



FINAL REPORT

Heritage Impact Assessment

31 Huron Street, Town of Collingwood, Simcoe County, Ontario

Submitted to:

Streetcar Developments

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Toronto, Ontario

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Submitted by:

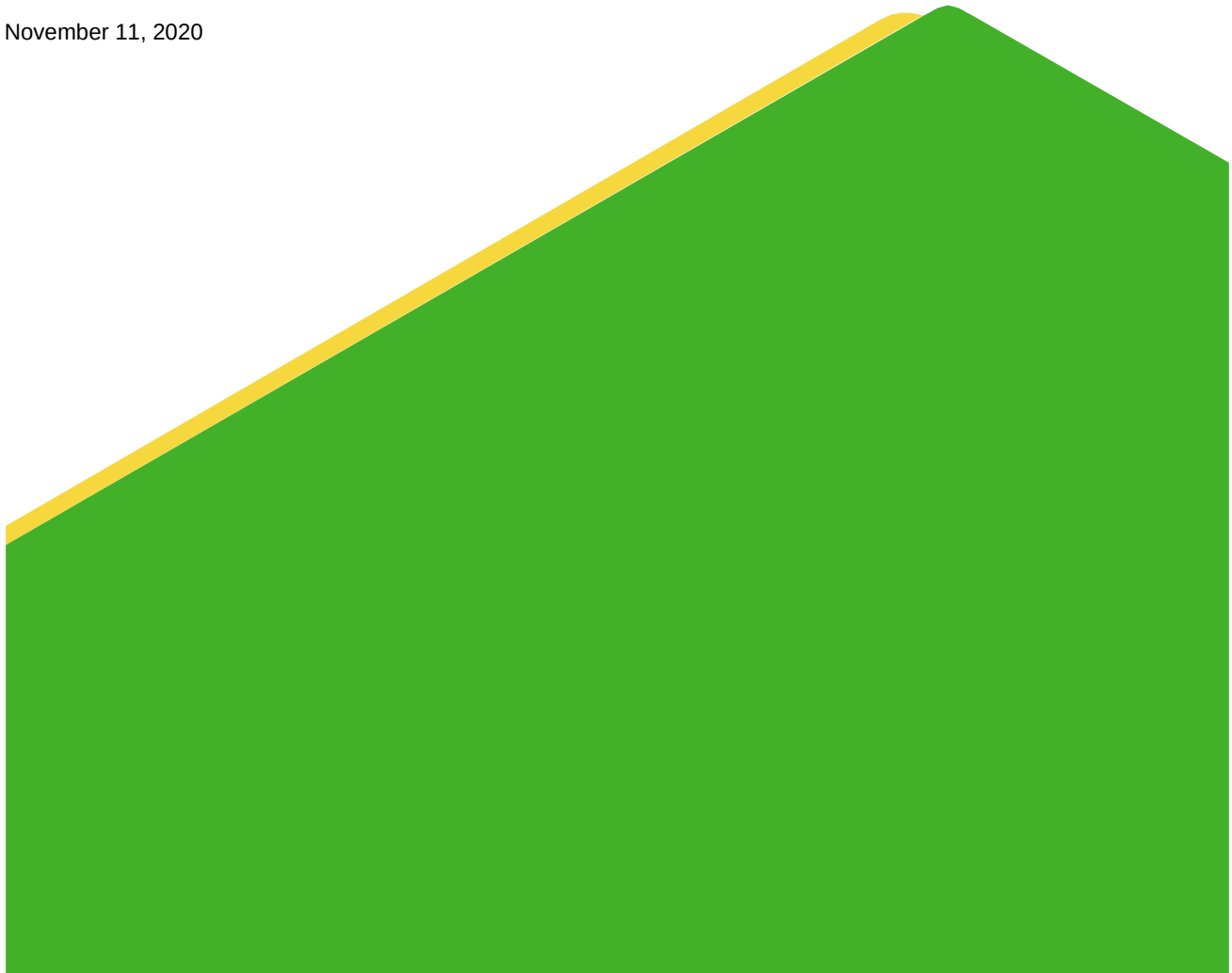
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Acknowledgements

Town of Collingwood	Kandas Bondarchuk, MCIP, RPP, CAHP, Community Planner (Heritage), Planning Services
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Executive Summary

The Executive Summary summarizes only the key points of the report. For a complete account of the results and conclusions, as well as the limitations of this study, the reader should examine the report in full.

Background

In September 2020, Streetcar Developments (Streetcar) retained Golder Associates Ltd. (Golder) to conduct a Heritage Impact Assessment (HIA) for the proposed development at 31 Huron Street in the Town of Collingwood, Ontario (the property). Currently a vacant, gravel-topped lot, the property was previously part of the Collingwood shipyard lands and associated with the “Queen’s Dry Dock” to the north and railway line crossing the property’s southeast corner. The property is bounded by Huron Street to the south, Heritage Drive to the east and Side Launch Way to the north, while the western boundary is a lane connecting Huron Street and Side Launch Way. The property is within the Town of Collingwood Shipyards Special Policy Area and directly adjacent to the Collingwood Downtown Heritage Conservation District (CDHCD), designated in 2002 through Town By-law 02-12, enabled under Part V of the *Ontario Heritage Act*.

Streetcar is proposing to develop the property with a six-storey, mixed-use structure built to a maximum height of 26 metres. The building will include commercial space on the first floor and 130 residential condominium apartments on the other levels. The design of the proposed building is intended to be contemporary, yet sympathetic to local materials and similar in colour and texture to the Collingwood Terminal Grain Elevators approximately 940 m to the north. As currently proposed, the building will be clad in dark stone with wood and metal accents at ground level (commercial units), an off-white masonry façade on the upper (residential) levels, and a pitched metal roof. Since the property is directly adjacent to the CDHCD, the Town of Collingwood (the Town) required that an HIA be conducted as part of the development application.

Methods

Following guidelines provided by the Ministry of Heritage, Sport, Tourism, and Culture Industries (MHSTCI), the Town *Official Plan* and *Collingwood Downtown Heritage Conservation District Plan*, and Canada’s *Historic Places Standards and Guidelines for the Conservation of Historic Places in Canada* (2010), this HIA identifies the heritage policies applicable to new development, summarizes the property’s geography and history, provides an inventory of built and landscape features in the area surrounding the property, and provides a summary of the cultural heritage value or interest of the CDHCD and its heritage attributes adjacent to the property.

This inventory of the surrounding area was extended to 150 m to include the protected heritage properties of 12 Huron Street, 16 Huron Street, 18–22 Huron Street, 28 Huron Street, 7 Ste Marie Street, 22-24 St Paul Street; 32 St Paul Street, and the Collingwood Museum at 45 St Paul Street. To fully consider any potential impacts to the setting of heritage assets in the wider vicinity, the scope of the HIA also included the unique sense of place and the key views of the Collingwood Terminals Grain Elevators on Heritage Drive, as well as the property’s Huron Street / Minnesota Street “gateway” location at the entrance to the historic shipyards and harbour and Collingwood’s commercial core.

Based on this understanding of the property and its context, and a thorough review of the new construction guidelines for the adjacent CDHCD, the potential impacts resulting from the proposed development were assessed and future conservation actions recommended.

Results

From the results of historical research, field investigations, and rigorous assessment, Golder concludes that the proposed development:

- will not result in direct impacts the cultural heritage value or interest or heritage attributes of any adjacent protected heritage properties, nor the cultural heritage value or interest of the Collingwood Downtown HCD.
- will result in a minor, indirect impact¹ through partial obstruction of views within the HCD. Views of the Collingwood Terminal Grain Elevators from the protected heritage properties on Ste Marie Street and St. Paul Street, particularly from the Collingwood Museum at 45 St Paul Street, will be partially obstructed.
 - However, the Shipyards Special Policy Area approved by Council recognizes that future development will result in view obstruction impacts and will be not caused by the proposed development specifically.
 - The overall effect is predicted to be minor since the new construction will not exceed the property's current zoning allowance, nor the minor impacts approved as part of the Shipyards Special Policy Area and the proposal meets the Town's guidance that designs for new development be of "high quality" and contrast with the built form in the adjacent CDHCD.
 - the proposed development will not obstruct views along the former rail line east of the Collingwood Museum and north along Heritage Drive, nor the view along St. Paul to the dry dock.

Recommendations

Golder recommended that Streetcar consider adding features that commemorate Collingwood's shipbuilding heritage and ensure the historic "story" of the waterfront is maintained. In response Streetcar has committed to incorporating an interpretive tribute to the Shipyards and is exploring ways to do this within the adjacent park design. This is an ideal location for an interpretive tribute since this park has unobstructed views of the former Queen's Dry Dock. Based on this commitment Golder recommends that the Town:

- ***approve the development at 31 Huron Street as currently proposed.***

¹ This conclusion is based exclusively on Golder's field investigations. A comprehensive viewshed analysis of the proposed development has not been completed for the project.

Study Limitations

Golder has prepared this report in a manner consistent with the guidelines developed by the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI), the Town of Collingwood's *Official Plan*, and the *Collingwood Downtown HCD Plan*, subject to the time limits and physical constraints applicable to this report.

This report has been prepared for the specific site, design objective, developments, and purpose described to Golder by Streetcar Developments (the Client). The factual data, interpretations and recommendations pertain to a specific project as described in this report and are not applicable to any other project or site location.

The information, recommendations and opinions expressed in this report are for the sole benefit of the Client. No other party may use or rely on this report or any portion thereof without Golder Associates Ltd.'s express written consent. If the report was prepared to be included for a specific permit application process, then upon the reasonable request of the Client, Golder Associates Ltd. may authorize in writing the use of this report by the regulatory agency as an Approved User for the specific and identified purpose of the applicable permit review process. Any other use of this report by others is prohibited and is without responsibility to Golder Associates Ltd. The report, all plans, data, drawings and other documents as well as electronic media prepared by Golder Associates Ltd. are considered its professional work product and shall remain the copyright property of Golder Associates Ltd., who authorizes only the Client and Approved Users to make copies of the report, but only in such quantities as are reasonably necessary for the use of the report by those parties. The Client and Approved Users may not give, lend, sell, or otherwise make available the report or any portion thereof to any other party without the express written permissions of Golder Associates Ltd. The Client acknowledges the electronic media is susceptible to unauthorized modification, deterioration and incompatibility and therefore the Client cannot rely upon the electronic media versions of Golder Associates Ltd.'s report or other work products.

Unless otherwise stated, the suggestions, recommendations and opinions given in this report are intended only for the guidance of the Client in the design of the specific project.

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31 Huron Street - Heritage Design Brief

APPENDIX E

31 Huron Street - Shadow Study

1.0 INTRODUCTION

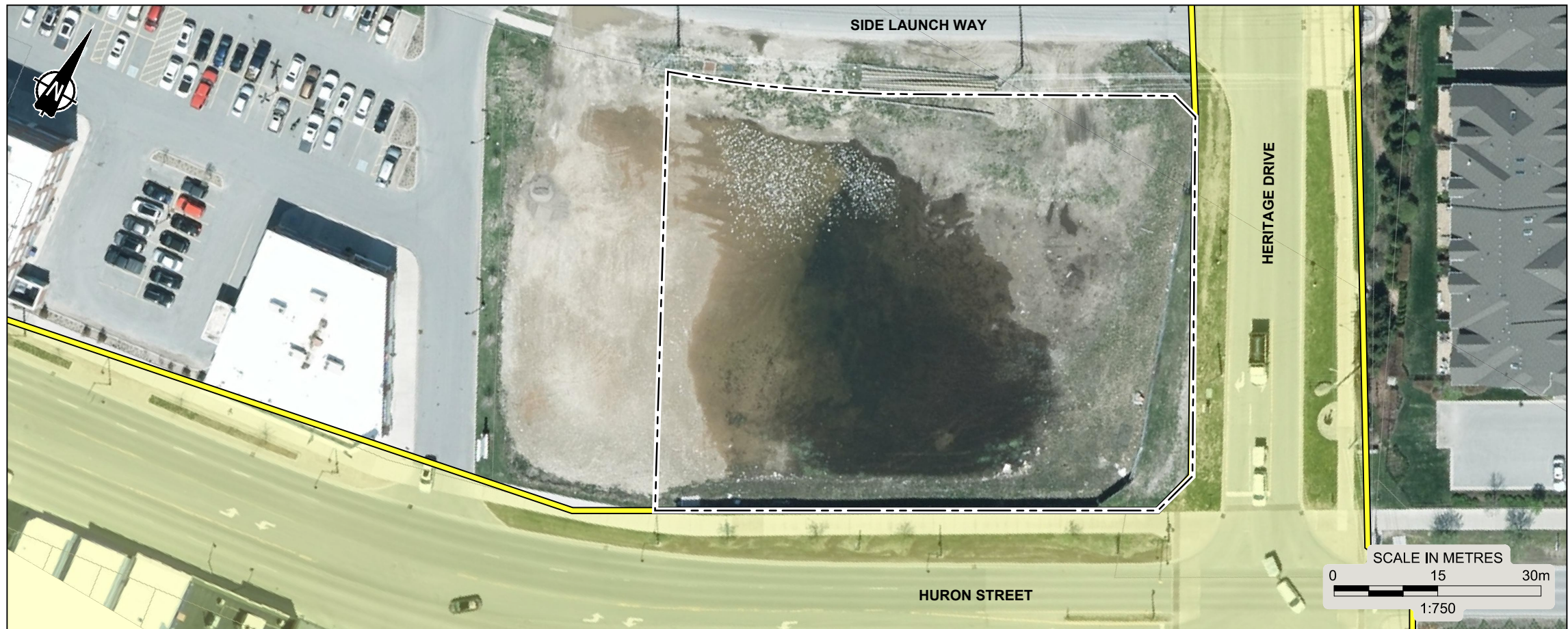
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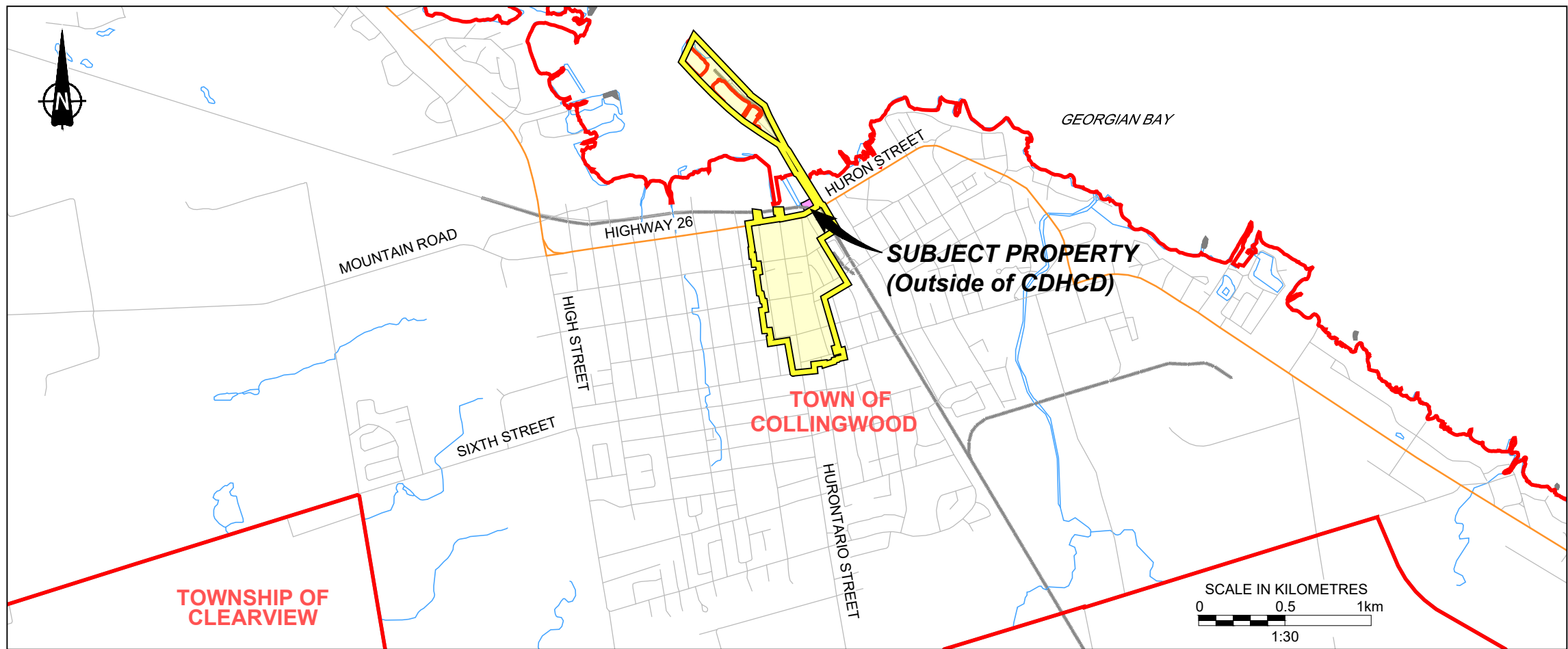
Following guidelines provided by the Ministry of Heritage, Sport, Tourism, and Culture Industries (MHSTCI), the *Town Official Plan* and *Collingwood Downtown Heritage Conservation District Plan*, and *Canada’s Historic Places Standards and Guidelines for the Conservation of Historic Places in Canada* (2010), this HIA provides:

- a summary of the international, federal, provincial, and municipal heritage policies relevant to new development in historic environments
- an overview of the property’s geographic and historic context;
- an inventory of the protected heritage properties potentially impacted by the proposed development;
- a description of the proposed development and an assessment of potential adverse impacts; and
- recommendations for future action.

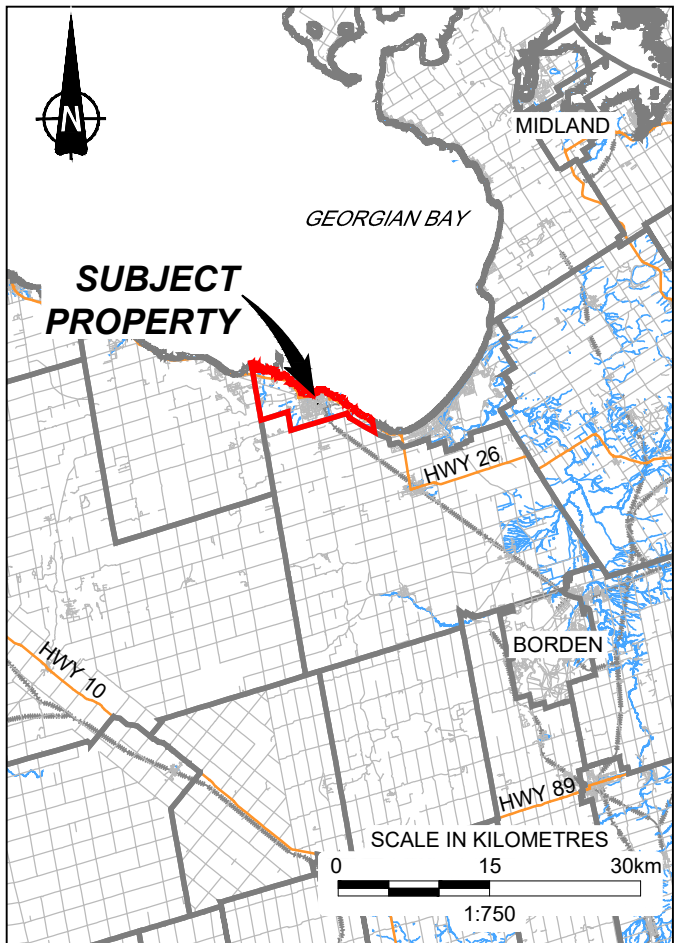
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AERIAL IMAGERY



REGIONAL MAP



KEY PLAN

LEGEND

- APPROXIMATE SUBJECT PROPERTY
- TOWN OF COLLINGWOOD BOUNDARY
- TOWNSHIP/MUNICIPALITY BOUNDARY
- COLLINGWOOD DOWNTOWN HERITAGE CONSERVATION DISTRICT
- MEAFORD TOWNSHIP/MUNICIPALITY

REFERENCE

DRAWING BASED ON 2018 AERIAL IMAGE PROVIDE BY SIMCOE COUNTY, INTERACTIVE MAPPING SYSTEM, BY PERMISSION; COLLINGWOOD DOWNTOWN HERITAGE CONSERVATION PLAN, 2008; PARCEL DATA FROM TERRAPROBE, BOREHOLE LOCATION PLAN, FILE No. 1-19-0773-01, FIGURE 2; AND CANMAP STREETFILES V2008.4.

NOTES

THIS DRAWING IS SCHEMATIC ONLY AND IS TO BE READ IN CONJUNCTION WITH ACCOMPANYING TEXT.
AERIAL IMAGERY PROVIDED FOR ILLUSTRATION PURPOSES ONLY AND NOT TO BE USED FOR MEASUREMENTS.
ALL LOCATIONS ARE APPROXIMATE.

PROJECT		HERITAGE IMPACT ASSESSMENT 31 HURON STREET TOWN OF COLLINGWOOD, ONTARIO	
TITLE		LOCATION OF SUBJECT PROPERTY	
PROJECT No.		20140926	FILE No 20140926-1000-R01001
CADD		DCH	Nov 11/20
CHECK		HCC	
SCALE		AS SHOWN	REV.
GOLDER		FIGURE 1	

2.0 OBJECTIVES, SCOPE, & METHOD

The objectives of this HIA were to:

- identify all protected heritage properties adjacent to the property, specifically those within the CDHCD
- determine the impacts from the proposed development to the cultural heritage value or interest and heritage attributes of adjacent protected heritage resources and the cultural heritage value or interest of the CDHCD
- consider alternatives to avoid or reduce the identified impacts
- recommend mitigation or conservation measures if required

To meet these objectives, Golder:

- reviewed applicable provincial and municipal heritage policies and contacted the Town's heritage planner
- conducted field investigations to document the built elements and landscape features of the immediate vicinity and to understand the local context
- assessed the impact of the proposed development on the cultural heritage value or interest and heritage attributes of the CDHCD using provincial and municipal guidelines
- reviewed the proposed design using the guidelines for new construction provided in the *Collingwood Downtown Heritage Conservation District Plan* (CDHCD Plan)
- developed recommendations for future action based on international, federal, provincial, and municipal conservation guidance.

Due to restrictions resulting from the COVID-19 pandemic, all archival and published sources, including historic maps, aerial imagery, historical photographs, land registry data, municipal government documents, and research articles were compiled from only online sources. Reference was also made to Golder's previous reports on properties within and adjacent to the CDHCD (Golder 2017a, Golder 2017b, Golder 2018, Golder 2020).

Field investigations were conducted by Cultural Heritage Specialist Alisha Mohamed on September 30, 2020 and included photographing the property, as well as adjacent properties within the CDHCD, from public rights-of-way using a Samsung S9 digital camera.

The proposed development was assessed for adverse impacts using the guidance provided in the MHSTCI *Ontario Heritage Tool Kit: Heritage Resources in the Land Use Planning Process* (2006) and Appendix A of the CDHCD Plan. Several widely recognized manuals related to determining impacts and conservation approaches to cultural heritage resources were also consulted, including:

- *Standards and Guidelines for the Conservation of Historic Places in Canada* (Canada's Historic Places 2010)
- *Well-Preserved: The Ontario Heritage Foundation's Manual of Principles and Practice for Architectural Conservation* (Fram 2003)
- *Informed Conservation: Understanding Historic Buildings and their Landscapes for Conservation* (Clark 2001)

2.1 Record of Engagement

Table 1 lists the Town's comments on the proposed design during pre-consultation on July 31, 2020, while Table 2 summarizes the results of engagement Golder conducted for this HIA.

Table 1: Pre-consultation comments.

Planning Consideration	Comments
Urban Design	The form and massing of the building will need to be sensitive to the requirements for mixed-use commercial residential uses on the site and in relation to adjacent and surrounding uses, including such important considerations as heritage adjacency and relation to the downtown and the context of the Shipyards and Waterfront. Consideration should be given to limiting the height of the building immediately adjacent to the street frontage.
Heritage Adjacency	The Huron Street "flankage" and Heritage Drive "frontage" of [the property] is adjacent to the boundary of the Town's Heritage Conservation District. In accordance with Section 7.2.3.3 titled Adjacent Lands, Implementation of the Cultural Heritage Policies of the Official Plan it has to be demonstrated to Council's satisfaction that the proposed work can be undertaken in accordance with the municipality's heritage conservation policies. Planning Services staff note that addressing heritage adjacency does not necessarily mean imitation of heritage buildings or incorporation of heritage elements into the building design and could include consideration of contrasting design and configuration to strengthen the heritage district. Additional consultation is available on this matter at the applicant's expense.
Planning Strategy	The development will sit with the area defined by the Collingwood Waterfront Master Plan and should aim for "high quality" design – in keeping with the character of the municipality and be integrated and compatible with the surrounding area

Table 2: Record of municipal engagement

Contact	Date & Type of Communication	Response
Kandas Bondarchuk, MCIP, RPP, CAHP, Community Planner (Heritage), Planning Services	Email send to Kandas Bondarchuk on October 6, 2020 requesting information that may be relevant to the impact assessment.	Phone conversation between Kandas Bondarchuk and Henry Cary on October 13, 2020 discussing the proposed project and appropriate heritage considerations. Ms. Bondarchuk requested Golder consider the setting of the (replica) train station, the former rail line, the history of the shipyards, and the potential of the proposed development to contribute as contrast to the local built environment.

3.0 POLICY FRAMEWORK

Management of cultural heritage is guided by provincial and municipal legislation and planning policy regimes, as well as advice developed at the federal and international levels. These policies have varying levels of authority at the local level, though generally are all considered when making decisions about heritage assets.

3.1 International & Federal Heritage Policies

No federal heritage policies apply to the property, although many of the provincial and municipal policies detailed below align in approach to that of Canada's Historic Places (CHP) *Standards and Guidelines for the Conservation of Historic Places in Canada* (Canada's Historic Places 2010; CHP *Standards and Guidelines*). This document was drafted in response to international and national agreements such as the *International Charter for the Conservation and Restoration of Monuments and Sites* (the Venice Charter, 1964), *Australia ICOMOS* [International Council on Monuments & Sites], *Charter for Places of Cultural Significance* (the Burra Charter, updated 2013) and *Canadian Appleton Charter for the Protection and Enhancement of the Built Environment* (1983). The CHP *Standards and Guidelines* define three conservation treatments—preservation, rehabilitation, and restoration—and outline the process and required and best practice actions relevant to each treatment.

At the international level, the International Council on Monuments and Sites (ICOMOS) has developed guidance on heritage impact assessments for world heritage properties, which also provide “best practice” approaches for all historic assets (ICOMOS 2011).

3.2 Provincial Heritage Policies

3.2.1 Planning Act and Provincial Policy Statement

The Ontario *Planning Act* (1990) and associated *Provincial Policy Statement* 2020 (PPS 2020) mandate heritage conservation in land use planning. Under the *Planning Act*, conservation of “features of significant architectural, cultural, historical, archaeological or scientific interest” are a “matter of provincial interest” and integrates this at the provincial and municipal levels through the PPS 2020. Issued under Section 3 of the *Planning Act*, PPS 2020 recognizes that cultural heritage and archaeological resources “provide important environmental, economic, and social benefits”, and that “encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including *built heritage resources* and *cultural heritage landscapes*” supports long-term economic prosperity (PPS 2020:6,22).

The importance of identifying and evaluating built heritage and cultural heritage landscapes is recognized in two policies of PPS 2020:

- Section 2.6.1 – *Significant built heritage resources and significant heritage landscapes* shall be conserved
- Section 2.6.3 – Planning authorities shall not permit *development* and *site alteration* on *adjacent lands* to *protected heritage property* except where the proposed *development* and *site alteration* has been evaluated and it has been demonstrated that the *heritage attributes* of the *protected heritage property* will be conserved

Each of the italicised terms is defined in Section 6.0 of PPS 2020, and those relevant to this report are provided below:

- **Adjacent lands:** for the purposes of policy 2.6.3, those lands contiguous to a *protected heritage property* or as otherwise defined in the municipal official plan
- **Built heritage resource:** means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property's cultural heritage value or interest as identified

by a community, including an Indigenous community. *Built heritage resources* are located on property that may be designated under Parts IV or V of the *Ontario Heritage Act*, or that may be included on local, provincial, federal and/or international registers.

- **Conserved:** means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision-maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.
- **Cultural heritage landscape:** means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the *Ontario Heritage Act*; or have been included in on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms.
- **Development:** means the creation of a new lot, a change in land use, or the construction of buildings and structures requiring approval under the Planning Act
- **Heritage attributes:** the principal features or elements that contribute to a protected heritage property's cultural heritage value or interest, and may include the property's built, constructed, or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (e.g. significant views or vistas to or from a protected heritage property)
- **Protected heritage property:** property designated under Parts IV, V or VI of the *Ontario Heritage Act*; property subject to a heritage conservation easement under Parts II or IV of the *Ontario Heritage Act*; property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and UNESCO World Heritage Sites.
- **Significant:** means, in regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Ontario Heritage Act*.

Importantly, the definition for *significant* includes a caveat that “criteria for determining significance...are recommended by the Province, but municipal approaches that achieve or exceed the same objective may also be used”, and that “while some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation.” The criteria for significance recommended by the Province as well as the need for evaluation is outlined in the following section.

3.2.2 Ontario Heritage Act and Ontario Regulation 9/06

The *Ontario Heritage Act* (OHA) enables the Province and municipalities to conserve significant individual properties and areas. For Provincially-owned and administered heritage properties, compliance with the *Standards and Guidelines for the Conservation of Provincial Heritage Properties* is mandatory under Part III of the OHA and holds the same authority for ministries and prescribed public bodies as a Management Board or Cabinet directive. For municipalities, Part IV and Part V of the OHA enables council to “designate” individual properties (Part IV), or properties within a heritage conservation district (HCD) (Part V), as being of “cultural heritage value or interest” (CHVI). Evaluation for CHVI under the OHA (or *significance* under PPS 2020) is

guided by *Ontario Regulation 9/06 (O. Reg. 9/06)*, which prescribes the *criteria for determining cultural heritage value or interest*. *O. Reg. 9/06* has three categories of absolute or non-ranked criteria, each with three sub-criteria:

1) The property has **design value or physical value** because it:

- i) Is a rare, unique, representative or early example of a style, type, expression, material or construction method;
- ii) Displays a high degree of craftsmanship or artistic merit; or
- iii) Demonstrates a high degree of technical or scientific achievement.

2) The property has **historic value or associative value** because it:

- i) Has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community;
- ii) Yields, or has the potential to yield information that contributes to an understanding of a community or culture; or
- iii) Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.

3) The property has **contextual value** because it:

- i) Is important in defining, maintaining or supporting the character of an area;
- ii) Is physically, functionally, visually or historically linked to its surroundings; or
- iii) Is a landmark.

A property needs to meet only one criterion of *O. Reg. 9/06* to be considered for designation under Part IV of the *OHA*. If found to meet one or more criterion, the property's CHVI is then described with a Statement of Cultural Heritage Value or Interest (SCHVI) that includes a brief property description, a succinct statement of the property's cultural heritage significance, and a list of its heritage attributes. In the *OHA* heritage attributes are defined slightly differently to the PPS 2020 and directly linked to real property²; therefore in most cases a property's CHVI applies to the entire land parcel, not just individual buildings or structures.

Once a municipal council decides to designate a property, it is recognized through by-law and added to a "Register" maintained by the municipal clerk. The property at 400 Maple Street is designated under Town of Collingwood By-Law 2019-083 while the adjacent 401 Maple Street is designated under Town of Collingwood By-Law 2012-004. A municipality may also "list" a property on the Register to indicate it as having potential cultural heritage value or interest. The Town has not listed any properties, but does maintain an inventory of properties with potential cultural heritage value or interest.

3.2.3 Provincial Heritage Guidance

As mentioned above, heritage conservation on provincial properties must comply with the MHSTCI *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (MHSTCI S&Gs), but these also provide "best practice" approaches for evaluating cultural heritage resources not under provincial jurisdiction. For heritage impact assessments, *Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties* (MHSTCI 2017) of the *Standards and Guidelines for the Conservation of Provincial Heritage Properties* advises on the contents and possible strategies.

² The OHA definition "heritage attributes means, in relation to real property, and to the buildings and structures on the real property, the attributes of the property, buildings and structures that contribute to their cultural heritage value or interest."

To advise municipalities, organizations, and individuals on heritage protection and conservation, the MHSTCI developed a series of products under the *Ontario Heritage Tool Kit*. Of these, *Heritage Resources in the Land Use Planning Process* (MHSTCI 2006) provides an outline for the contents of an HIA, which it defines as:

is a study to determine if any cultural heritage resources (including those previously identified and those found as part of the site assessment)...are impacted by a specific proposed development or site alteration. It can also demonstrate how the cultural heritage resource will be conserved in the context of redevelopment or site alteration. Mitigative or avoidance measures or alternative development or site alteration approaches may be recommended.

Heritage Resources in the Land Use Planning Process also provides advice on how to organize the sections of an HIA, although municipalities may draft their own terms of reference. For example, the Town provides an outline of the required components for an HIA as an Appendix in the CDHCD Plan.

Determining the optimal conservation strategy where an impact is identified is further guided by the MHSTCI *Eight Guiding Principles in the Conservation of Historic Properties* (2007):

- 1) Documentary evidence (restoration should not be based on conjecture);
- 2) Original location (do not move buildings unless there is no other means to save them since any change in site diminishes heritage value considerably);
- 3) Historic material (follow 'minimal intervention' and repair or conserve building materials rather than replace them);
- 4) Original fabric (repair with like materials);
- 5) Building history (do not destroy later additions to reproduce a single period);
- 6) Reversibility (any alterations should be reversible);
- 7) Legibility (new work should be distinguishable from old); and,
- 8) Maintenance (historic places should be continually maintained).

The Ontario Heritage Tool Kit partially, but not entirely, supersedes earlier MTCS advice. Criteria to identify cultural landscapes is provided in greater detail in the Guidelines on the Man-Made Heritage Component of Environmental Assessments (1980:7), while recording and documentation procedures are outlined in the Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments (1992:3-7).

3.3 Town of Collingwood Heritage Policies

3.3.1 Official Plan

For municipalities, PPS 2020 is implemented through an Official Plan, which may outline further heritage policies. The Town's *Official Plan*, last consolidated in January 2019, informs decisions on issues such as future land use, transportation, infrastructure, and community improvement within the Town limits until 2031. Section 7.0 of the *Official Plan* outlines the goal and policies for cultural heritage, which is not defined but includes "significant archaeological and built heritage resources and cultural landscapes." Under Section 7.2.3.1, when properties recognized or believed to have CHVI are proposed for development, Council "may require the owner of such lands to carry out studies to:

- Survey and assess the value of the historical, architectural and/or archaeological heritage resource;
- Assess the impact of the proposed development or redevelopment on the historical, architectural, and/or archaeological heritage resource; and

- Indicate the methods proposed to be used to mitigate any negative impact of the proposed development or redevelopment on the historical, architectural, and/or archaeological heritage resource.

Guidance for evaluating heritage resources is provided in the *Section 11.1 Cultural Heritage Evaluation Criteria* of the *Official Plan* and generally follows the *O. Reg. 9/06* criteria.

If a development application proposes demolishing or altering a cultural heritage resource, Section 7.2.3.6 requires that Council be provided with “accurate and adequate architectural, structural and economic information to determine the feasibility of rehabilitation and reuse versus demolition”. If Council does grant approval to demolish or significantly alter a cultural heritage resource, it may additionally require that the applicant document the resource “for archival purposes with a history, photographic record and measured drawings”.

Conservation of cultural heritage resources adjacent to a proposed development are addressed in Section 7.2.3.3, which states that:

- In considering applications for development and site alteration for lands adjacent to identified cultural heritage resources, Council shall defer approval until it has been demonstrated to their satisfaction that the proposed work can be undertaken in accordance with the municipality’s heritage conservation policies.

3.3.2 Collingwood Downtown Heritage Conservation District Plan

The property is adjacent to the CDHCD, designated in 2002 under Town By-law 02-12 and enabled under Part V of the *OHA*. The objectives, design guidelines, and permit procedures to manage change within the District are outlined in the current CDHCD Plan, which was adopted by Council in 2008. This document supersedes the 2002 plan and complies with the 2005 amendments to the *OHA* that makes the provisions of HCD plans enforceable, rather than advisory as they had been previously.

The CDHCD Plan addresses alterations to existing historic assets, new construction, and streetscapes and landscaping, but also outlines the requirements for HIAs and conservation plans. Section 5.4 of the Plan outlines objectives and policies for areas of special interest, which includes adjacent lands to the CDHCD:

Adjacent Lands: Policy 2.6.3 of the Provincial Policy Statement of the Planning Act will be applied when there is an application for site development or alteration on lands adjacent to the District. Alternative development approaches may be required to conserve the heritage attributes of the District, as a protected heritage property.

Accordingly, development and site alteration on lands adjacent to the CDHCD must be evaluated for their impact on the heritage attributes of the adjacent properties within the CDHCD.

3.3.2.1 Guidance on New Construction

Section 14.0 of the CDHCD Plan outlines the Design Guidelines for New Construction within the CDHCD. Although these policies do not apply outside the CDHCD, they help to guide design of compatible new construction on adjacent lands. The general principles that may be relevant to such new developments are:

- The design of a new building, or an addition, does not need to replicate historic design model to be compatible with the HCD. Attention to the form, alignment, height, massing, setback, architectural features, colour schemes, and materials can result in a design that maintains the architectural rhythm of the neighbouring buildings and streetscape, and thus the heritage character of the District.
- New construction must conform to the established design principles, qualities, and characteristics of the neighbourhood and the streetscape.

- If adjacent buildings are not in keeping with the heritage character of the district, principles of scale, materiality, mass, setback, and form should be consistent with the overall streetscape.
- New buildings should be designed to allow pedestrian amenities such as wider sidewalks, lack of obstruction to barrier free entry, and shelter at building entries.

The property is adjacent to the House Form Area, but since this zone is comprised primarily of one and one-half to two storey single-detached residential buildings, many of the guidelines are not applicable to the proposed development. Section 6.2.1 of this HIA therefore considers only the “General principles for New Construction” (Section 14.1).

3.3.2.2 Areas of Special Interest and Views

The CDHCD Plan recognizes certain properties and areas within or near the District that require special consideration. Of relevance to this HIA are the:

- **Collingwood Museum:** Although a reproduction of the original railway station, the museum building represents the historical importance of the railway in the founding of the town. The integration of the museum property through corridors, viewsapes, frontages, and other means into the activity within the District is to be encouraged (pg. 20)
- **The Spit and Grain Elevator Lands:** The railway spit and the grain elevator at the waterfront contribute to the understanding and appreciation of the town’s origin and development (pg. 21); and
- **The Waterfront:** All municipal planning provisions for the waterfront should ensure that future development in this area is not detrimental to the heritage character of the District (pg. 21).

Although “viewsapes” are mentioned in relation to the Collingwood Museum and twice elsewhere in the CDHCD Plan in reference to heritage permit applications (pg. 26) and outbuildings in the House Form Area (p. 81), no significant views or viewsapes are specifically defined. However, municipal engagement suggested that one significant view is north along the former rail line east of the Collingwood Museum to the Collingwood Terminal Grain Elevators.

Views are also discussed in the Shipyards Special Policy Area and Waterfront Master Plan, summarized in the following sections.

3.3.3 The Shipyards Special Policy Area

Cultural resource management is sometimes addressed under Secondary Plans, Special Policy Areas, or other policies such as Master Plans. The property is within the Shipyards Special Policy Area (SPA, OPA#2, OPA#39), designated in 2004 to ensure the policy area is:

comprehensively planned and designed as an extension of the Downtown Core area to create an environment that will complement the streetscape of the Downtown Core and maximize the opportunity for the redevelopment of the sites on the east and west corners of Hurontario Street and First Street/Huron Street.

It is intended that the SPA will be developed as a “mixed waterfront residential and commercial and open space community”, with the property currently designated as “Mixed Use”.

The SPA requires that “regard shall be had for buildings having historical and/or architectural value in the development of the waterfront”, and in its objectives, the SPA states that developments should “*provide design elements on site which are inspired by the site’s long history as a shipbuilding facility*” (Section 4.4.4.9.2.5).

Within (and beyond) the SPA, views are considered in Policy 1.9.3 (Urban Design), which states:

In order to ensure that The Shipyards - Special Policy Area is well integrated into the existing fabric of the Town, in preparing a development concept for the residential, commercial, parkland and open space uses and its relationship to downtown and the waterfront, the proponent shall

- a. provide views to the waterfront and the Town through “The Shipyards - Special Policy Area” (pg. 85).

3.3.4 Collingwood Waterfront Master Plan, 2016

Collingwood's Waterfront Master Plan was developed in 2016 to provide a long-term vision for land use, building development and water-based recreation. With regard to architectural character, all new buildings with the Waterfront Zone are encouraged to be complementary to guidelines contained in the CDHCD Plan. Contemporary interpretations of traditional building styles and architectural features are encouraged, rather than the replication of traditional styles (pg. 51).

“Key views” towards the waterfront from the town core were identified during stakeholder consultation, and those recommended to be included in the Official Plan and Zoning By-Law relevant to the property include:

- North along “St. Paul and Ste Marie Streets to maintain clear views through the Dry Dock” (pg. 50).

4.0 GEOGRAPHIC & HISTORICAL CONTEXT

4.1 Geographic Context

The property is in southwestern Ontario, set one plot back from the southwestern shore of Georgian Bay, in the east portion of Lake Huron. It is also within the Nottawasaga Basin of the Simcoe Lowlands physiographic region, which consists of a broad plain of deltaic and lacustrine deposits (Chapman and Putnam 1984:177-178). The primary watershed of the area is the Pretty River, which flows in a north-easterly direction approximately 2 km east of the property, eventually emptying into Georgian Bay approximately 1.8 km to the northeast. The property sits at approximately 185 metres above sea level (masl) within the Lake Huron Watershed. Trees in the vicinity are a mix of deciduous and coniferous varieties.

In reference to political boundaries, the property is at the southwest portion of Simcoe County, and within the waterfront of the Town of Collingwood. The property is bounded by Huron Street to the south, Heritage Drive to the east and Side Launch Way to the north. The western boundary is a lane connecting Huron Street and Side Launch Way.

4.2 Historical Context

4.2.1 Township of Nottawasaga, Simcoe County

Following the Toronto Purchase of 1787, today's southern Ontario was within the old Province of Quebec and divided into four political districts: Lunenburg, Mechlenburg, Nassau, and Hesse. These became part of the Province of Upper Canada in 1791, and renamed the Eastern, Midland, Home, and Western Districts, respectively. The Study Area was within the former Western District, which included all lands between an arbitrary line running north from Long Point on Lake Erie to Georgian Bay, and the western Ontario/ Michigan border. Each district was further subdivided into counties and townships, with the Study Area falling within Simcoe County and Nottawasaga Township.

The Township of Nottawasaga was named for the Algonquin word *nahdowasaga*, meaning "outlet of the river of the Iroquois" (Rayburn 1997:251). Although the Crown had annexed the area from the Chippewa Nation under Treaty No. 18 in 1818, Nottawasaga Township was not officially surveyed until 1832 when Thomas Kelly and Charles Rankin organized the township according to the 2,400-Acre Sectional System (Hunter 1909). This system of lot distribution, which was typically used between 1829 and 1861 (Schott 1981), established concessions containing 200 acre lots with blind rear lot lines, divided every three lots by side roads (Figure 2). In Nottawasaga Township, the concessions were oriented east to west, with the side roads crossing the township from south to north.

Shortly after the Crown survey was completed in 1833, Scottish, Irish, and German families began establishing small communities near the shore of Georgian Bay on the northeastern edge of the Township, and along the banks of the Batteau and Noisy Rivers (Hunter 1909). Due to the township's remote location, the pace of growth and development proceeded slowly at first. By 1842, the population was comparatively small at 420 residents, with only three sawmills and three grist mills having been constructed in the area (Smith 1846).

In 1853, the area at the north-eastern edge of the Township, then known as "Hens-and-Chickens" for its offshore islands, was selected as the northern terminus of the Toronto, Simcoe and Lake Ontario Railway (later Northern Railway of Canada) that was to connect the Toronto area with Georgian Bay (Town of Collingwood 2014; Rayburn 1997:76). This decision spurred land speculators and businessmen to move to the area, and in 1853 local landowner Joel Underwood requested William Gibbard survey a village plot (Hunter 1909). Then general manager of the Toronto, Simcoe and Lake Ontario Railway renamed the Hens-and-Chickens community as Collingwood after the Collingwood Township in Grey County, which in turn had been named for Cuthbert Collingwood, a famous Royal Navy admiral (Rayburn 1997:76).

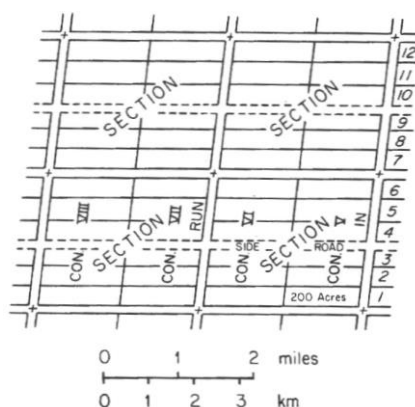


Figure 2: The 2400-acre survey system, used from 1829 to 1861. As depicted here, each lot is 200 acres and each section made of 12 farms (Schott 1981:81-82)

After the rail line was completed in 1855, Collingwood quickly developed into an important centre for shipping and ship building, supporting a large export trade of lumber, grain, and produce to the United States and western Canada (Town of Collingwood 2014). In fact, the pace of growth and development was so rapid that the community managed to bypass village incorporation and directly attained the status of town with its own municipal borders on January 1, 1858 (Hunter 1909). A grain elevator terminal established at the northern end of the spit encircling the harbour helped to secure the community as one of the foremost transportation hubs in the Great Lakes Region, as well as providing an incentive to local farmers (<http://www.virtualmuseum.ca/>).

In 1873 Collingwood was home to 2,829 residents and contained “one tannery, one brewery, one steam flour mill, sash, door, blind, and pump factories, several hotels and churches, a number of stores, two printing offices, two telegraph agencies, a branch bank, and several ship yards and grain elevators” (Lovell 1873). The Town continued to prosper throughout the late 19th century. When Dry Dock No.1 or the “Queen’s Dry Dock” (Figure 3) was constructed in 1882 by The Collingwood Dry Dock, Shipbuilding and Foundry Company (by J. D. Silcox and S. D. Andrews), the commercial ship-building industry flourished and the Town gained an international reputation for high quality ship-building and design (Town of Collingwood 2014). The success of the industry brought many workers to the area, and by 1895 Collingwood boasted a population of 4,939 (Lovell 1895). Lake freighters and navy vessels the core business with the Company rebranding as Collingwood Shipbuilding Company Ltd. in 1897.

The Collingwood Shipbuilding Company is credited with building and launching a number of vessels in the early 20th century. While most of the ships were constructed for trade or transport purposes on the Great Lakes, in 1918 the Imperial Munitions Board and Royal Navy enlisted some of the vessels as freighters and minesweepers for the war effort. The success of the company during the early 20th century was also strongly linked to its business ties with the Imperial Oil Company in Sarnia who purchased five oil carriers from the company between 1916 and 1918. An article in the December 7, 1916 edition of *The Globe* stated that the Collingwood Shipbuilding Company was valued at \$1.5 million that year (Waddell 2020). A newly developed grain elevator known as Collingwood Terminals, which remains an iconic feature of the local skyline today, was first opened in 1929 (Figure 4), replacing the 19th Century timber structure.

Despite a brief period of industrial activity during the Second World War when the Shipbuilding Company was contracted to build twenty-three warships, events of the mid-20th century slowed the Town’s growth and development, and by the time the St. Lawrence Seaway was completed in 1959, the Town was no longer an important shipping centre (Collingwood Public Library 2016). Throughout the late 20th century, the shipping and ship-building industries were slowly replaced, with the Collingwood shipyards closing in 1986, and all associated buildings soon demolished or relocated. In 2004, the former shipyards area was purchased for private development. Recreational and retirement opportunities, made popular by the local beaches and the nearby

Blue Mountain ensued and by 2011, the Town of Collingwood, now a lower-tier municipality within the County of Simcoe, was home to 19,241 residents (Statistics Canada, 2011).

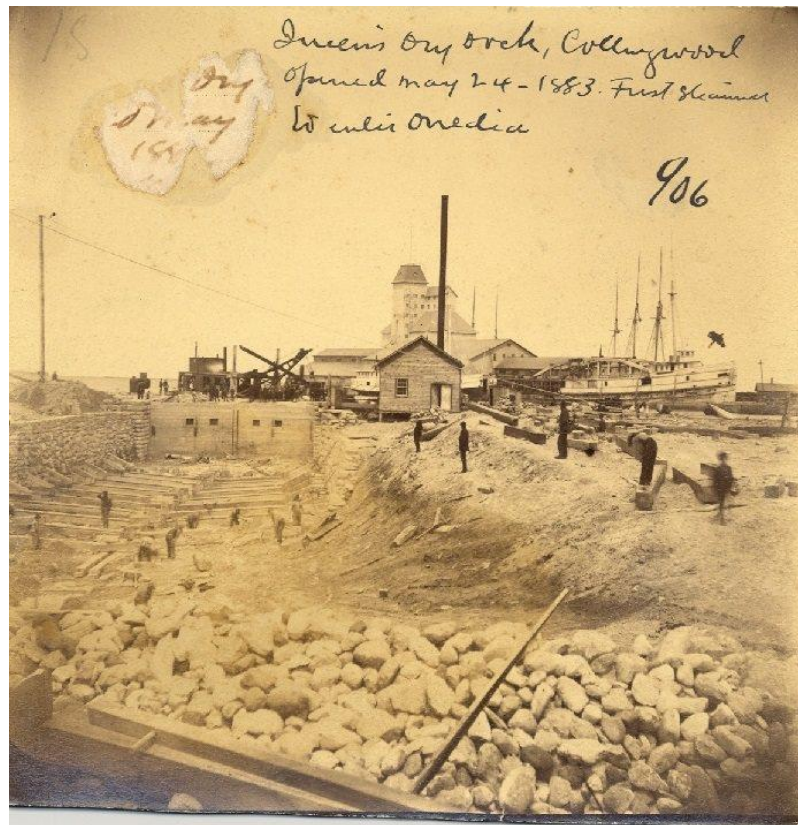


Figure 3: Queen's Dry Dock (foreground) at the Collingwood Shipyard, 1882. The original grain terminal structure is on the horizon in the centre of the image, beyond the dry dock (Toronto Public Library)



Figure 4: The freighter *Munising* alongside the new Collingwood Terminals, 1929 (Toronto Public Library)

4.2.2 The Property

The property located at the civic address 31 Huron Street is situated within Block 11, Plan 51M-926, North Side of Huron Street, Town of Collingwood, formerly part of Lot 44, Concession 8, Township of Nottawasaga.

The Abstract Index Books for both the Township of Nottawasaga and Town of Collingwood, provided by the Ontario Land Registry (LRO 51, Books 169, 170 and 775), indicate that a Crown patent for all of Lot 44, Concession 8 was first granted to James Cornwall Jr. of Montreal in 1844 (acreage and exact date illegible). The following year, Cornwall is listed as transferring the entire lot, via Bargain and Sale, to George Jackson of Nottawasaga for a £300.0 consideration. Like Cornwall, Jackson did not retain the property for long and instead sold it to John Fergus McMaster and James McMaster of Toronto for the same amount the following year. The McMasters kept the property for seven years before they sold it to the Honourable William McMaster and David Patterson for an undisclosed consideration in 1853.

Over the following decades, McMaster and Patterson subdivided and sold or mortgaged various parts of Lot 44, but by 1881, only McMaster *et ux* (trans. “and wife”) are listed as the sole proprietors for the portion of the lot encompassing the property. Starting that year, the couple are recorded as the grantors of a number of blocks along Huron Street to various grantees. A plan of the subdivided blocks is provided at the beginning of the Abstract Index Book 775 and labels the portion of Lot 44, Concession 8, in which the property is located, as “Northern Rr [Railroad] Property” (Figure 5).

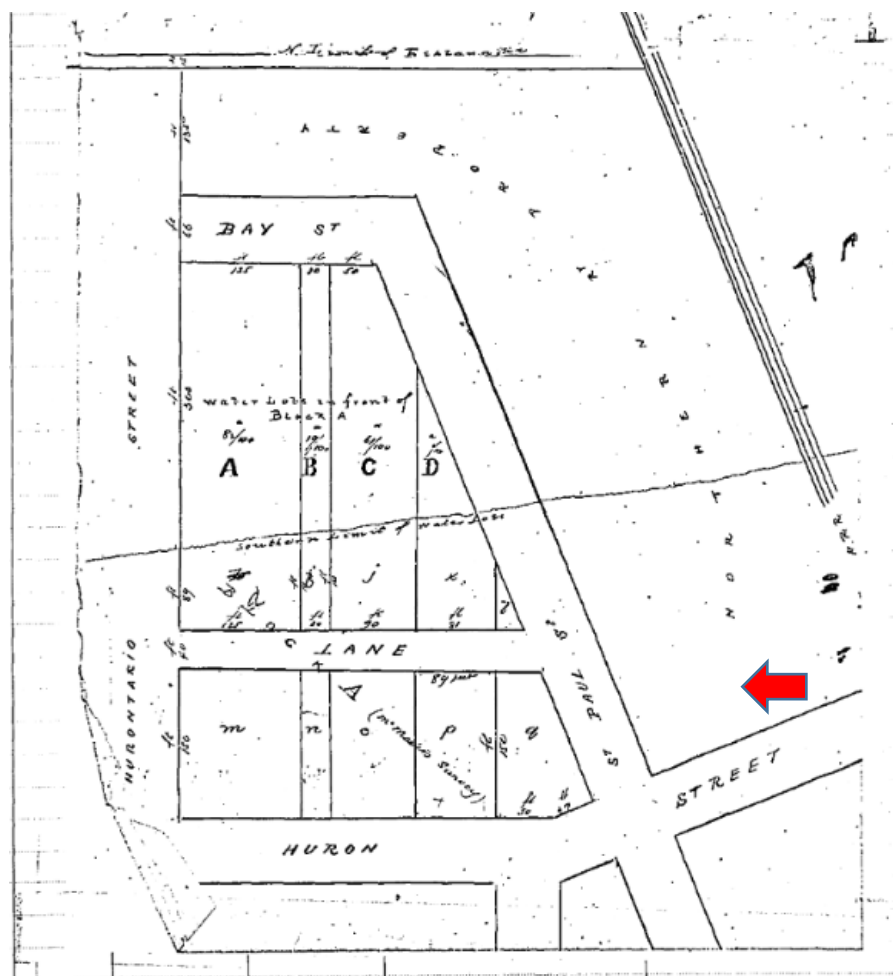


Figure 5: Plan of Subdivided Portion of Lot 44, Concession 8, north of Huron St between Hurontario Street and the Northern Railway Line (Ontario Land Registry LRO 51, Book 775). The red arrow indicates the property.

Online archival search of the property area shows the lot as peripheral to the developing town and Shipyards. An 1860s advertisement depicts the property as adjacent on the east to the Northern Railway line (with its depot to the southwest) and bisected by a branch rail line (Figure 6).

A number of the 1881 transactions and subsequent entries in the Abstract are illegible, however, by 1903 it appears that the Municipal Corporation of the Town of Collingwood acquired a portion of the blocks north of Huron Street and transferred this portion to the Collingwood Shipbuilding Company Ltd. A year later, the company mortgaged this portion to the Grand Trunk Railway (GTR) suggesting a possible acquisition of the former Northern Railway property. This mortgage appears to have been temporary as in 1908, the GTR is listed as transferring the land back to the Collingwood Shipbuilding Company Ltd. Nearly two decades later (1927), the property is transferred to the Collingwood Shipyards Ltd. who in 1962 grant it to Canadian Shipbuilding and Engineering Ltd.

Photograph evidence of the property location from the late 1890s appears to correlate with the early mapping and drawings from this period (Figure 7) which depict the corner of the elevator "spit road" (Heritage Drive) and Huron Street as a lumber yard, adjacent to the Northern Railway line and intersected by the western branch. The Queen's Dry Dock is sited to north west of the property. By 1911 the property lands were acquired by the Collingwood Shipbuilding Company (Figure 8).



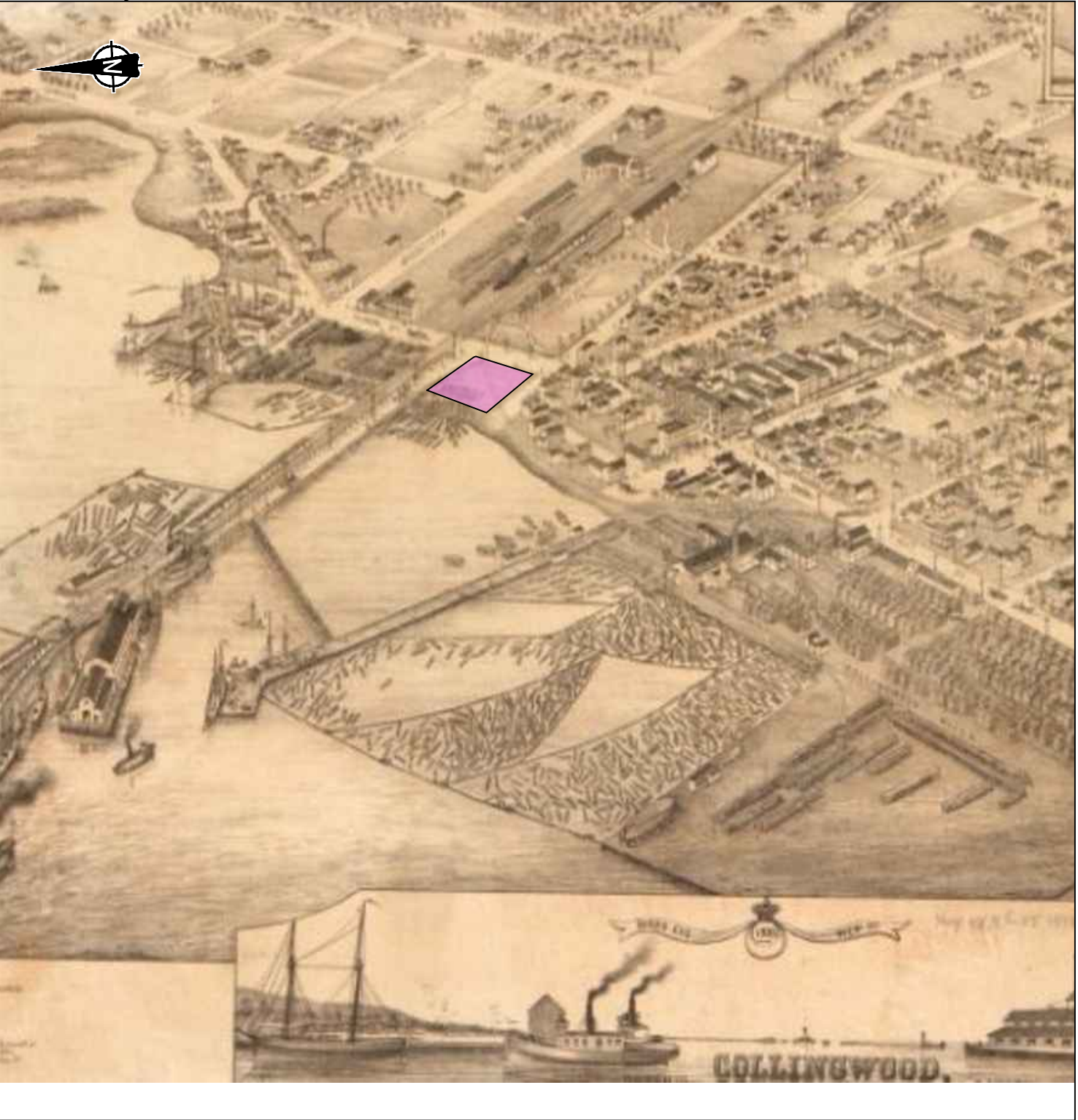
Figure 6: Advertisement for Lindsay Dry Goods c1860 (<http://www.virtualmuseum.ca/>). The red arrow indicates the property.

Client: 31 Huron Street
Original Format is Tabloid 279mm x 432mm
25mm
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Oct 29, 2020 -- 9:41am
Drawing file: 20140926-1000-R01007.dwg

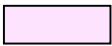
1871



1885 Birds Eye View



LEGEND



APPROXIMATE LOCATION OF
SUBJECT PROPERTY

REFERENCE

DRAWING BASED ON 1871 HOGG'S MAP OF THE COUNTY OF SIMCOE.
JOHN HOGG, COLLINGWOOD, ONTARIO;
1885 - COLLINGWOOD MUSEUM - [HTTP://WWW.VIRTUALMUSEUM.CA/SGC-CMS](http://www.virtualmuseum.ca/sgc-cms); AND
PARCEL DATA FROM TERRAPROBE, BOREHOLE LOCATION PLAN, FILE No.
1-19-0773-01, FIGURE 2.

NOTES

THIS DRAWING IS SCHEMATIC ONLY AND IS TO BE READ
IN CONJUNCTION WITH ACCOMPANYING TEXT.
ALL LOCATIONS ARE APPROXIMATE.

PROJECT		HERITAGE IMPACT ASSESSMENT 31 HURON STREET TOWN OF COLLINGWOOD, ONTARIO	
TITLE		PROPERTY OVERLAID ON MID TO LATE 19th CENTURY HISTORIC MAPS	
PROJECT No.		20140926	FILE No 20140926-1000-R01007
SCALE		NTS	REV.
CADD		DCH	Oct 29/20
CHECK		HCC	
GOLDER		FIGURE 7	



Figure 8: “Land Acquired by the Shipyards in 1911” (Collingwood Museum Online Collection). The red arrow indicates the property with Dry Dock No. 1 or the Queen’s Dry Dock to the northwest (north is to the right).



Figure 9: Aerial image of the harbour and Shipyards, 1919 (Collingwood Museum Online Collection). The red arrow indicates the property.

Historic aerial imagery from 1919 (Figure 9), shows the layout of these structures more clearly, and the positioning of the western branch of the Northern Railway, which seems to encroach the south western boundary of the property which otherwise appears broadly undeveloped in its central section with two timber framed shed to the north potentially impinging to the north of the property.

Prior to the late 1960s, historic images suggest the operation of a number of outbuildings and sheds in the vicinity (Figure 10 and Figure 11), a layout which appears to have continued until the closure of the Collingwood shipyards in mid-1980s and the demolition or removal (and relocation) of all associated structures.

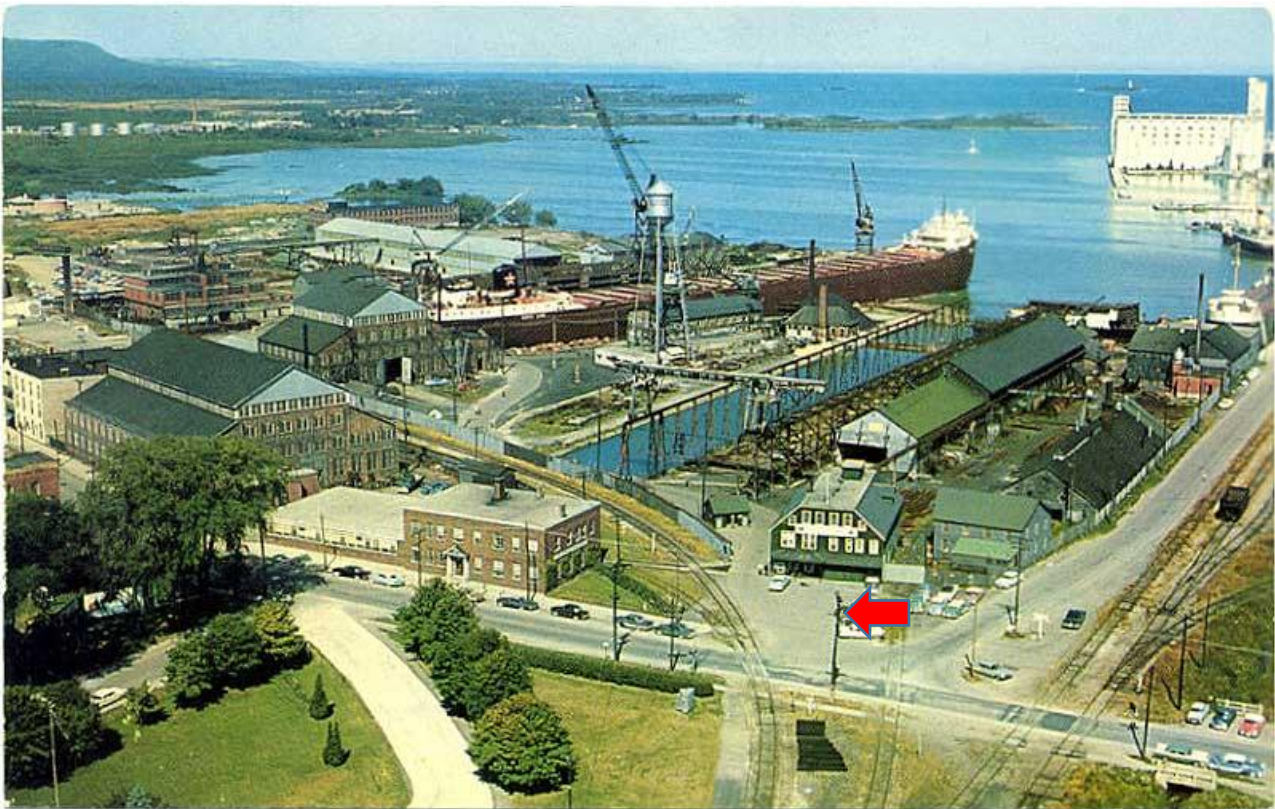


Figure 10: Aerial view of the Collingwood Shipyards with Huron Street in the foreground, late 1960s / early 1970s (courtesy of W Foresythe). The red arrow indicates the property.

1919 (NTS)



1966



1973



LEGEND

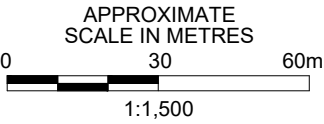
 APPROXIMATE LOCATION OF
SUBJECT PROPERTY

REFERENCE

DRAWING BASED ON
1919 - BRITISH LIBRARY COLLECTION REF HS85/10/36580
[HTTP://SEARCHARCHIVES.BL.UK](http://searcharchives.bl.uk);
1966 - SIMCOE COUNTY, ONTARIO, LINE 4421 PHOTO 199;
1973 - DEPARTMENT OF ENERGY, MINES AND RESOURCES, LINE 23283,
PHOTO 54; AND
PARCEL DATA FROM TERRAPROBE, BOREHOLE LOCATION
PLAN, FILE No. 1-19-0773-01, FIGURE 2.

NOTES

THIS DRAWING IS SCHEMATIC ONLY AND IS TO BE READ IN
CONJUNCTION WITH ACCOMPANYING TEXT.
ALL LOCATIONS ARE APPROXIMATE.



PROJECT		HERITAGE IMPACT ASSESSMENT 31 HURON STREET TOWN OF COLLINGWOOD, ONTARIO			
TITLE		PROPERTY OVERLAID ON 20th CENTURY AERIAL PHOTOGRAPHS			
		PROJECT No.		FILE No. 20140926-1000-R01011	
		20140926		SCALE AS SHOWN REV.	
		CADD	DCH	Oct 29/20	FIGURE 11
		CHECK	Hec		

5.0 EXISTING CONDITIONS

5.1 Setting and Views

The 0.47-hectare, rectangular-shaped property sits within a low-density urban zone between two distinct landscape areas – Downtown Collingwood (to the south west) and Georgian Harbour (to the north). The property maintains approximately 73 m of frontage along Side Launch Way, 60 m along Heritage Drive and 72 m along Huron Street.

The immediate surroundings are dominated by the Huron Street intersection with Heritage Drive (Figure 12). The north of the property is bounded by Side Launch Way, beyond which sit the former Queen's Dry Dock and land associated with the shipyards situated on the south of Collingwood Harbour. Directly beyond the eastern property boundary with Heritage Drive is an existing, two storey, residential development, comprising 23 townhouse units. This development is screened from the property by a bank of mature conifers on the eastern side of Heritage Drive.

To the south of the property, on the opposite side of Huron Street, is Collingwood Museum. The distinctive museum building—a reconstruction of the original Italianate station on the Northern Railway—is set back from the roadside and provides relatively open vistas beyond the parkland frontage of southern Huron Street opposite the property (Figure 13). West of the property, and along Huron Street, are mid-rise commercial buildings with the Bank of Montreal and parking lot adjacent to the western property boundary.

The property is relatively flat with no surface indication of the property's former association with Collingwood Shipyards, nor remnants of buildings or infrastructure associated with the dock or railway facilities. The surface is covered with grasses, low-lying scrub, and gravel (Figure 14).

As a sizable corner lot in a prominent location, the property is visible within the confines of the CDHCD along Huron Street, between the junction with Minnesota Avenue and the corner of Lane and 16 Huron Street. Open views to and from the property also include the Collingwood Museum grounds and to the east of the Huron Street intersection, towards Minnesota Street (Figure 15). The views from and towards the rear of Collingwood Museum, north along Heritage Drive towards the waterfront and beyond are highlighted as a "key view" in the Shipyards Master Plan (2004) (Figure 15).

Within the CDHCD, to the western side of the Museum, along St Paul Street, views travel beyond the north of the property to the distant grain elevator, presenting one of the "key views" towards the waterfront as specified in the Shipyards Master Plan (Figure 16). Far reaching vistas are also afforded from Heritage Drive, to the east of the property and along the spit encircling the east of Collingwood Harbour and towards the Collingwood Terminals Grain Elevator. Furthermore, within the CDHCD along the Heritage Drive, views southwards towards the property are uninterrupted from the northernmost end of the spit, with Collingwood Museum beyond, visible in the far distance.



Figure 12: View facing northwest of the property from the intersection of Huron Street and Heritage Way



Figure 13: View south of the Collingwood Museum and surrounding park



Figure 14: North portion of property, facing north toward the harbour and Collingwood Terminals Grain Elevator



Figure 15: Photomosaic of the “key view” from the northeast side of the Collingwood Museum at Huron Street (left) with Huron Street (centre), the property (centre right), and Heritage Drive and the Collingwood Terminals Grain Elevator (far right)



Figure 16: “Key view” from the western side of the Collingwood Museum, facing north Towards the Property and the Harbour and Collingwood Terminals Grain Elevator



Figure 17: “Key View” of the property with the Collingwood Terminals Grain Elevator to the north, facing north from St Paul Street

5.2 Built Environment in the CDHCD

The property is directly adjacent on the south to the northeast portion of the CDHCD, bounded by Huron Street, and on its east by the arm that follows the railway spit (Heritage Drive) leading to the Collingwood Terminals Grain Elevator. To fully assess any potential impacts to the setting of heritage properties in the wider vicinity, the scope of the HIA was extended to include seven protected heritage properties within the CDHCD in the immediate vicinity, and the Collingwood Terminals Grain Elevator on Heritage Drive approximately 940 m to the north.

The inventory descriptions provided below are excerpted from those drafted as part of the 2002 CDHCD study and plan by Carter and Associates and now archived online at Heritage Collingwood (www.heritagecollingwood.com). Supplementary detail has been added following Golder's field investigation.

5.2.1 Huron Street

5.2.1.1 12 Huron Street

This property (Figure 18) is summarized in the inventory as:

A two-storey, painted, textured concrete-block building, with ground-floor, picture windows and glass block, and enormous, vertically ribbed, metal fascia at roof (c. 1930).

It is currently operating as a café with a distinctive blue and white frontage. There do not appear to be any significant alterations to the property façade since the inventory was prepared and the location is afforded distant views to subject property in a north easterly direction, beyond the Huron Street intersection with Heritage Drive.



Figure 18: 12 Huron Street, facing east

5.2.1.2 16 Huron Street

This property (Figure 19) is summarized in the inventory as:

Two-storey, three-bay, painted-brick building with original 2/2 windows and ornamental brick details at arches and parapet (c. 1890).

Ground Floor – Stokes cites “an older shopfront”, and indeed it still exists, though hard to perceive, but bronze mullions remain at shop-front glazing, old windows are visible behind inelegant, red and white sign, and cornice remains, now boxed in, above. An old stone step remains at LH door, with old four-pane window above. Inappropriate materials are wood cladding at piers, painted Angelstone at stall-risers and incongruous, steel doors at entries.

Second Floor – Upper level has good restoration potential. Detailing suggests polychromy in red and buff brick, with projecting quoins (unusual in a commercial structure) and hood-mouldings framing segmental arches, broken by keystones, and with stone sills on small brick corbels below. Original 2/2 windows remain behind aluminum storms. There is much evidence of settlement at both sides of building adjacent windows and at RH voussoirs.

Parapet – Parapet has lower corbelled courses, then dog-toothed course, with full-width band of projecting brick crosses above, and additional corbelled course at top. Small pier at LH side may suggest missing upper courses. Parapet is capped with modest sheet-metal flashing, possibly with a stone coping beneath.

The property is afforded distant views to the subject lands in a north easterly direction, beyond the Huron Street intersection with Heritage Drive.



Figure 19: 16 Huron Street (photo from Heritage Collingwood)

5.2.1.3 18–22 Huron Street

This property (Figure 20) is summarized in the inventory as:

Two-storey, four-bay, brick building with rich ornament in stone, brick and wood (c. 1890).

Ground Floor – Brick piers, with stone bases, moulded brick and stone (triglyph) capitals, and stone arches, have Renaissance aspect rare in Collingwood. Original shop-front glazing and trim remain, and stall-risers and upper shop-front glazing assumed to remain behind recent shingling and plywood. At fascia level, lower, wooden moulding, frieze and dentilled wooden cornice span between ornate wooden console brackets at pilasters. In narrow bay to east, modern, slab door, over old stone step, occupies taller entry to upper floor. Stone lintel above is crowned with wooden cornice (crudely flashed), above which stone sill below small, segmental-arch sash. Shop-front cornice does not extend through this narrow, vertical bay.

Second Floor – Divided into three bays by brick pilasters over piers below. Round-headed windows centred in recessed panels, with toothed, segmental arches above having Moorish flavour. Additional, high-level, segmental arch emphasizes central bay. Windows are low, horizontal sliders, with plywood above assumed to hide original, round-headed, two-pane sashes. Window at LH bay (stair) is boarded-up entirely. Sills are stone, while voussoirs, roll and bevel hood-mouldings, and keystones are of brick. Cast-stone imposts extend as stringcourse out to adjacent pilasters.

Parapet – Deep machicolations extend across building, stepping forwards and downwards at pilasters and sides of central bay, as well as varying in width. Thin metal flashing extends across wall-head, with remnants of wooden cornice visible beneath.



Figure 20: 18 - 22 Huron Street, Facing South (photo from Heritage Collingwood)

There do not appear to be any significant alterations to the property façade since the inventory summary was prepared while the location is afforded distant views to subject property in a north easterly direction.

5.2.1.4 28 Huron Street

This property (Figure 21) is composed of three units and summarized in the inventory as:

28 Huron Street Centre:

Two-storey, three-bay, (sandblasted) red-brick building with older, buff-brick, ground-floor piers, and with tall upper-floor with serrated arches and machicolated parapet (c. 1870/1900).

Ground Floor – RH pier is thicker, while all three (excluding LH pier, which is part of East Building) have moulded, local-limestone bases, piers built of unusual, large, buff bricks, and profiled wooden capitals at tops. Wooden cornice above spans full-width of building, breaking forward over outer piers. Original fascia and cornice are replaced (or hidden) by ply fascia with large back-lit sign. Aluminum-framed doors are set into old wooden frame with transom window above. Lower half of window apertures is boarded up, but old, thick sills and frames (LH side is repaired) may indicate former saloon, with purposely high windows.

Second Floor – A variation on the themes within bays to west. Upper wall is divided into three bays by brick pilasters. Large distance between shop-front fascia and upper level sills is decorated with square panels of brick, pseudo-basket-weave motif. Windows are single-pane replacements within original, round-headed apertures. Cast-stone keystones, imposts and stringcourse and sills are all painted white. At high-level, corbelled, segmental arches, most with serrated voussoirs, are as at building to west; and again, central bay projects slightly.

Parapet – Parapet steps forward above segmental-arch voussoirs. Machicolations above have unusual treatment at corners of projecting, central bay. Deep, galvanized-metal flashing at wall-head replaces original wooden cornice (as at buildings to west).

28 Huron Street East

Imposing, three-storey, buff-brick, corner building with ground-floor stone piers, brick quoins (north and east), but lacking original windows and modillioned cornice (c. 1870).

Ground Floor – Apertures are blocked with painted plywood decorated with false arches – totally inappropriate within masonry piers of this level. Stone piers, with both moulded-stone bases and capitals, are painted. Wooden cornice above extends across entire building, though still missing (even since Stokes Report) section at NE corner. Shop-front frieze is hidden or lost, and cornice is gone, and present fascia is an extension of plywood fascias to west.

Second and Third Floors – Improperities continue at upper levels, with projecting brick quoins and stone sills painted blue, within an otherwise simple façade of Flemish bond, buff-brick masonry. Second-floor windows are inappropriate, single-pane units in round-headed arches with rubbed, buff-brick voussoirs. Original window cases, and pulleys, remain and are plainly visible from street level. At top floor, similar installations (one with operational hopper), occupy segmental-arch apertures under single band of rubbed, buff-brick voussoirs.

Cornice and Parapet – Parapet is utterly plain, modillioned cornice in Stokes Report (either wooden or metal), now lost. Only tell-tale marks of former anchor locations remain. Parapet masonry is in good repair and there is a narrow, galvanized-metal flashing at wall-head.

28 Huron Street West Building

Two-storey, two-bay, red-brick building with original shop-front cornices and brackets, stone trim and machicolated upper brick cornice (c. 1890).

Ground Floor – Replacement shop-fronts has recessed, modern doors at either side and low, brick stall-risers. Brick piers have carved stone bases with moulded, stone band above, the latter extending into party walls at doorways. Upper shop-front windows may be hidden by deep plywood fascias (over tongue-and-groove boards) now painted with bright, inappropriate images. Original frieze boards remain above, and decorative wooden brackets at piers are intact, with original, dentilled, wooden cornice spanning between.

Second Floor – Paired, round-headed apertures, with double hood-mouldings, contain dull, single-pane, replacement windows. Keystones, imposts and stringcourse, and sills are painted cast-stone. Brickwork is sandblasted throughout. At high level, two projecting, segmental arches span between simple pilasters, upper arch having serrated voussoirs.

Parapet – Deep, machicolations at wall-head, with small parapet above, are concealed by very deep metal flashing. (Stokes laments the “loss of the upper cornice” of which a remnant now remains only at 18 Huron St.). Staggered corbelling also occurs at central pilaster, and in stepped, corner treatment of outer pilasters.



Figure 21: 28 Huron Street (photo from Heritage Collingwood)

There do not appear to be any significant alterations to the façade of 28 Huron Street since the inventory summary was prepared, though a prominent graffiti image depicting historic shipyard scenes (including the original 19th Century grain elevator building) appears on the corner with St. Marie Street. The location is afforded views of the subject property to the north east.

5.2.2 Ste Marie Street

5.2.2.1 7 Ste Marie Street

This property (Figure 22) is summarized in the inventory as:

One-storey, flat-roofed, industrial/commercial strip building, with ground floor clad in wood-grained cement board (on textured brown brick), and with towering metal-clad parapet (c. 1950 and later).

The commercial lot site is on the lands between Saint Marie Street and Saint Paul Street with open frontage on Huron Street. The building is occupied by a number of light commercial units (laundry, automobile repair etc.)

with views to the north of the property directly over the vacant shipyard site and the harbour, the subject property is on the opposite corner of Huron Street, immediately north east.



Figure 22: 7 Ste Marie Street (photo from Heritage Collingwood)

5.2.3 St Paul Street

5.2.3.1 22 & 24 St Paul Street

The pair of properties at 22 and 24 St Paul Street (Figure 23) is summarized as:

Two-storey, semi-detached, red-brick houses with various original features (c. 1900).

Description – Pair of attractive houses remains fundamentally intact. Original, half-glazed doors remain, having three lower panels with bolection mouldings (behind metal storm at no. 22). Transom windows, with textured, period glass, also remain (with wooden storm at no. 22). Segmental arches have single hood-mouldings which drop at jambs to double string-course extending around building. (At no. 22, voussoirs and decorative brickwork are painted in a lively manner.) Ground-floor front window apertures are elliptical-arched, with single hood-moulding over rubbed-brick voussoirs. Windows are unsuitable modern replacements, though transom window may remain hidden at no. 24. At second floor, 2/2 windows remain throughout (behind metal storms), all with thick wooden sills. Segmental arches and hood-mouldings are as at ground floor. Soffits are clad in beaded boards, fascias are plain and roof has galvanized metal laid over wooden shingles. There are no gutters nor chimneys.

The property sits directly opposite Collingwood Museum within the House Form area of the CDHCD. This northern end of St Paul Street is afforded views along the western boundary of the subject property, directly over the vacant shipyard site and the harbour, to the grain elevator in the distance (Figure 24).



Figure 23: 22 and 24 St Paul Street (photo from Heritage Collingwood)

5.2.3.2 45 St Paul Street – Collingwood Museum

The Collingwood Museum (Figure 24) is summarized as:

Symmetrical, one-storey, red-brick, Italianate, (reconstructed) railway station with concrete periphery, and with round-headed apertures, buff-brick trim, low, hipped, cedar-shingled roofs and central, two-storey tower with bell-cast roof and widow's walk (c.1880/1990).

West Elevation – Former Town façade of railway station presents long, low, almost Prairie-style elevation, with deep projecting eaves in all directions, supported by large, curved, wooden brackets built off posts at walls. Engaged posts rest on blocks which step forward from pre-cast stone base extending around building. These also articulate bays of structure, within which tall, round-headed apertures rise above pre-cast stone sills to voussoirs with alternating bands of tapered, red- and buff-brick voussoirs. Outer arch of voussoirs is pointed, giving Venetian flavour to Italianate building, while windows consist of two round-headed panes with wood mullions and central transom, and with single pane above. Jambs are finished in buff-brick throughout, and additional courses of buff-brick surround sills. Horizontal soffits are finished with v-jointed boards, with metal strip vents. Fascias are plain, with K-type gutters. Dominant feature is central tower, which projects well beyond general wall-plane, and rises far above low, hipped, shingled roofs. Tower has modest, buff-brick quoins (five courses high) and window and masonry trim as elsewhere. Horizontality of adjacent station eaves is broken by plain gable at tower, supported towards peak by two thin wooden brackets. Sloping, buff-brick band-course above follows roof-pitch, and typical band-course exists below high-level windows – which are similar to floor below, only smaller. Unusual, thick wooden roll forms simple cornice of tower, stepping up over windows to follow line of gablets above. Profiled wooden brackets above are built against vertical, buff-brick bands and v-jointed soffit boards. Hipped, bell-cast tower roof has flat top with simple iron cresting (or widow's walk) comprising metal balustrade with projecting, pointed pickets and metal swags below handrail.

East Elevation – Features at east (former platform) side are similar to those at west side, but without projection of base of tower, but with central, boarded gable with decorative timber truss, and painted sign marked Collingwood. Entry to museum is by means of centrally located, single, four-panel door. Transom window above comprises upper portion of typical window, with two round-headed panes and one addition pane above. Moulded keystone within round arch is an artefact assumed to be salvaged from original station and, judging by fine tooling of surface, is some 130 years old. Keystone has upper and lower ogee profiles with vertical face between, and triglyph-like incisions in lower area. Spun-metal light fixtures at ends of building and over door provide turn of the century illumination.

North Elevation – North side also has features as elsewhere, with arcade under projecting roof supported on typical wooden posts.

South Elevation – South elevation, away from streets, is used as service area, with modern equipment tucked away between red-brick spine walls.

The Museum sits within the House Form area of the CDHCD surrounded by open parkland. It is afforded unobstructed views along the southern boundary of the subject property while facing north toward Huron Street. Vistas are directly towards the vacant Shipyard site and the harbour, towards the grain elevator in the far distance.



Figure 24: Collingwood Museum (Heritage Collingwood)

5.2.4 Heritage Drive

5.2.4.1 Collingwood Terminals Grain Elevator

The Collingwood Terminals Grain Elevator (Figure 25) is summarized in the inventory as:

Towering, thirteen-bay, cast-in-situ concrete industrial building with full-length clerestory at top floor, towers at east and west ends, and an assortment of appended steel silos (two at south elevation) and stairs (c. 1920).

The last prominent remnant of Collingwood's once-bustling heavy industry sits like a defending giant at the end of the spit and the mouth of the harbour. The grain elevator as a structural type, with its utilitarian starkness so beloved of the early modernists, actually played an important role in the dismantling of the old architectural conventions which we now seek to retain in the Heritage District. And so it is both ironic and appropriate that this industrial building should, in turn, be worthy of preservation – both as a vanishing building type and as a remnant of lost industries, including both shipping and railway. These particular elevators are a fabulous representative of the type, with all the classic elements thereof. Whereas the dentils and machicolations of the downtown have been listed with almost tedious thoroughness, here there are no such elements to linger over. But in this case, it is the full-length clerestory with its metal-framed windows, the two towers with their similar windows, and the steel cylinders and chutes and various zig-zag staircases and masts which rise to greater importance. Even the lettering on the silos, well-placed and conveniently symmetrical, is part of the ensemble of an intact industrial period-piece.

The grain elevator seems to have an unfortunate fate when it comes to adaptive re-use: these either sit empty or are demolished. The Collingwood example, however, seems to have more promising prospects. The south, east and west sides should remain essentially undisturbed. The north side, however, might be altered largely as desired since this is, in effect, the rear of the building. The extensive top floor and the two towers must afford stunning views of the lake, the harbour, the Town and the hills. The building suffers, if anything, from an overabundance of potential future uses, and these should be carefully considered prior to embarking on any work to the structure. In the case of grain elevators, Collingwood once again has an opportunity to shine, and to succeed where others have failed.

The sense of place afforded by the Collingwood Terminals Grain Elevator was noted during the field investigation, with the buildings widely visible from the adjacent lands surrounding the property and as a reference point of Collingwood industrial heritage, mostly notably from the northern property boundary towards the harbour.



Figure 25: View north of the Collingwood Terminals Grain Elevator.

5.3 CDHCD Statement of Cultural Heritage Value or Interest

The Statement of Cultural Heritage Value or Interest (SCHVI) provided in the CDHCD Plan sets out significance and heritage attributes of the CDHCD that shall be conserved when developing adjacent lands. The statement of CHVI is reproduced in full here:

CULTURAL HERITAGE VALUE OR INTEREST

Collingwood's HCD encompasses a large portion of the traditional town. It is comprised of a main street of commercial and public buildings built between about 1880 and 1910 that is linked by streets and pedestrian pathways to enclaves of historic residential, institutional, and public buildings, and park spaces.

The District has value in its representation of the history and economic prosperity experienced by the town from its founding in 1855 as a railway and shipping terminus on Georgian Bay, to the early 20th century.

The District preserves the historic street plan with its duo-orientation to the port and shipbuilding activity at the shoreline, as well as the railway line. The centre street, Hurontario Street, is wider (99 ft.) than the standard (66 ft.) and is among the best-preserved 19th century grand main streets in Ontario. It is lined with 1880-1910 commercial and public buildings and is unique in maintaining the angled parking designed to accommodate the first automobiles in the town.

Radiating from Hurontario Street is an important historic grid of streets, pedestrian lanes, and pathways. The area has a variety of residential neighbourhoods and enclaves of public and institutional buildings and parks that are important in chronicling the evolution of the town's development and economy.

The District is integral to the preservation of Collingwood's identity and origin as a small, 19th century Ontario, waterfront town. It is also critical to the long-term economic vitality of the community.

DESCRIPTION OF HERITAGE ATTRIBUTES

The heritage attributes of the District include a variety of elements that are important in preserving its heritage value, such as:

- The historic street plan with two grids orientated to the railway and to the shoreline of Georgian Bay
- N-S laneways and E-W pedestrian paths forming linkages to the principal streets
- The 99 ft. width and angled parking plan for Hurontario Street
- The two and three storey commercial buildings built about 1880 to 1910 with similar materials (primarily brick), scale, form, and architectural details
- The public and institutional landmark buildings such as the town hall, federal post office, arena, and churches
- The variety of residential buildings of various dates, ranging from a modest, frame cottage style, to grand, architect-designed dwellings in stone, and
- The public park and other natural landscape spaces.

6.0 IMPACT ASSESSMENT

6.1 Development Description

The Client is proposing to develop the subject lands with the construction of “Collingwood Harbour House,” a six-storey mixed use property at 31 Huron Street, on the corner of Heritage Drive (APPENDIX A, APPENDIX B, and APPENDIX C). Harbour House will be a broadly L-shaped configuration of ten subdivided condominiums covering a footprint of approximately 15,000 m². The ground-level frontage will contain mainly commercial and business space, including commercial space along the future park, rendered in mid-grey stone or masonry, interspersed with panels of glass and wood accents.

The upper levels will be rendered with off-white masonry, with regular, large sunken window panelling interspersed with balconies fronted by metal balustrades. The metal roof top is pitched, to 26 m above ground level within which will be recessed terraces, accessed through glass bifold doors. The building has a stepped, irregular frontage, the colour and textures selected for their similarity to façade of the grain terminals (Figure 26; APPENDIX D).

Access will be afforded from both Heritage Drive (to the east) and Side Launch Way (to the north) and the development will sit within a landscaped, park-like setting. With wraparound hard standing, providing commercial car parking at grade to the rear / north of the building. Below grade car parking will be accessed for residents from the rear of the property.

The specifics of the current proposed design are as summarized as follows:

- **Units:** 130 in total, comprising:
 - Ground floor commercial space
 - 26 on levels two, three, four and five; and
 - 26 on level six.
- **Parking:** 32 retail lots at grade to rear (north) of building, with 139 visitor / resident lots below grade.
- **Loading space:** one to be contained within building, accessed from rear (north)
- **Garbage:** contained within building, accessed from rear (north)
- **Materials:**
 - Ground floor: stone or masonry with wood and metal accents; and
 - Levels two to Level six: off-white masonry façade and a pitched metal roof

After Golder provided the preliminary results of the HIA, Streetcar modified the design of the upper floors to masonry with a colour and texture that is intended to reference the concrete of the Collingwood Terminal Grain Elevators. Streetcar is also committed to incorporating an interpretive tribute to the Shipyards and is exploring ways to do this within the adjacent park design. This is an ideal location for an interpretive tribute since this park has unobstructed views of the former Queen’s Dry Dock.



Figure 26: South façade of proposed development (CEBRA Architects 2020)

6.2 Impact Assessment

When determining the effects a development or site alteration may have on known or identified built heritage resources or cultural heritage landscapes, the MHSTCI *Heritage Resources in the Land Use Planning Process* advises that the following “negative impacts” be considered:

- **Destruction** of any, or part of any, significant heritage attributes, or features
- **Alteration** that is not sympathetic or is incompatible, with the historic fabric and appearance
- **Shadows** created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden
- **Isolation** of a heritage attribute from its surrounding environment, context or a significant relationship
- **Direct or indirect obstruction** of significant views or vistas within, from, or of built and natural features
- **A change in land use** such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces
- **Land disturbances** such as a change in grade that alters soils, and drainage patterns that may affect a cultural heritage resource.

Other potential impacts associated with the undertaking may also be considered. Historic structures, particularly those built in masonry, are susceptible to damage from vibration caused by pavement breakers, plate compactors, utility excavations, and increased heavy vehicle travel in the immediate vicinity. Like any structure, they are also threatened by collisions with heavy machinery or subsidence from utility line failures (Randl 2001:3-6) (Figure 27).

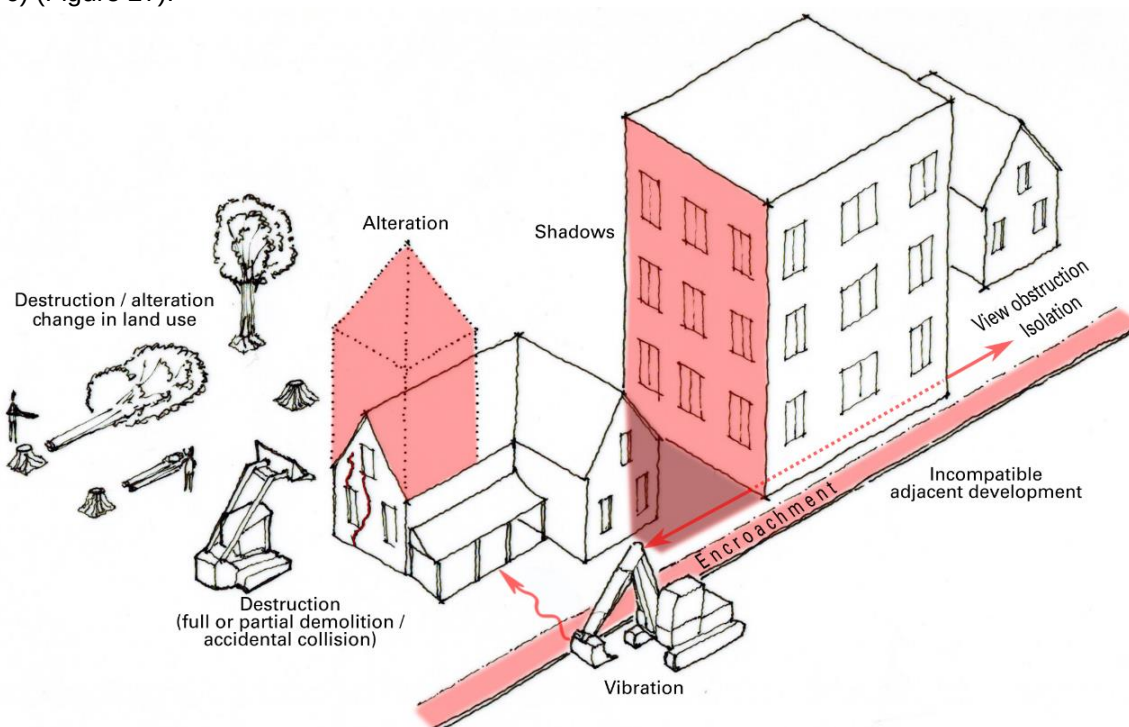


Figure 27: Types of negative (direct and indirect) impacts

Although the MHSTCI *Heritage Resources in the Land Use Planning Process* identifies types of impact, it does not advise on how to describe its nature or extent. For this the MHSTCI *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1990:8) provides criteria of:

- **Magnitude** - amount of physical alteration or destruction that can be expected
- **Severity** - the irreversibility or reversibility of an impact
- **Duration** - the length of time an adverse impact persists
- **Frequency** - the number of times an impact can be expected
- **Range** - the spatial distribution, widespread or site specific, of an adverse impact
- **Diversity** - the number of different kinds of activities to affect a heritage resource

Since the MHSTCI *Guideline* guidance, nor any other Canadian source of guidance, does not include advice to describe magnitude, the ranking provided in the UK Highways Agency *Design Manual for Roads and Bridges* [DMRB]: *Volume 11*, HA 208/07 (2007: A6/11) is used here. Despite its title, the DMRB provides a general methodology for measuring the nature and extent of impact to cultural resources in urban and rural contexts and is the only assessment method to be published by a UK government department (Bond & Worthing 2016:167). It also formed the basis for the ICOMOS *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties* (ICOMOS 2011; Bond & Worthing 2016:166-167), and aligns in approach to those the Irish Environmental Protection Agency (reproduced in Kalman 2014:286) and New Zealand Transport Agency (2015).

The DMRB impact assessment ranking is:

- Major
 - Change to key historic building elements, such that the resource is totally altered. Comprehensive changes to the setting.
- Moderate
 - Change to many key historic building elements, such that the resource is significantly modified.
 - Changes to the setting of an historic building, such that it is significantly modified.
- Minor
 - Change to key historic building elements, such that the asset is slightly different.
 - Change to the setting of an historic building, such that it is noticeably changed.
- Negligible
 - Slight changes to historic building elements or setting that hardly affect it.
- No impact
 - No change to fabric or setting.

An assessment of potential impacts resulting from the proposed development on the adjacent CDHCD is presented in Table 3.

Table 3: Assessment of potential negative impacts on the CDHCD

Potential negative impact	Analysis of potential impact	Summary of potential impact <i>without</i> mitigation
<i>Destruction</i> of any, or part of any, significant heritage attributes, or features	No heritage attributes surrounding protected heritage properties, nor those of the CDHCD, will be destroyed during construction or use of the proposed development.	No impact
<i>Alteration</i> that is not sympathetic or is incompatible, with the historic fabric and appearance	The proposed development will not involve alteration that is not sympathetic or is incompatible with the historic fabric or appearance of surrounding protected heritage properties, nor those of the CDHCD.	No impact
<i>Shadows</i> created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden	A shadow study (see Section 6.2.2) modelling times and date where the shadow will be at its maximum extent determined that shadowing will be primarily limited to the property limits and surrounding roads. Shadowing will only affect a small proportion of the CDHCD at the junction of Heritage Way and Huron Street for a short evening period and this will not alter the appearance of surrounding protected heritage properties, nor those of the CDHCD.	No impact
<i>Isolation</i> of a heritage attribute from its surrounding	Although situated between the protected heritage properties on Huron Street, St Paul Street, and St Marie Street and the	No impact

Potential negative impact	Analysis of potential impact	Summary of potential impact <i>without</i> mitigation
<i>environment, context or a significant relationship</i>	Collingwood Terminals Grain Elevator, the proposed development will not <i>physically</i> isolate the Collingwood Terminals Grain Elevator from its significant relationship with the CDHCD as it will still be accessible via Heritage Drive. Visual impacts are considered in the next impact example.	
Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features	The proposed development will directly obstruct significant vistas or “key views” of Collingwood Terminals Grain Elevator from the surrounding protected heritage properties within the House Form area of the CDHCD, specifically those on Ste Marie Street and St Paul Street. This will affect the ability to chronicle the historical evolution of the Town’s economic development when within the CDHCD, as well as understanding of the Town’s role —as outlined in the SCHVI— as a “shipping terminus”. Without mitigation this will result in a minor, permanent, irreversible, and site specific indirect impacts that will occur once.	Minor impact (<i>change to the setting of an historic building, such that it is noticeably changed.</i>) that is permanent, irreversible, site specific, and will occur once. However, the Shipyards Special Policy Area approved by Council recognizes that future development will result in view obstruction impacts and will be not caused by the proposed development specifically.
A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces	Although previously used for industrial purposes as part of Collingwood Shipyard, the property is currently zoned for mixed residential and commercial use.	No impact
Land disturbances such as a change in grade that alters soils, and drainage patterns that may affect a cultural heritage resource.	Since there are no built heritage resources within a 60-m radius of the property, there will be no predicted impact from land disturbances such as construction-related vibration .	No impact

6.2.1 Design Assessment

Although not within the CDHCD, the property is at the Huron Street “gateway” to the CDHCD as well as adjacent to protected heritage properties designated under Part V of the OHA. Therefore, development on the property must consider Section 2.6.3 of the PPS 2020 and be compatible with the heritage attributes of the CDHCD.

To determine compatibility, the proposed design has been assessed using the guidelines provided in the CDHCD Plan (in relation to new development), with some additional considerations in relation to the property’s location within the Shipyards Special Policy Area and the Waterfront Zone. As mentioned previously, the property is adjacent to the House Form Area, but since this zone is comprised primarily of one and one-half to two storey single-detached residential buildings, many of the guidelines are not applicable to the proposed development. Table 4 therefore considers only the “General principles for New Construction” (CDHCD Section 14.1), while Table 5 and Table 6 assesses the design using the Shipyards Architectural Design Guidelines and Waterfront Master Plan, respectively.

Table 4: Assessment of the Proposed Development on the property for compatibility based on design guidelines provided in the CDHCD Plan.

TOWN HCD DESIGN GUIDELINE	PROPOSED CONSTRUCTION / ALTERATION
14.1 General Principles for New Construction	
The design of a new building, or an addition, does not need to replicate historic design model to be compatible with the HCD. Attention to the form, alignment, height, massing, setback, architectural features, colour schemes, and materials can result in a design that maintains the architectural rhythm of the neighbouring buildings and streetscape, and thus the heritage character of the District	Compatible. The new building does not intend to replicate a historic design model, rather it proposes an imposing, uncomplicated, contemporary structure, evocative of the historical commercial power of Collingwood but sensitive to its location through: ■ Massing which is subdivided into vertical blocks, enhanced by the pleated façade (and resultant shadows) which will further “break” the massing, effectively lightening the visual impact and enhancing the unostentatious style ■ The repetitive pleating and straightforward design of the proposed façade (while clad in textured metal and masonry, reminiscent of an industrial/nautical style) is also evocative of the massing of the iconic Collingwood Terminals Grain Elevator (and its repetitive colonnade/towers) ■ The pitched roof will be clad in a pale metal casing, with materials chosen to reflect (and provide a link towards) the Collingwood Terminals Grain Elevator, prominent on the skyline from the north of the property ■ A setback from the CDHCD boundary within landscaped, park-like setting, small trees and bushes

TOWN HCD DESIGN GUIDELINE	PROPOSED CONSTRUCTION / ALTERATION
	to act as visual buffers for the parking areas. Additionally, the parkland areas will mediate transition between public and private spaces of the development and provide access to the dry dock and waterfront ■ The simplicity of the design is reminiscent of a number of heritage properties including the large “picture” windows within the commercial core (and at 12 and 28 Huron Street) ■ The base of the property (commercial units) will be designed in a dark toned natural stone or masonry with golden window frames. The contrasts between the upper residential and lower commercial units is broadly reflective of the CDHCD’s commercial core.
The construction of an addition should be avoided, if possible, and considered only after it is determined that the uses intended for the addition cannot be accommodated in the existing building	Not applicable.
New construction must conform to the established design principles, qualities, and characteristics of the neighbourhood and the streetscape.	Compatible. While larger and more contemporary than the surrounding House Form structures (and more closely aligned with the Commercial Core attributes) the proposed new development corresponds through: ■ High quality, sensitive design influenced by heritage attributes (e.g. massing, materials - particularly with reference to the 1920s Collingwood Terminal Grain Elevator on Heritage Drive) ■ Massing and materials consistent with other nearby heritage properties, e.g. large picture windows, complementary of the Huron Street and Hurontario Commercial Core properties ■ Open spaces will surround the new development. Spatial separation of at least 10 m from buildings on surrounding properties

TOWN HCD DESIGN GUIDELINE	PROPOSED CONSTRUCTION / ALTERATION
If adjacent buildings are not in keeping with the heritage character of the district, principles of scale, materiality, mass, setback, and form should be consistent with the overall streetscape.	Compatible. There are no adjacent structures. Contributing structures to the Huron Street streetscape demonstrate an eclectic mix of styles and materials. The proposed development is sympathetic to the adjacent streetscape, while distinguishing itself as a new structure with a mixed purpose.
New buildings should be designed to allow pedestrian amenities such as wider sidewalks, lack of obstruction to barrier free entry, and shelter at building entries	Compatible. The set back and landscaping for the new building allows space for pedestrian amenities and barrier free entry, effectively a continuation of the park from the southern side of Huron Street.
Mid-block entrances and pathways are encouraged.	Compatible. There are mid-block entrances from Side Launch Way and Heritage Drive
15.0 Streetscapes, Lanes and Pathways	
15.1 Streetscape Design	
The preservation of existing heritage buildings is the most important way to preserve the heritage character of the streetscapes.	Not applicable.
Alterations, additions, and new construction must reinforce the heritage character of the setting and/or streetscape by referencing and respecting the surrounding buildings in siting, architectural design, massing, quality, and landscaping.	Compatible. The repetitive pleating and straightforward design of the proposed façade is also reminiscent of the massing of the Collingwood Terminals Grain Elevator with its repetitive colonnade/towers The pitched roof will be clad in a pale metal casing, with materials chosen to reflect (and provide a link towards) the Elevators, prominent on the skyline from the north of the property A setback from the CDHCD boundary within landscaped, park-like setting, small trees and bushes to act as visual

TOWN HCD DESIGN GUIDELINE	PROPOSED CONSTRUCTION / ALTERATION
	buffers for the parking areas. Additionally, the parkland areas will mediate transition between public and private spaces of the development and provide access to the dry dock and waterfront.
Streetscape improvements and public works that reinforce and enhance the distinct identity and special quality of the Commercial and House Form Areas are to be encouraged.	Compatible. The new building does not try to replicate a historic design model, rather it proposes an imposing, uncomplicated, contemporary structure, evocative of the historical commercial power of Collingwood but sensitive to its location.
16.3 Lighting	
Street and sidewalk lighting can be accomplished with a single system of fixtures mounted at an intermediate height. The design of the luminaire should be similar to the pedestrian lighting on Hurontario Street.	Compatible. The lighting plan will be compatible with existing street lighting.
To further the integration and use of the lanes and pathways, lighting fixtures similar to those on the streets are recommended.	Compatible. The lighting plan will be compatible with existing street lighting.
16.4 Street Furnishings	
Benches, trash receptacles, bollards, tree guards, and tree grates should have a heritage quality without being overly decorative. For street furnishings, a cast-frame, flat-slat bench is a simple but traditional design. Benches are also available in weather resistant, unfinished, tropical woods that require minimal maintenance.	Compatible. The furnishing plan is yet to be finalised but will be simple and compatible with existing designs.
16.5 Plantings	
Trees planted on public land and encouraged on private land, would increase the amenity of the lanes and pathways.	Compatible. Native trees will be selected for the landscaping plan.
16.6 Parking	
Attractive developments that integrate parking with street level commercial and residential uses present a design opportunity to increase parking capacity and address the	Compatible. Parking areas to the rear of the building (and below grade) are consistent with this guideline.

TOWN HCD DESIGN GUIDELINE	PROPOSED CONSTRUCTION / ALTERATION
existing streetscape deficit. Heritage inspired designs and streetscape elements should be among the terms of reference for design proposals.	

Table 5: Assessment of the Proposed Development on the property for compatibility based on design guidelines provided in the Shipyards Architectural Design Guidelines.

Shipyards Special Policy Area - Development Objectives	PROPOSED CONSTRUCTION / ALTERATION
Cultural Heritage Objectives	
Developments should consider existing buildings having historical and/or architectural value in the development of the waterfront and, more specifically with regard to cultural heritage objectives, developments within the SPA should provide design elements on site which are inspired by the site's long history as a shipbuilding facility. In order to ensure that The Shipyards - Special Policy Area is well integrated into the existing fabric of the Town, in preparing a development concept for the residential, commercial, parkland and open space uses and its relationship to downtown and the waterfront, the proponent shall provide views to the waterfront and the Town through "The Shipyards - Special Policy Area".	Compatible Though a contemporary structure, it has referenced the design of the historically and visually prominent Collingwood Terminals Grain Elevator, and through massing, set back and RoW alignment (with Ste Maire and St Paul Streets) is sensitive to its "gateway" location and the requirement to reduce potential visual obstruction towards the waterfront.

Table 6: Assessment of the Proposed Development on the property for compatibility based on the objectives of the Waterfront Master Plan.

Collingwood Waterfront Zone - Development Objectives (2016)	PROPOSED CONSTRUCTION / ALTERATION
General Principles for New Construction	
Contemporary interpretations of traditional building styles and architectural features are encouraged, rather than the replication of traditional styles	Compatible. The new building is a contemporary interpretation of the Collingwood Terminals Grain Elevators with some reference to the two-part arrangement of Collingwood's Commercial Core buildings.

6.2.2 Shadow Impact

Despite including the criteria for shadow in its assessment guidance, the MHSTCI does not identify methods to measure this impact, nor provide advice on what are acceptable thresholds for heritage properties. Only recently has the subject been explored in other jurisdictions, notably by the City of Toronto (City of Toronto 2012), City of London, UK (Mayor of London 2012), and by Historic England (2015), but these too do not offer any clear methods or measures. The most widely used approach is to integrate the heritage assessment with more general shadow studies (Short 2007).

For the proposed development, a general shadow study was conducted by CEBRA Architects (APPENDIX E), who modelled the shadows of September and March to illustrate and estimate the percentage of new shadow effect on the surrounding property. The results of this analysis are presented in Table 7.

Table 7: Results from analysis of the shadow study for impacts to adjacent or surrounding protected heritage properties.

Simulated date (from shadow study)	Simulated time (from shadow study)	Impacted protected heritage property	% of protected heritage property impacted by shadow (estimate)	New shadow impact
September / March 21	10:00 hrs – 16:00 hrs	None	0%	No impact – shadows contained almost completely within the property area
September / March 21	8:00 hrs	None	0%	No impact – shadows to the north east of the property, outside of the CDHCD
September / March 21	18:00 hrs	None	1-2% (impact to adjacent area of CDHCD – Heritage Drive)	Negligible impact – shadows encroach on a small proportion of the southern entrance of Heritage Drive, off Huron Street, to the south west of the property

6.2.3 Results of Impact Assessment

The preceding assessment concludes that the proposed development of the property:

- will not result in direct impacts the cultural heritage value or interest or heritage attributes of any adjacent protected heritage properties, nor the cultural heritage value or interest of the Collingwood Downtown HCD.

- will result in a minor, indirect impact³ through partial obstruction of views within the HCD. Views of the Collingwood Terminal Grain Elevators from the protected heritage properties on Ste Marie Street and St. Paul Street, particularly from the Collingwood Museum at 45 St Paul Street, will be partially obstructed.
 - However, the Shipyards Special Policy Area approved by Council recognizes that future development will result in view obstruction impacts and will be not caused by the proposed development specifically.
 - The overall effect is predicted to be minor since the new construction will not exceed the property's current zoning allowance, nor the minor impacts approved as part of the Shipyards Special Policy Area and the proposal meets the Town's guidance that designs for new development be of "high quality" and contrast with the built form in the adjacent CDHCD.
 - the proposed development will not obstruct views along the former rail line east of the Collingwood Museum and north along Heritage Drive, nor the view along St. Paul to the dry dock.

³ This conclusion is based exclusively on the site walkover survey. A comprehensive viewshed analysis, in relation to the proposed structure, has not been completed for the Project.

7.0 CONSIDERATION OF ALTERNATIVES, MITIGATION & CONSERVATION MEASURES

7.1 Consideration of Alternatives

The property is in a unique position, peripheral to the Commercial Core and a brownfield context within the historic Collingwood Shipyard and Waterfront redevelopment zone, yet also a “gateway” location and adjacent to two areas of the CDHCD: a House Form area and the industrial heritage areas of the Collingwood Museum (with former rail line) and Collingwood Terminals Grain Elevator. Consequently, the HIA has considered not only the specific details of the proposed design and its compatibility with the CDHCD Plan, The Shipyards Special Policy Area, and Waterfront Master Plan, but also the overall impact on the local “sense of place”.

The proposed design is not a replication of heritage buildings within the CDHCD but a contemporary interpretation, as favoured by the Waterfront Master Plan which encourages “contemporary interpretations of traditional building styles and architectural features” within the former shipyards site. Further, the design seeks to exemplify an “inspired visual echo of the surroundings” (CEBRA Architects 2020, APPENDIX D). The iconic Collingwood Terminals Grain Elevator is a specific reference point in the design of the property and particular features including a pleated façade, off-white masonry, and pitched roof are broadly evocative of the area’s former industrial character. It is also concluded that the proposed construction, while sympathetic to historic character, might contribute to the surrounding CDHCD fabric as a distinctive contemporary feature, where one building may affect the meaning of another to produce a combined experience (Alderson 2006:22).

Although the proposed development will partially obstruct views of the Collingwood Terminals Grain Elevator from the House Form area of the CDHCD, particularly from the grounds surrounding Collingwood Museum, this effect is recognized in the Shipyards Special Policy Area and the Waterfront Master Plan, both of which recommend development of the vacant waterfront lands. Additionally, overall the negative impact will be minor since the new construction will not exceed the property’s current zoning for six storeys and the proposal meets the Town’s guidance that designs for new development be of “high quality” and contrast with the built form in the adjacent CDHCD. Without development the property will remain as a peripheral, unmarked, previously industrial brownfield site.

Based on these conditions, no alternatives were considered but to mitigate the minor impact identified in this HIA, Golder recommended that Streetcar consider adding features within the proposed development that commemorate Collingwood’s shipbuilding heritage and ensure the historic “story” of the waterfront is maintained. In response Streetcar has committed to incorporating an interpretive tribute to the Shipyards.

Based on this commitment, Golder recommends that the Town:

- ***approve the development at 31 Huron Street as currently proposed.***

8.0 SUMMARY STATEMENT & RECOMMENDATIONS

In September 2020, Streetcar Developments (Streetcar) retained Golder Associates Ltd. (Golder) to conduct a Heritage Impact Assessment (HIA) for the proposed development at 31 Huron Street in the Town of Collingwood, Ontario (the property). Currently a vacant, gravel-topped lot, the property was previously part of the Collingwood shipyard lands and associated with the “Queen’s Dry Dock” to the north and railway line crossing the property’s southeast corner. The property is bounded by Huron Street to the south, Heritage Drive to the east and Side Launch Way to the north, while the western boundary is a lane connecting Huron Street and Side Launch Way. The property is within the Town of Collingwood Shipyards Special Policy Area and directly adjacent to the Collingwood Downtown Heritage Conservation District (CDHCD), designated in 2002 through Town By-law 02-12, enabled under Part V of the *Ontario Heritage Act*.

Streetcar is proposing to develop the property with a six-storey, mixed-use structure built to a maximum height of 26 metres. The building will include commercial space on the first floor and 130 residential condominium apartments on the other levels. The design of the proposed building is intended to be contemporary, yet sympathetic to local materials and similar in colour and texture to the Collingwood Terminal Grain Elevators approximately 940 m to the north. As currently proposed, the building will be clad in dark stone with wood and metal accents at ground level (commercial units), an off-white masonry façade on the upper (residential) levels, and a pitched metal roof. Since the property is directly adjacent to the CDHCD, the Town of Collingwood (the Town) required that an HIA be conducted as part of the development application.

Following guidelines provided by the Ministry of Heritage, Sport, Tourism, and Culture Industries (MHSTCI), the Town *Official Plan* and *Collingwood Downtown Heritage Conservation District Plan*, and Canada’s *Historic Places Standards and Guidelines for the Conservation of Historic Places in Canada* (2010), this HIA identifies the heritage policies applicable to new development, summarizes the property’s geography and history, provides an inventory of built and landscape features in the area surrounding the property, and provides a summary of the cultural heritage value or interest of the CDHCD and its heritage attributes adjacent to the property.

This inventory of the surrounding area was extended to 150 m to include the protected heritage properties of 12 Huron Street, 16 Huron Street, 18–22 Huron Street, 28 Huron Street, 7 Ste Marie Street, 22-24 St Paul Street; 32 St Paul Street, and the Collingwood Museum at 45 St Paul Street. To fully consider any potential impacts to the setting of heritage assets in the wider vicinity, the scope of the HIA also included the unique sense of place and the key views of the Collingwood Terminals Grain Elevators on Heritage Drive, as well as the property’s Huron Street / Minnesota Street “gateway” location at the entrance to the historic shipyards and harbour and Collingwood’s commercial core.

Based on this understanding of the property and its context, and a thorough review of the new construction guidelines for the adjacent CDHCD, the potential impacts resulting from the proposed development were assessed and future conservation actions recommended.

From the results of historical research, field investigations, and rigorous assessment, Golder concludes that the proposed development:

- will not result in direct impacts the cultural heritage value or interest or heritage attributes of any adjacent protected heritage properties, nor the cultural heritage value or interest of the Collingwood Downtown HCD.

- will result in a minor, indirect impact⁴ through partial obstruction of views within the HCD. Views of the Collingwood Terminal Grain Elevators from the protected heritage properties on Ste Marie Street and St. Paul Street, particularly from the Collingwood Museum at 45 St Paul Street, will be partially obstructed.
 - However, the Shipyards Special Policy Area approved by Council recognizes that future development will result in view obstruction impacts and will be not caused by the proposed development specifically.
 - The overall effect is predicted to be minor since the new construction will not exceed the property's current zoning allowance, nor the minor impacts approved as part of the Shipyards Special Policy Area and the proposal meets the Town's guidance that designs for new development be of "high quality" and contrast with the built form in the adjacent CDHCD.
 - the proposed development will not obstruct views along the former rail line east of the Collingwood Museum and north along Heritage Drive, nor the view along St. Paul to the dry dock.

Golder recommended that Streetcar consider adding features that commemorate Collingwood's shipbuilding heritage and ensure the historic "story" of the waterfront is maintained. In response Streetcar has committed to incorporating an interpretive tribute to the Shipyards and is exploring ways to do this within the adjacent park design. This is an ideal location for an interpretive tribute since this park has unobstructed views of the former Queen's Dry Dock. Based on this commitment Golder recommends that the Town:

- ***approve the development at 31 Huron Street as currently proposed.***

⁴ This conclusion is based exclusively on Golder's field investigations. A comprehensive viewshed analysis of the proposed development has not been completed for the project.

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Signature Page

Golder Associates Ltd.

A blue ink signature of Alice Hobson, written in a cursive style.

Alice Hobson
Cultural Heritage Consultant

A black ink signature of Henry Cary, written in a cursive style.

Henry Cary, Ph.D., CAHP, RPA
Senior Cultural Heritage Specialist/ Senior Archaeologist

AH/HC/ly

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[https://golderassociates.sharepoint.com/sites/124861/project files/6 deliverables/20140926-1000-r01-rev0- 11nov2020 streetcar 31 huron collingwood hia.docx](https://golderassociates.sharepoint.com/sites/124861/project%20files/6%20deliverables/20140926-1000-r01-rev0-11nov2020%20streetcar%2031%20huron%20collingwood%20hia.docx)

APPENDIX A

31 Huron Street – Elevations

NOTE: Subsequent to these drawings being completed, the design of the upper floors has been modified to masonry with a colour and texture intended to reference the concrete of the Collingwood Terminals Grain Elevator.

COLLINGWOOD HARBOUR HOUSE

ELEVATIONS // 30.07.2020

STREETCAR™ C E B R A
RETHINK URBAN LIVING

ELEVATION | NORTH

1:250



ELEVATION | SOUTH

1:250



ELEVATION | EAST

1:250



ELEVATION | WEST

1:250



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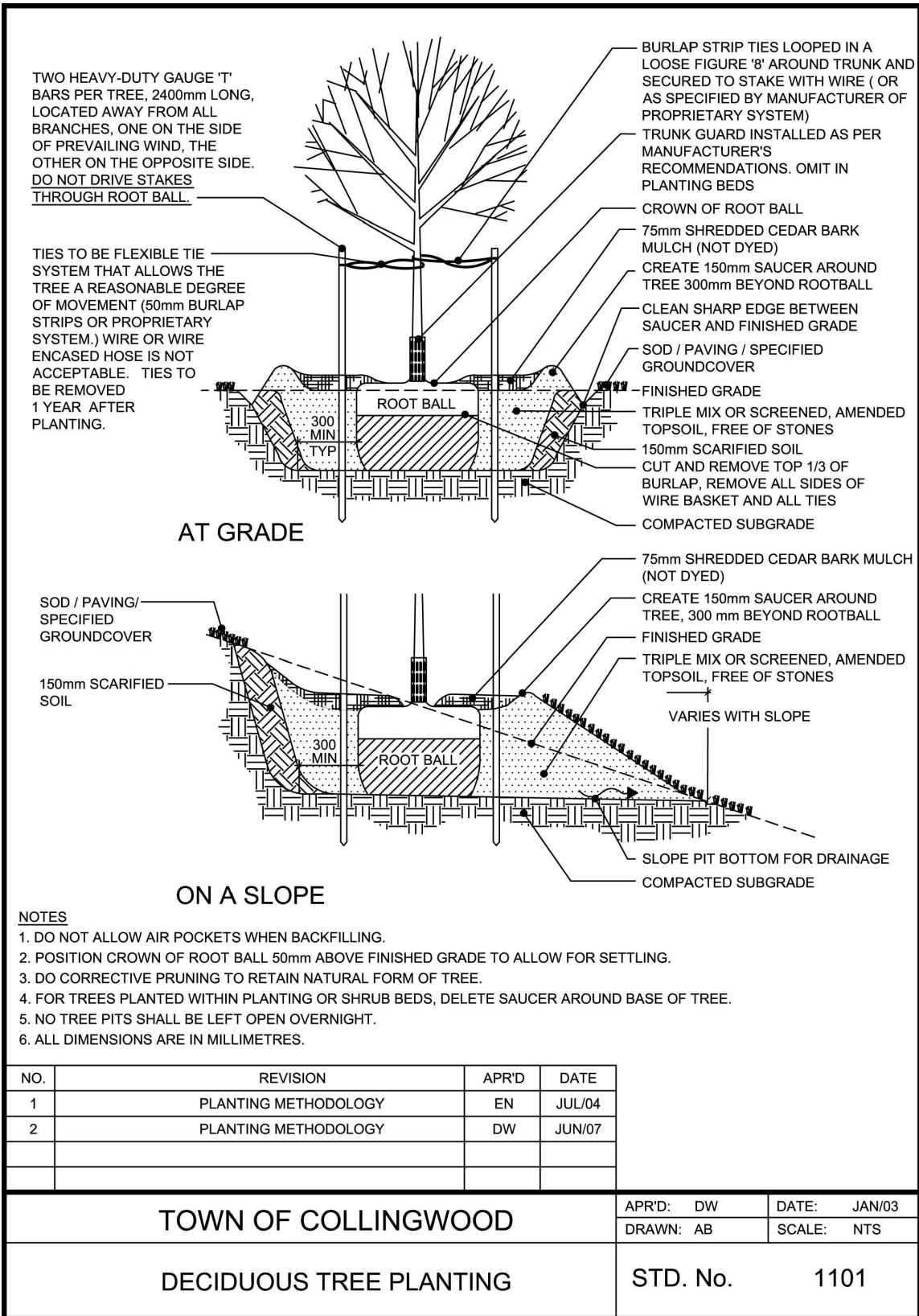


APPENDIX B

31 Huron Street - Landscaping Plan

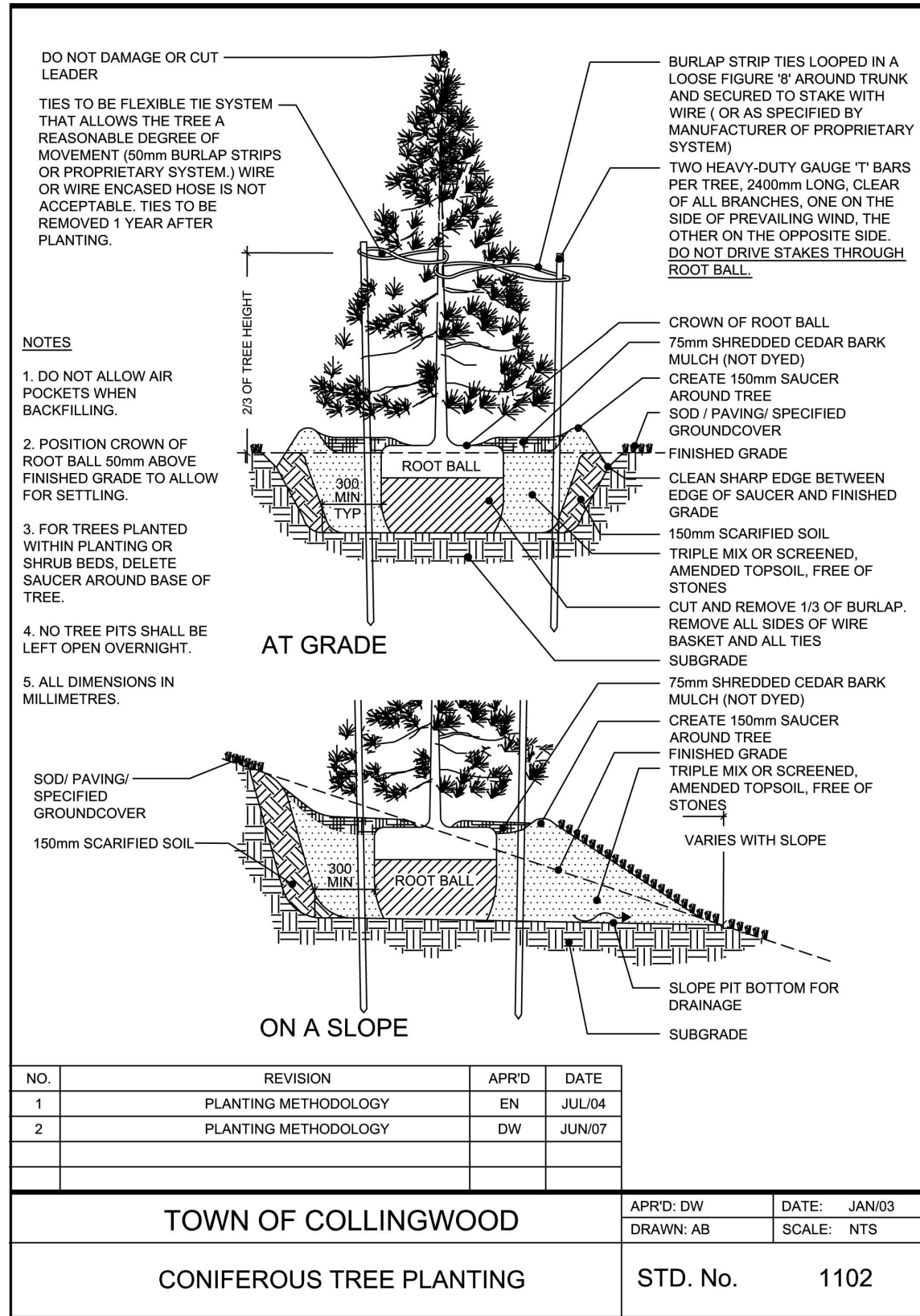


- | | | | | | | |
|----------|------|-----------|------|---------|--------------|-----------------------------|
| Drawn By | D.C. | Design By | M.H. | Project | 31HURON-LSCP | |
| Check By | | Check By | M.H. | Scale | 1: 250 | Drawing CR-31HURON-LSCP.dwg |



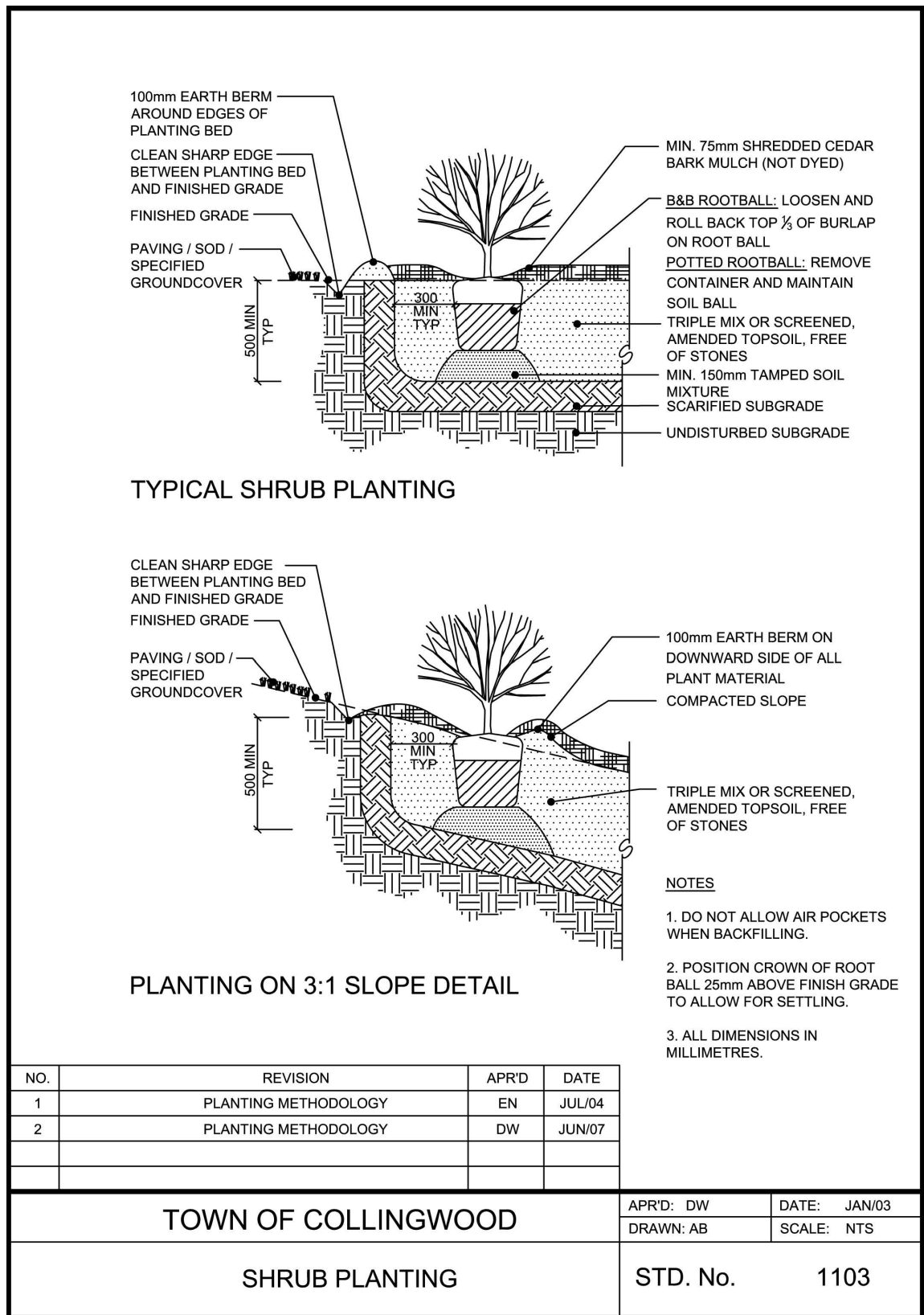
D-1 DECIDUOUS TREE PLANTING DETAIL

- n.t.s.



D-2 CONIFEROUS TREE PLANTING DETAIL

- n.t.s.



D-3 SHRUB PLANTING DETAIL

- n.t.s.

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Michael J. Hensel, OALA, CSLA DATE

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3. THIS DRAWING IS TO BE READ AND UNDERSTOOD IN CONJUNCTION WITH ALL OTHER PLANS AND DOCUMENTS APPLICABLE TO THIS PROJECT.

4. DO NOT SCALE THE DRAWINGS.

5. ALL EXISTING UNDERGROUND UTILITIES TO BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

TEMPORARY BENCHMARKS

TBM#1~ HORIZONTAL CONTROL MONUMENT:
00820000174 ~ CAP LOCATED APPROXIMATELY 176 M SOUTHEAST (ALONG HWY 26) OF INTERSECTION OF PEEL ST AND HWY 26, AND APPROXIMATELY 10 M NORTHEAST OF HWY 26 AT E=541696.656 AND N=4935457.121

TBM#2~ HORIZONTAL CONTROL MONUMENT:
00820000175 ~ CAP LOCATED APPROXIMATELY 33 M NORTH OF INTERSECTION OF 10TH LINE AND HWY 26, ON THE EAST SIDE OF 10TH LINE AT E=541696.656 AND N=4935457.121

TBM#3~ VERTICAL CONTROL MONUMENT:
001972U298 ~ LARGE CONCRETE CULVERT UNDER HIGHWAY NO. 26, 1.0 KM NORTHWEST OF INTERSECTION OF BRUCE AND ARTHUR STREETS IN TOWN OF THORNHURRY, IMMEDIATELY SOUTHWEST OF "ENDY BLUE MOUNTAIN PARK COLLINGWOOD" SIGN, TABLET IN NORTHEAST FACE OF NORTHEAST CONCRETE ABUTMENT, 2 M BELOW ROAD LEVEL, 48 CM BELOW TOP AND 33 CM NORTHWEST OF SOUTHEAST END OF CULVERT AT AN ELEVATION OF 190.735.

TBM#4~ VERTICAL CONTROL MONUMENT:
001928U118R ~ THORNHURRY PUBLIC AND HIGH SCHOOL, ON ELMA STREET, TABLET IN CONCRETE FOUNDATION OF FRONT WALL, MIDWAY BETWEEN THE TWO CENTRAL BASEMENT WINDOWS AND 61 CM BELOW BRICKWORK AT AN ELEVATION OF 198.217.

No.	ISSUE	DATE: MM/DD/YYYY
1	LANDSCAPE PLAN BASE	07/28/2020
2	ISSUED FOR 1st SUBMISSIO	07/31/2020

DRAFT
FOR DISCUSSION PURPOSES ONLY

Project

31 HURON STREET
COLLINGWOOD

Drawing

L-2

LANDSCAPE
DETAILS



THE HARBOUREDGE BUILDING,
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COLLINGWOOD, ON L9Y 4R3
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705 446-3520 F
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Drawn By	D.C.	Design By	M.H.	Project	31HURON-LSCP
Check By		Check By	M.H.	Scale	AS SHOWN
				Drawing	CR-118197-LSCP.dwg

APPENDIX C

31 Huron Street - Architectural Renderings

COLLINGWOOD HARBOUR HOUSE

CORNER VIEWS // 31.07.2020

STREETCAR™



RETHINK URBAN LIVING

CORNER | SW
EYE-LEVEL



CORNER | SW
BIRDS-EYE



CORNER | SE
EYE-LEVEL



CORNER | SE

BIRDS-EYE



CORNER | NE
EYE-LEVEL



CORNER | NE
BIRDS-EYE



CORNER | NW
EYE-LEVEL



CORNER | NW
BIRDS-EYE



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APPENDIX D

31 Huron Street - Heritage Design Brief



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Harbour House - Collingwood

This description aims to present the architectural decisions behind the proposed design for a mixed-use commercial/residential building located on 31 Huron Street, Town of Collingwood.

The project's relations to the context, site specific conditions, massing, and architectural expression are based on requirements and intentions as set forth in the Urban Design Manual of Collingwood and the Shipyards Architectural Design Guidelines.

The design stems from considerations on how the building and outdoor amenity will contribute to a livable town. It is sensitive to the natural and built environment through an attention to the heritage adjacency, a relation to the downtown, the adjacent arterial road Huron Street and an engaging streetscape, the context of the Shipyards, a future neighboring park, and the visual and physical proximity to the waterfront.





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The context

The site is defined by Side Launch Way to the north, Heritage Drive to the east, and Huron Street to the south. To the west, outside of the site boundaries but next to the proposed building, a future park is planned. Across from Huron Street the Veterans Cres – a green area in adjacency to the Collingwood Museum – is located.

From the future park, the building, and the outdoor amenity spaces there will be a stunning view over the Dry Dock past the proposed Perfect World mixed-use project to Collingwood Harbour and Nottawasaga Bay. At the end of Heritage Drive there is a view to the significant landmark Collingwood Grain Elevators (The Terminals) – an imposing structure symbolizing the historic commerce of Collingwood.

When arriving from the east of Collingwood, the site is perceived as the beginning of the downtown as well as a transition point to the Shipyards and the waterfront to the north. Furthermore, the location is ideal with walking distance to important Collingwood amenities, the nearby residential areas, and the landscape surrounding the town.

In that sense the, site calls for a building able to complement the strong context. It will be equally visible from all directions and should articulate the feeling of the place – an inspired visual echo of the surroundings - as well as it should express its own presence through a modern and contemporary architectural language.





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The Site

The position of the building on the site is in general accordance with the Waterfront Master Plan and safeguards the vistas to the waterfront and the impressive Terminals. Through this location and the architectural expression, the building is linked to the nature, the history and heritage, and 'the feel' of this unique site.

The building is defined as an L-shaped volume fronting Huron Street and the future park to the west. The L-shape frames a yard with the parking area to the northeast with driveways from Side Launch Way and Heritage Street.

In the northeastern corner, an outdoor amenity space is located for the residents. The area is planted with small trees and bushes and will act as a visual buffer to 'soften' the expression of the parking area as well as enhance the gateway along Heritage Drive to the harbour. The actual surface parking is in the shaded areas of the yard leaving the amenity space the sun exposure.



The overall architecture of the building is treated with equal attention to all directions. The site and location call for an expressive building no matter where it is seen from. The massing is subdivided into several vertical volumes with a lightweight feeling on top of a base with a firm expression. All volumes are defined by pitched roofs that, in combination with the folded or serrated shape of the façades, create a pleated design that is further articulated through sun and shadows on the façades.



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The commercial part of the building, with retail entrances and active windows, is located on ground floor facing Huron Street. The indoor amenity spaces for the residential part are located around the corner of the L-shape thus facing both the street, with a prominent entrance, and the future park. This will ensure active streetscapes as well as a sense of security for residents and pedestrians.

Along the western façade, a strip of outdoor amenity space is planned in relation to the park. The strip is intended to visually intertwine with the park and will be designed with an intention to mediate transitions between public and private. Through the park, there will be access to the nearby Dry Dock and waterfront.

From the parking area to the northeast of the site, a parking ramp leads to two levels of underground parking. In the inner corner of the L-shape the utility, trash, and delivery entries are located adjacent to the outdoor delivery space.

Along Huron Street an animated streetscape will enable street furniture and plant beds defining the retail entrances as well as the pedestrian zone of the sidewalk.





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The building

The overall massing of the building is L-shaped and composed of a series of vertical volumes that emerges when the façade is visually folded all the way around the building. The horizontal materiality of the building is divided into three: a sturdy base, a light middle, and a distinct top – the pitched roofs.

Through this combination of a vertical massing and horizontal materiality, we achieve a contemporary architectural expression with simple clear forms and a strong sense of scale allowing the building to be relevant to the streetscape as well as when seen from a distance.

The proposed building is a six-story building with a pitched roof that conceals the mechanical and technical facilities of the building.



The ground floor facing Huron Street is executed with extra ceiling height to fit the retail use as well as the indoor amenity space for the residents. The ground floor residential area in the northern part of the building is located on top of the underground lockers resulting in the floor level being raised above the surrounding terrain to increase the privacy for the units.

The ambition for the whole project is to express an honest materiality and a structural simplicity.



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The storefront façade at grade is designed in a natural stone in a dark tone to enhance the sturdiness of the base. Fenestration will be designed to accommodate the requirements for large display windows and give a warm sense of light, insight, and transparency. The windows in the base will be recessed and surrounded by angled natural stone and thus emphasize the almost heavy expression. Entrances will be included in the same design. Window and door frames are in a dark golden tone to differentiate them from the natural stone.



Material inspiration, base – natural stone.

The entrance for the residential units is placed in the western end towards Huron Street and is visually brought forward by recessing the entrance further and adding a warm glow to the interior by the use of wood, with an almost Nordic feeling to it, and artificial light. From the entrance there is access to the common indoor amenity space and vertical connection to all residential units.

This interaction between the inside of the retail and the sidewalk will result in an active and safe streetscape for pedestrians with eyes and light on the street and the opportunity for outdoor displays and street furniture like benches or plant beds. On the park side, the outdoor plant beds will define private and public zones.



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Cut-outs from proposed project, visualization – street front and park front.

The façades, for the residential part, on top of the base are clad with light colored metal siding mounted with vertical traces. The fenestration is combined with inset balconies and will create a simple and yet vivid expression of recessed and even openings. The balconies will, together with rooftop terraces, provide outdoor amenity space to almost every unit and supplement the areas at grade. Window frames are in a color matching the siding.



Material inspiration, façade and roof – metal siding.



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The exterior walls and ceilings of the balconies will be clad with ceramic wood to give them a warm expression, whilst the outdoor floor is exposed concrete.

By means of the pleated façades and the inset balconies, residents will be protected from winds and insight from the surroundings and other units.

The roof of the building will visually appear as a continuation of the residential façades and be clad with the same colored metal. The pleated shape of the façades creates a distinct division of the roof which is further expressed by introducing large rooftop terraces for penthouse units below the pitched roof. The materiality of the terraces will be similar to the inset balconies below.



Material inspiration, balconies – ceramic wood.



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Heritage considerations

The site itself is not included in Collingwood Downtown Heritage Conservation District Plan (HCD) but sits right on the edge. Huron Street, Heritage Drive, and the adjacent rebuilt railway station (now Collingwood Museum) are all included in HCD and define the site. Therefore, it has been a natural basis for the design of the proposed building to study the history of Collingwood and the intentions of HCD.

The Commercial Core around Hurontario Street is primarily defined by buildings and structures erected after the great fire in 1881 until the early 20th century. Hurontario Street has its own unique expression and is defined by a homogenous building mass in two-three stories, brick, and beautiful detailing. It is one of the best preserved historic main streets in Ontario.

The continuation of Hurontario Street defined the beginning of the industrial harbour and the history of the shipbuilding industry in Collingwood. Collingwood was 'the town with a ship at the end of the street'. On the other side of the original harbour was The Spit with the amazing Grain Elevators. The train spit was the terminus of the railroad and linked the harbour to the railway station, the town, and the rest of the country.

Together these important heritage elements of Collingwood are testimonies of the historic and economic prosperity of the town from its founding in 1855.

The site is located in The Shipyards area and it is our architectural intention to visually link the proposed building to the industrial buildings on the waterfront. The Grain Elevators (The Terminals) at the waterfront contribute to the understanding and appreciation of the town's origin and development, and the new building will act as a gateway to The Spit with the iconic Collingwood Terminals as a backdrop.

Their expression is strong and yet refined – shaped by engineering and mechanical systems. Inspiration can be found in the materiality, the repetition in shapes, the geometrical simplicity and unostentatious style. The pitched roofs and the vertical breaks in the façades of the proposed building read in scale to the existing harbour buildings and become a refined and modern interpretation of harbour architecture, warehouses, and the powerful verticality of The Terminals.

It seems only appropriate that the building becomes a modern interpretation of The Terminals, enhances the heritage character of the actual Heritage District and acts as an entry point to the town.



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Architectural heritage inspiration from Collingwood and Aarhus, Denmark.

"Memories still abound of the days when the name Collingwood was synonymous with the Great Lakes and the lakers that ruled their waters."

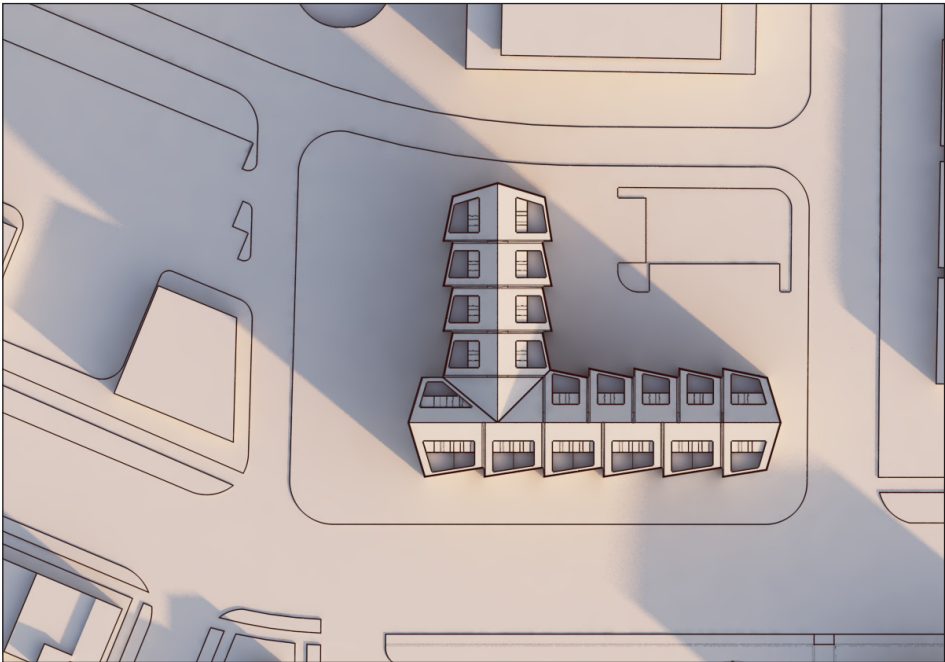
Christine E. Cowley in Butchers, Bakers & Building the Lakers.



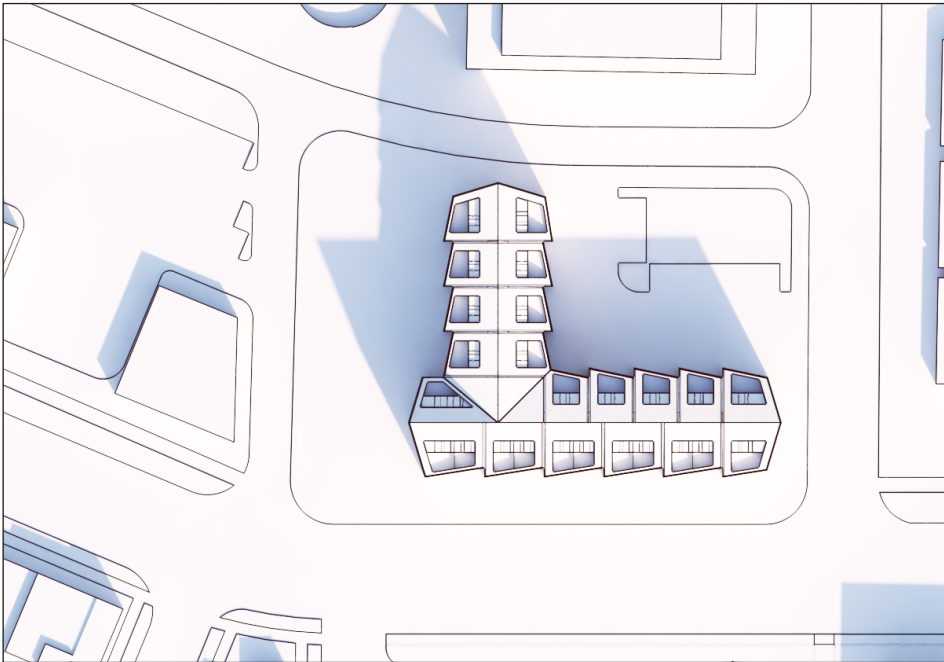
APPENDIX E

31 Huron Street - Shadow Study

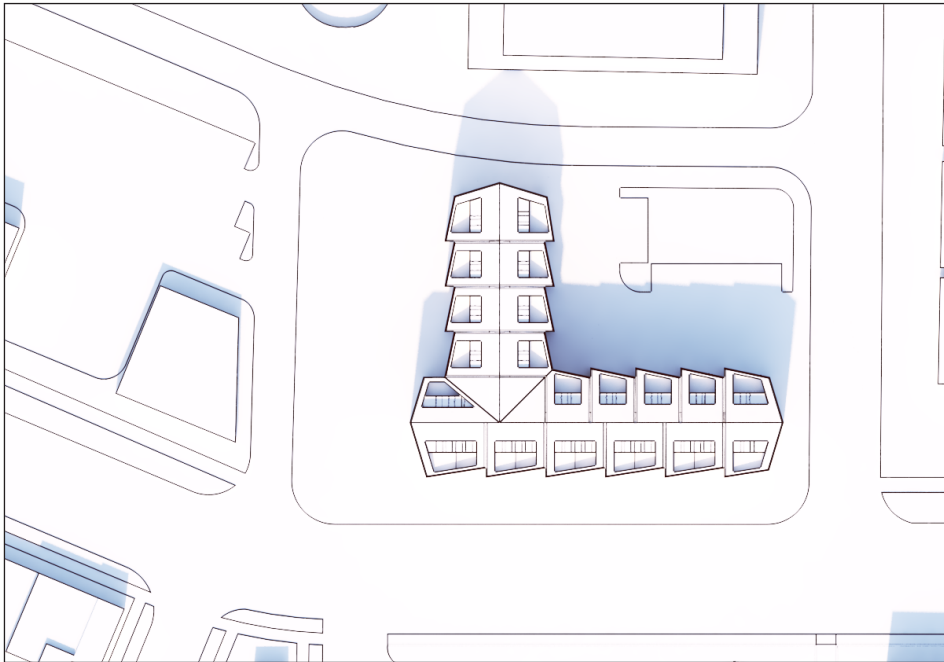
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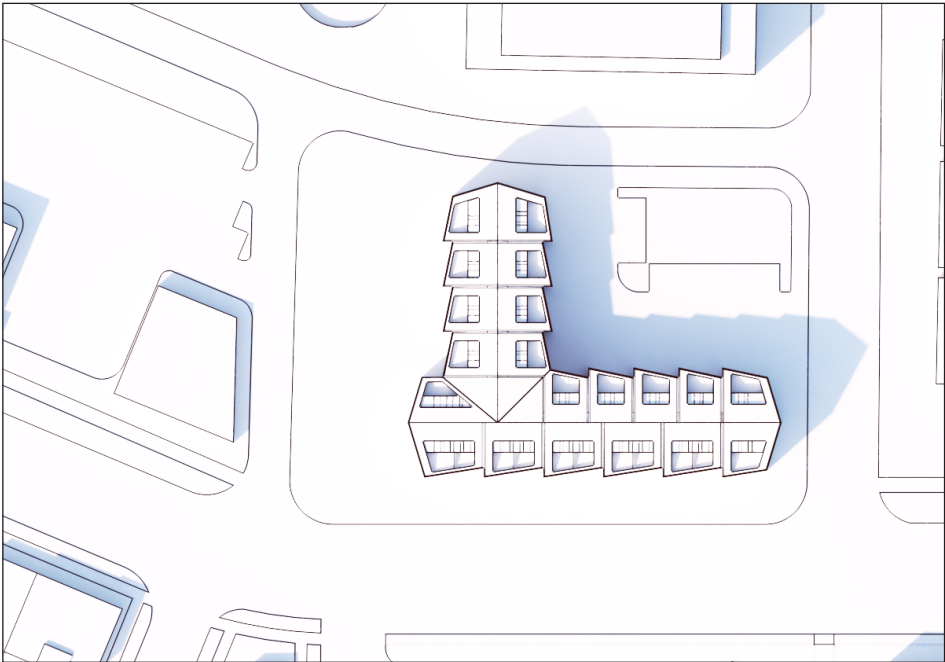
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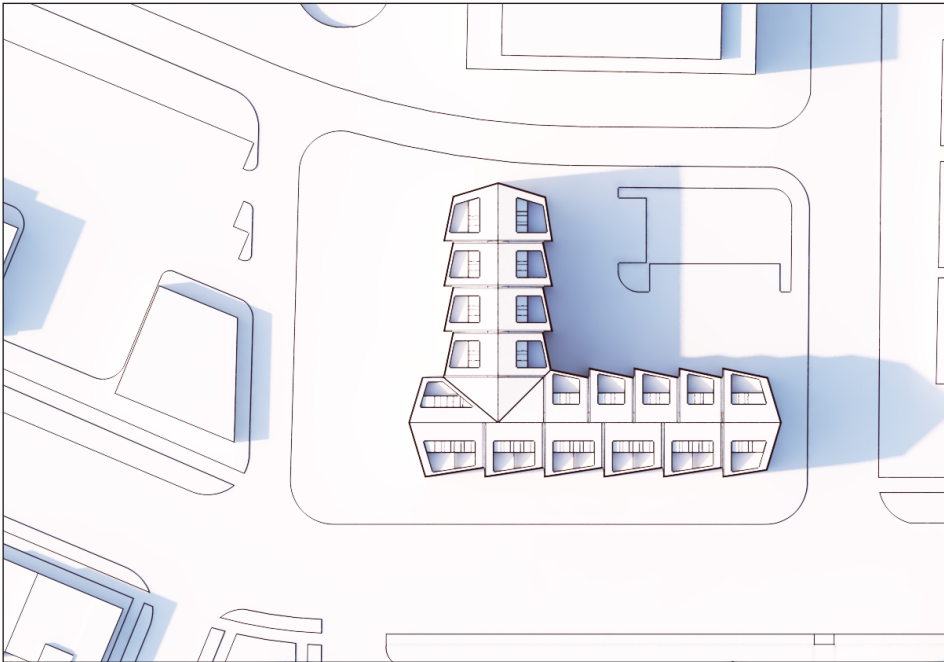
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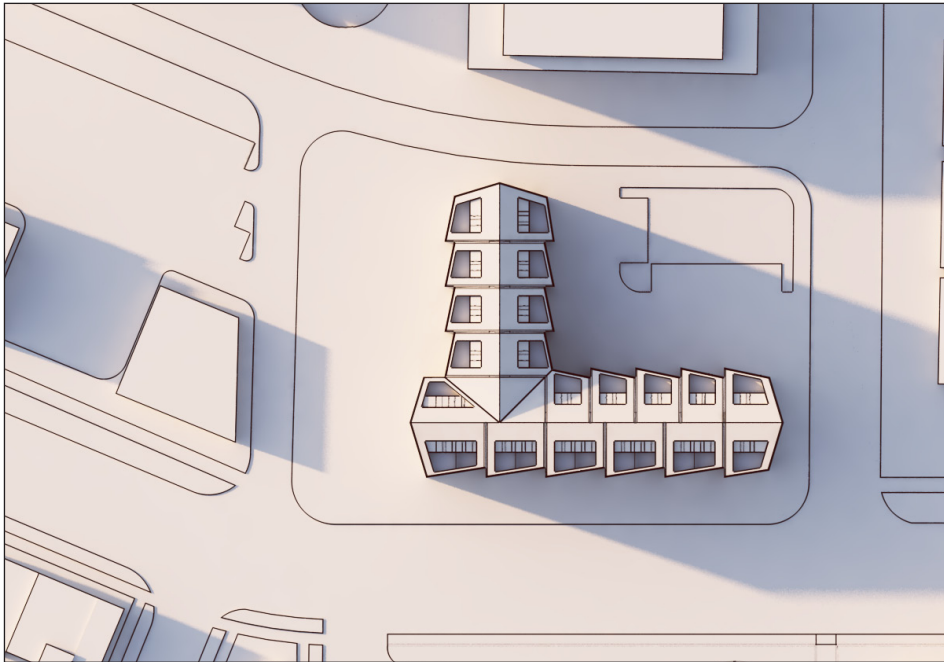
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