
Issued for the Construction

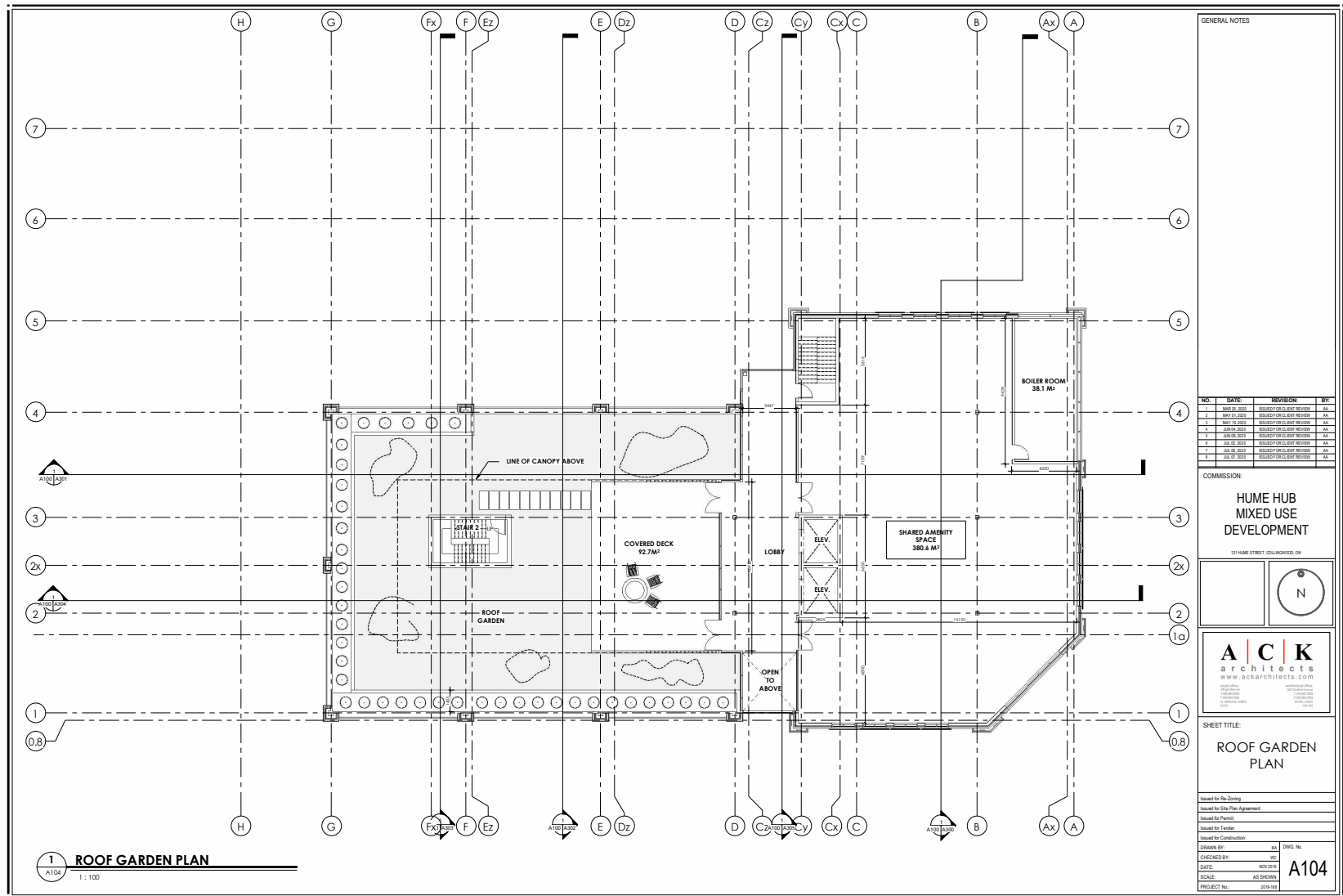
DESIGN BY: AK
CHECKED BY: AK
DATE: 10/10/2023
SCALE: AS SHOWN
PROJECT No: 2019-084

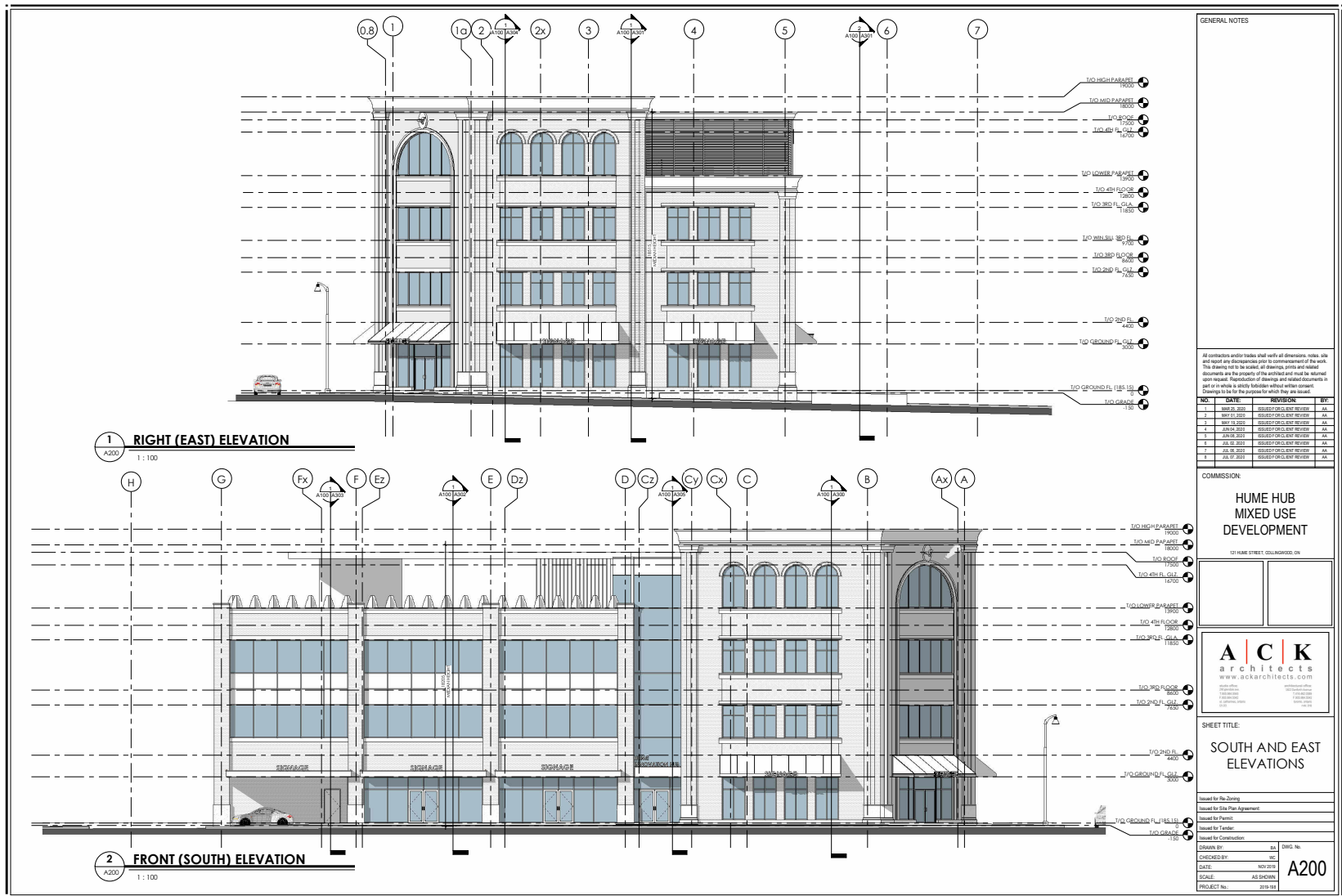
A001



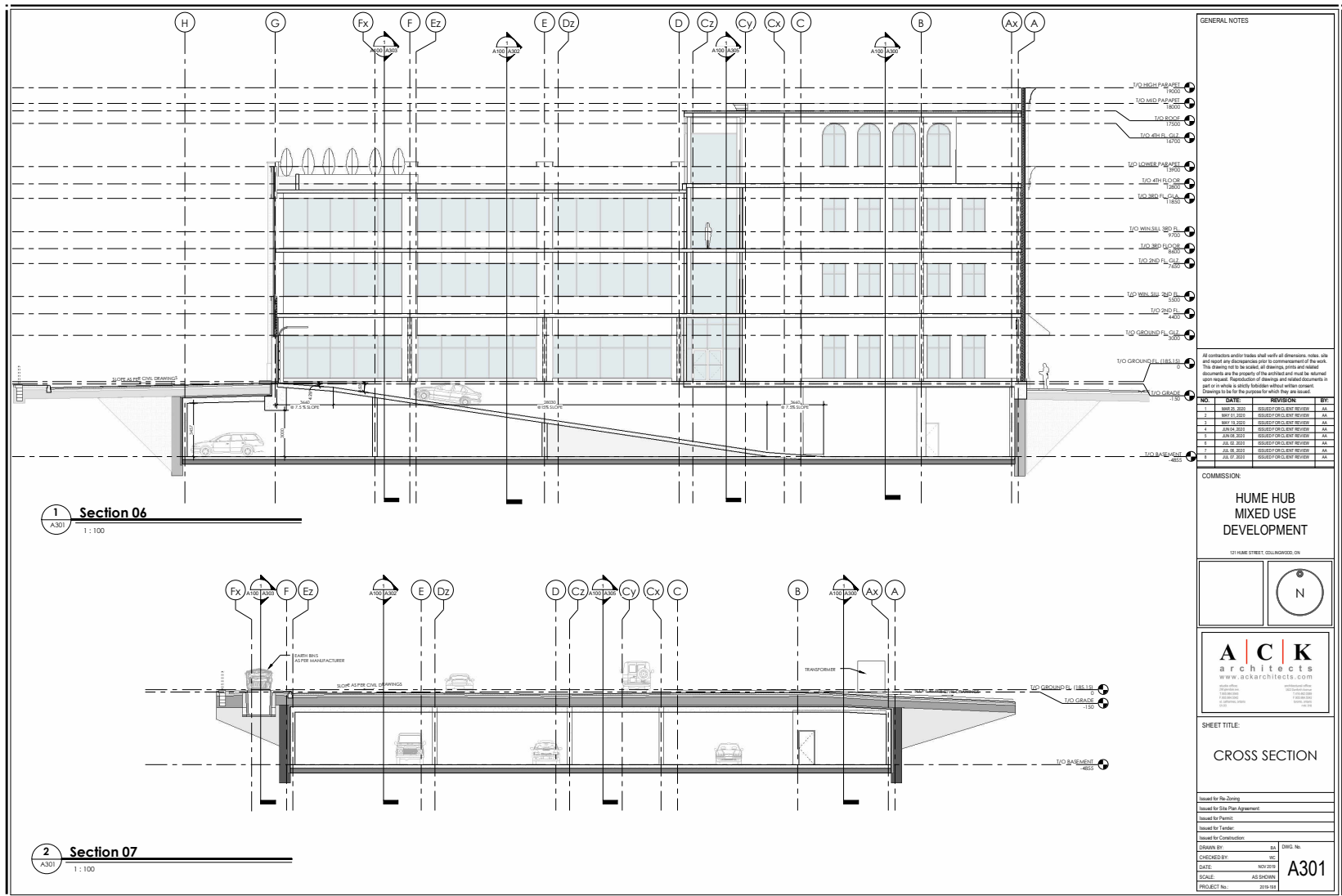


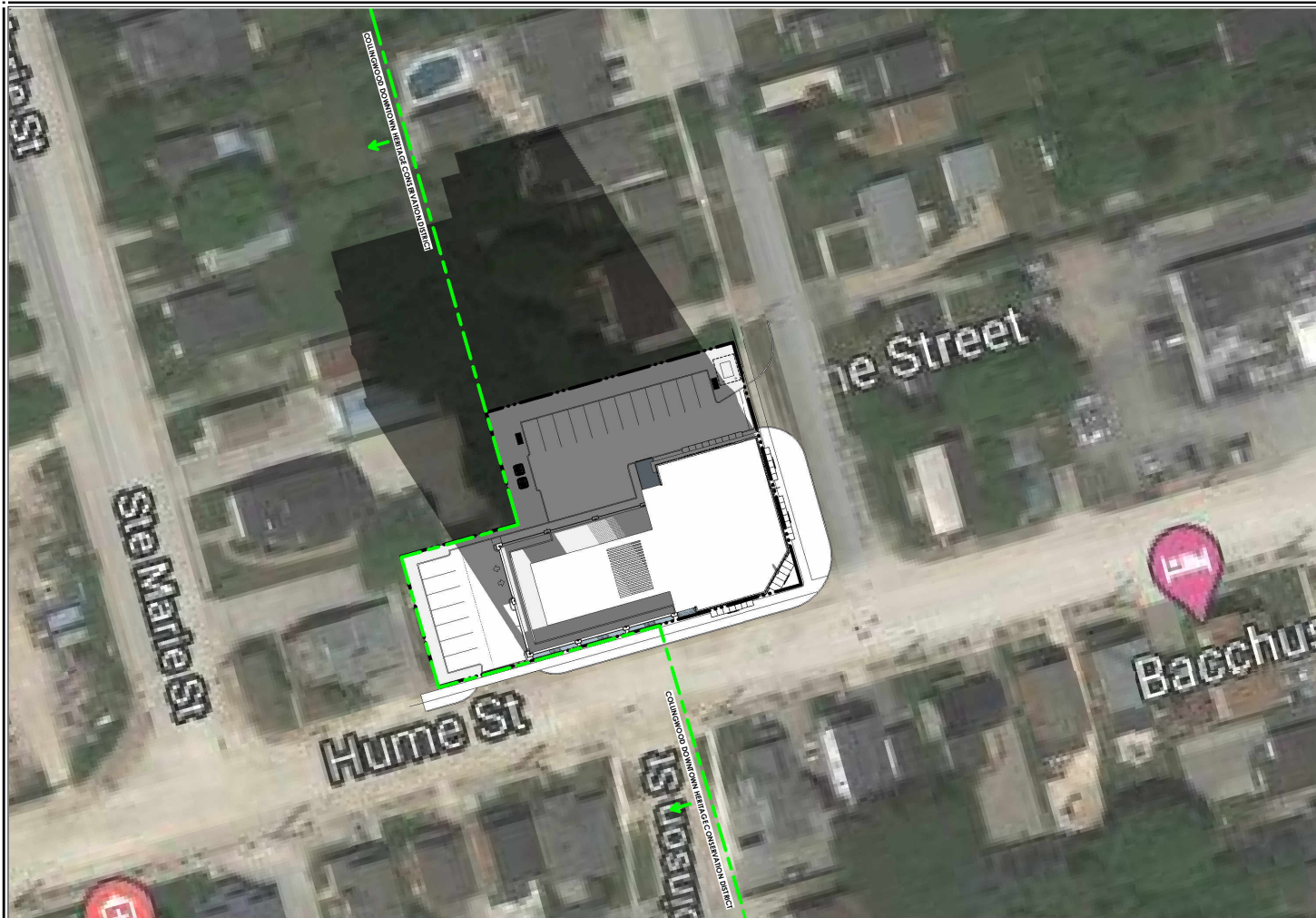












GENERAL NOTES
LEGEND
COLLINGSWOOD DOWNTOWN
HERITAGE CONSERVATION DISTRICT

All contractors and/or trades shall verify all dimensions, notes, site and report any discrepancies prior to commencement of the work. The drawings are to be scaled, all drawings, prints and related documents are the property of the architect and must be returned upon request. Reproduction of drawings and related documents in part or in whole is strictly forbidden without written consent. Drawings to be for the purposes for which they are issued.

NO.	DATE	REVISION	BY
1	MAY 01, 2023	ISSUED FOR PRELIMINARY REVIEW	AK
2	MAY 01, 2023	ISSUED FOR PRELIMINARY REVIEW	AK
3	MAY 01, 2023	ISSUED FOR PRELIMINARY REVIEW	AK
4	JAN 01, 2023	ISSUED FOR PRELIMINARY REVIEW	AK
5	MAY 01, 2023	ISSUED FOR PRELIMINARY REVIEW	AK
6	JUL 01, 2023	ISSUED FOR PRELIMINARY REVIEW	AK
7	JUL 01, 2023	ISSUED FOR PRELIMINARY REVIEW	AK
8	JUL 01, 2023	ISSUED FOR PRELIMINARY REVIEW	AK

COMMISSION:
HUME HUB
MIXED USE
DEVELOPMENT

121 HUME STREET, COLLINGSWOOD VIC



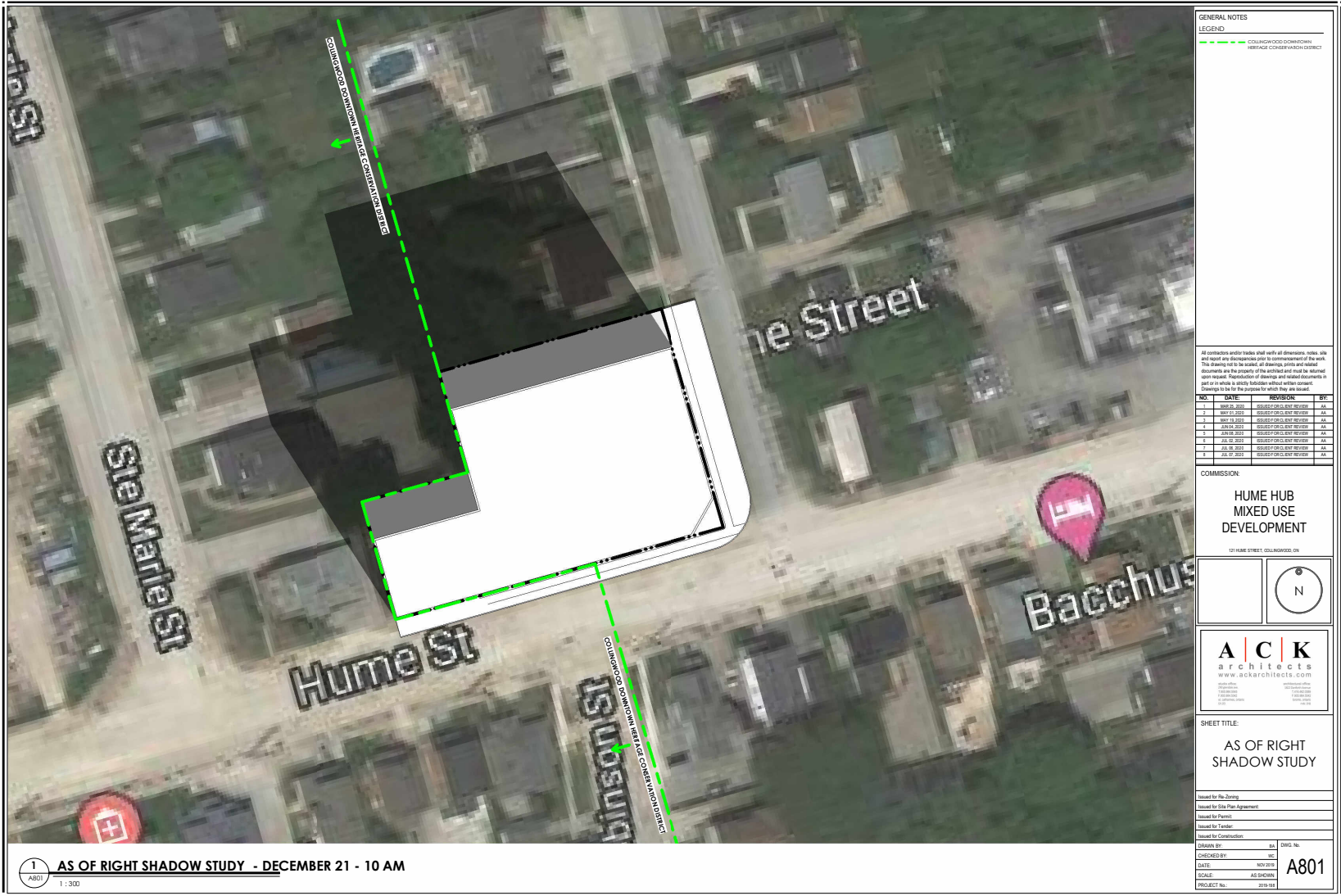
A | C | K
architects
www.ackarchitects.com
121 Hume Street, Collingswood VIC 3088
08 9400 1234
08 9400 1234

SHEET TITLE:
SHADOW STUDY

Issued for the Zoning
Issued for the Planning
Issued for the Council
Issued for the Construction
DRAWN BY: **AK** DWG. No.
CHECKED BY: **AK**
DATE: **NOV 2023**
SCALE: **AS SHOWN**
PROJECT No: **2019-001**

A800

1
A800
SHADOW STUDY - DECEMBER 21 - 10 AM
1:300



GENERAL NOTES
LEGEND
COLLINGSWOOD DOWNTOWN
HERITAGE CONSERVATION DISTRICT

All contractors and/or trades must verify all dimensions, notes, site and report any discrepancies prior to commencement of the work. The drawings are to be scaled, all drawings, prints and related documents are the property of the architect and must be returned upon request. Reproduction of drawings and related documents in part or in whole is strictly forbidden without written consent. Drawings to be for the purposes for which they are issued.

NO.	DATE	REVISION	BY
1	MAY 01 2021	ISSUED FOR PERMIT REVIEW	AK
2	MAY 01 2021	ISSUED FOR PERMIT REVIEW	AK
3	MAY 01 2021	ISSUED FOR PERMIT REVIEW	AK
4	JAN 01 2021	ISSUED FOR PERMIT REVIEW	AK
5	MAY 01 2021	ISSUED FOR PERMIT REVIEW	AK
6	JUL 01 2021	ISSUED FOR PERMIT REVIEW	AK
7	JUL 01 2021	ISSUED FOR PERMIT REVIEW	AK
8	JUL 01 2021	ISSUED FOR PERMIT REVIEW	AK

COMMISSION:
**HUME HUB
MIXED USE
DEVELOPMENT**
121 HUME STREET, COLLINGSWOOD VIC



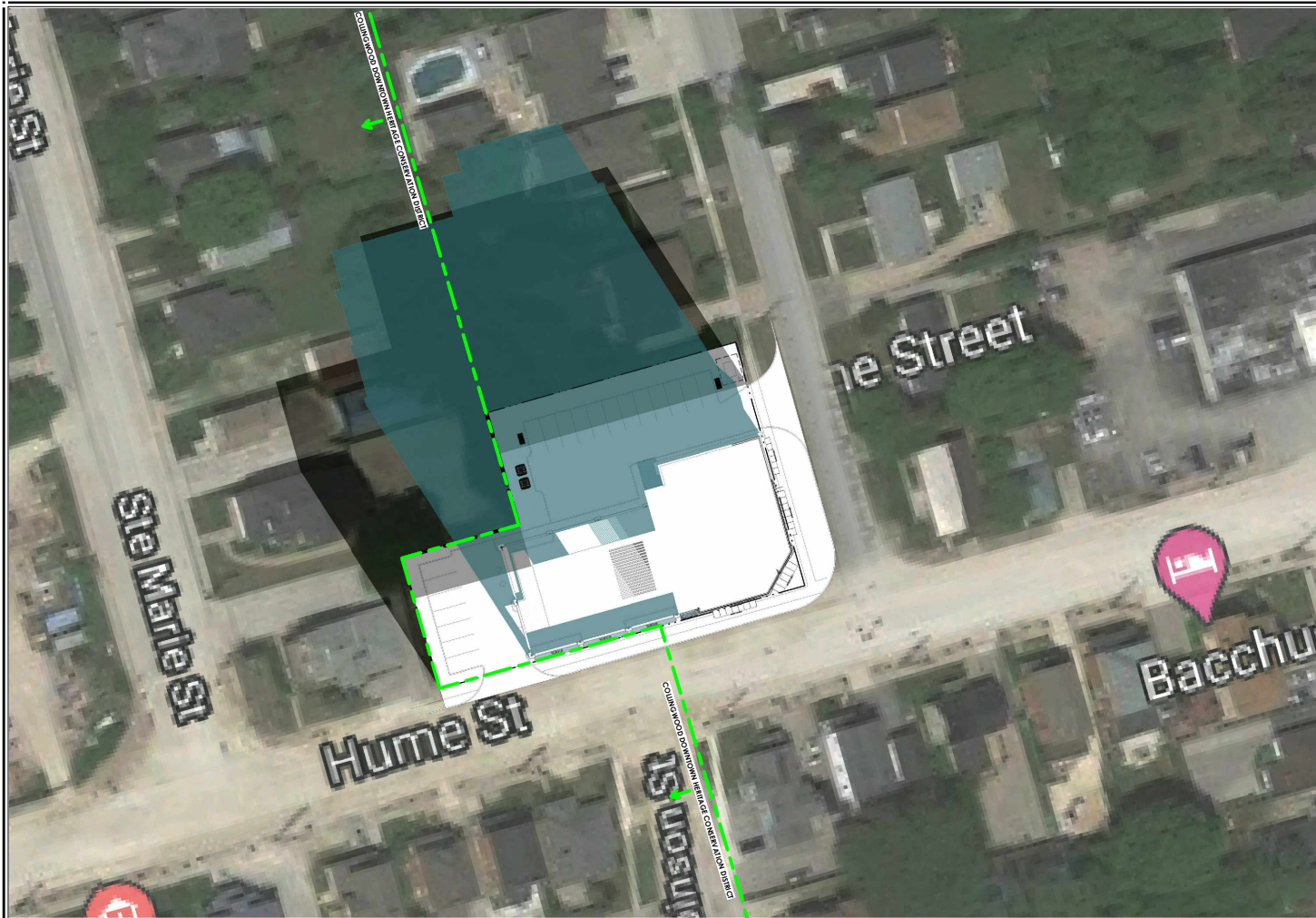
A | C | K
architects
www.ackarchitects.com
121 Hume Street
Collingswood VIC 3088
08 9400 1234
08 9400 1235

SHEET TITLE:
**AS OF RIGHT
SHADOW STUDY**

Issued for the Zoning
Issued for Site Plan Agreement
Issued for Permit
Issued for Construction
DESIGN BY: **AK** DWG. No.
CHECKED BY: **AK**
DATE: **NOV 2021**
SCALE: **AS SHOWN**
PROJECT No: **2019-083**

1
AS OF RIGHT SHADOW STUDY - DECEMBER 21 - 10 AM
1 : 300

A801



1
A802
SHADOW STUDY DIFFERENCE - DECEMBER 21 - 10 AM
1 : 300

GENERAL NOTES

LEGEND

COLLINGWOOD DOWNTOWN
HERITAGE CONSERVATION DISTRICT

All contractors and/or trades shall verify all dimensions, notes, site and report any discrepancies prior to commencement of the work. The drawings are to be checked, all drawings, prints and related documents are the property of the architect and must be returned upon request. Reproduction or drawing and related documents in part or in whole is strictly forbidden without written consent. Drawings to be for the purposes for which they are issued.

NO.	DATE	REVISION	BY
1	MAY 01 2023	ISSUED FOR PRELIMINARY REVIEW	AK
2	MAY 01 2023	ISSUED FOR PRELIMINARY REVIEW	AK
3	MAY 01 2023	ISSUED FOR PRELIMINARY REVIEW	AK
4	JAN 09 2023	ISSUED FOR PRELIMINARY REVIEW	AK
5	MAY 01 2023	ISSUED FOR PRELIMINARY REVIEW	AK
6	JUL 02 2023	ISSUED FOR PRELIMINARY REVIEW	AK
7	JUL 02 2023	ISSUED FOR PRELIMINARY REVIEW	AK
8	JUL 02 2023	ISSUED FOR PRELIMINARY REVIEW	AK

COMMISSION:

HUME HUB
MIXED USE
DEVELOPMENT

121 HUME STREET, COLLINGWOOD, ON



SHEET TITLE:

SHADOW STUDY
DIFFERENCE

Issued for Pre-Zoning

Issued for Site Plan Agreement

Issued for Permit

Issued for Construction

DRAWN BY: AK DWG. No.

CHECKED BY: AK

DATE: NOV 2023

SCALE: AS SHOWN

PROJECT No: 2019-083

A802