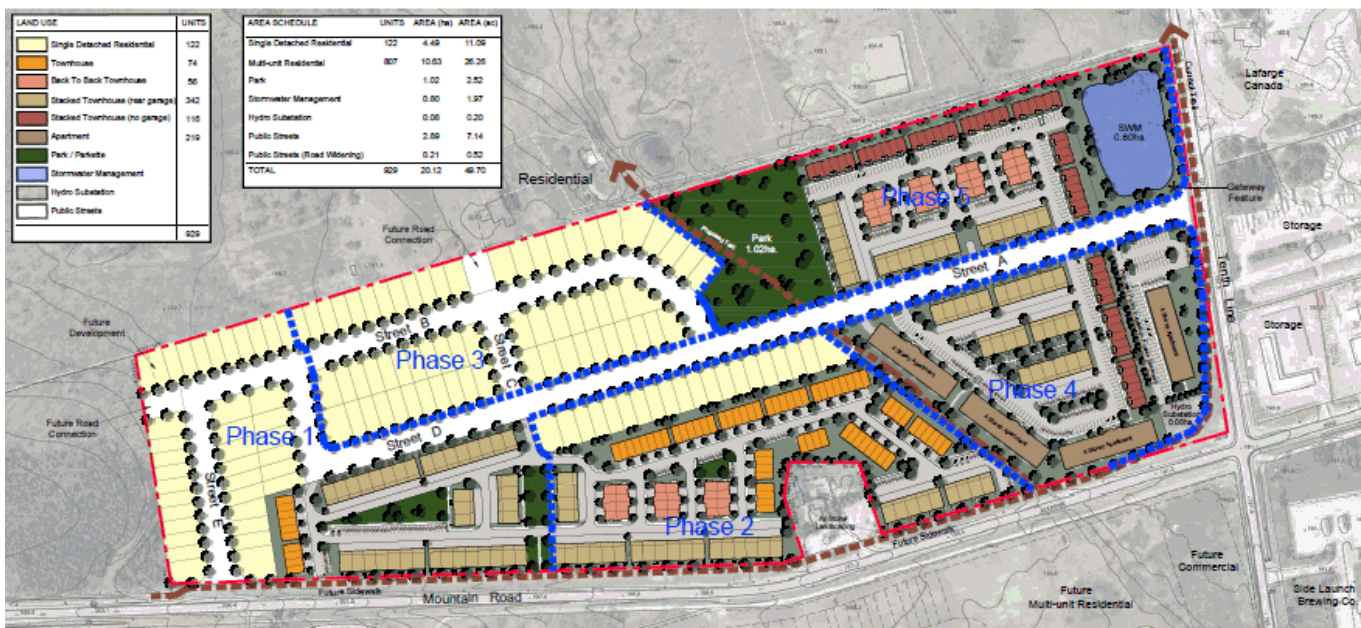


# Application for Official Plan Amendment, Zoning By-law Amendment & Plan of Subdivision

295 Mountain Road  
Town of Collingwood, County of Simcoe

## PLANNING OPINION



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November 2018

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## LIST OF SUPPORTING DOCUMENTS

The Town of Collingwood Official Plan policies require that a complete application be submitted for consideration and circulation to commenting agencies. A pre-application consultation meeting was held between the Todco Investments Inc., its consultants and the Town of Collingwood on July 5<sup>th</sup>, 2018 to discuss the applications and submission requirements (*see Appendix "A"*).

Table 1 identifies the items required and submitted in support of the proposed development.

**Table 1: List of Submitted Supporting Documents**

| #   | Required Documents                                  | Author                        | DATE          |
|-----|-----------------------------------------------------|-------------------------------|---------------|
|     | <b>Planning</b>                                     |                               |               |
| 1.  | Planning Justification                              | Plan Wells Associates         | November 2018 |
| 2.  | Urban Design Brief                                  | GSP Group Inc.                | November 2018 |
|     | <b>Environmental</b>                                |                               |               |
| 3.  | Environmental Site Assessment                       | Conestoga Rovers & Associates | November 2018 |
| 4.  | Road Traffic & Stationary Noise Impact Study        | GHD                           | November 2018 |
| 5.  | Environmental Dust & Odor Feasibility Study         | GHD                           | November 2018 |
| 6.  | D-4 Guideline Study                                 | GHD                           | November 2018 |
|     | <b>Site Servicing</b>                               |                               |               |
| 7.  | Functional Servicing & Stormwater Management Report | C.C. Tatham & Associates Ltd. | November 2018 |
| 8.  | Regional Stormwater Management Report               | C.C. Tatham & Associates Ltd. | November 2018 |
| 9.  | Geotechnical Investigation                          | Peto MacCallum Ltd.           | November 2018 |
|     | <b>Transportation</b>                               |                               |               |
| 10. | Traffic Impact Study                                | C.C. Tatham & Associates Ltd. | November 2018 |
|     | <b>Cultural</b>                                     |                               |               |
| 11. | Archeological Assessment Stage 1                    | Amick Consultants Limited     | November 2018 |

# EXECUTIVE SUMMARY

Todco Investments Inc. is the registered owner of approximately 20.1 hectares of land (referred to as Panorama North) located on the northwest corner of Mountain Road and the Tenth Line, in the Town of Collingwood.

The proposed Draft Plan of Subdivision contains 929 residential units and is comprised of 122 single family lots; 74 townhouse units; 56 back-to-back townhouse units; 458 stacked townhouse units; and four apartment buildings containing a total of 219 units. In addition, a stormwater management facility, public park, trail connections and public and private roads are also proposed. The development proposes a well-planned and attractive community located in the western portion of the Town of Collingwood.

Schedule “A” – Land Use Plan to the Town of Collingwood Official Plan designates the subject lands ‘Residential’ and Schedule “C” – Residential Density Plan places the lands within the ‘Low-Medium Density Residential’ designation. Although all proposed uses are permitted under the current Low-Medium Density designation, the Town has requested that the Low-Medium Density designation be replaced with more specific density designations that reflect the different dwelling types and densities proposed and therefore, an amendment to Schedule “C” to the Town of Collingwood Official Plan is required.

The proposed land uses, densities and overall development plan are in accordance with and implement the Town of Collingwood Official Plan.

In order to facilitate the proposed Plan of Subdivision, an amendment to the Town of Collingwood Zoning By-law is required. The proposed Zoning By-law Amendment will:

- Adjust the zone boundaries to reflect proposed lots, blocks and streets;
- Introduce provisions to permit “townhouses” on a private road;
- Introduce provisions to permit “back-to-back townhouses”;
- Introduce provisions to permit “stacked townhouses”;
- Change yard standards for apartment buildings and townhouses;
- Change location of required visitor parking spaces; and
- Remove the Holding (H1) and Holding (H11) Symbols.

The Provincial Policy Statement 2014 (PPS) promotes efficient land use and development patterns and an appropriate range and mix of uses. The proposed plan helps achieve the housing policies set out in the PPS by providing increased density and a range and mix of housing types in the Collingwood area to meet the demands of growth.

The Growth Plan for the Greater Golden Horseshoe 2017 (Growth Plan) provides a framework for managing growth in the region to achieve the Government of Ontario’s vision for stronger, prosperous communities. The Growth Plan provides direction related to land use and infrastructure planning, transportation, housing and natural heritage and resource protection. The Subject Lands are within a Designated Greenfield Area (DGA). The 2017 Growth Plan states that Designated Greenfield Areas in

upper and lower tier municipalities will be planned to achieve, within the horizon of the Growth Plan, a minimum density target that is not less than 80 residents and jobs combined per hectare. The combined people and jobs per hectare proposed will be approximately 95.8 people and jobs per hectare. The proposed development is consistent with the goals and objectives of the Growth Plan, 2017.

The proposed Draft Plan of Subdivision is appropriate, providing an efficient use of land and infrastructure within the Designated Greenfield Area. The revisions requested by the Official Plan Amendment bring the proposed Plan of Subdivision in closer conformity with the new Provincial Growth Plan targets. The Official Plan and Zoning By-law Amendments and the Draft Plan of Subdivision for the subject lands represent good planning.

# 1.0 INTRODUCTION

*Todco Investments Inc. has submitted applications for site specific Official Plan and Zoning By-law Amendments and a Draft Plan of Subdivision, to permit a residential development on vacant lands located at 295 Mountain Road in the Town of Collingwood.*

## 1.1 Purpose

The purpose of this report is to provide information and a planning opinion on the applications made by Todco Investments Inc. to develop a residential community on a 20.1 ha (49.7 ac) vacant parcel of land located on the north-east corner of Mountain Road and the Tenth Line in the Town of Collingwood. The proposed development consists of 122 single detached units; 74 townhouse units; 56 back-to-back townhouse units; 461 stacked townhouse units; and four apartment buildings containing a total of 219 units. In addition, a stormwater management facility, park, trail connections and public and private roads are also proposed. A Site-Specific Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision approvals are required to permit this development.

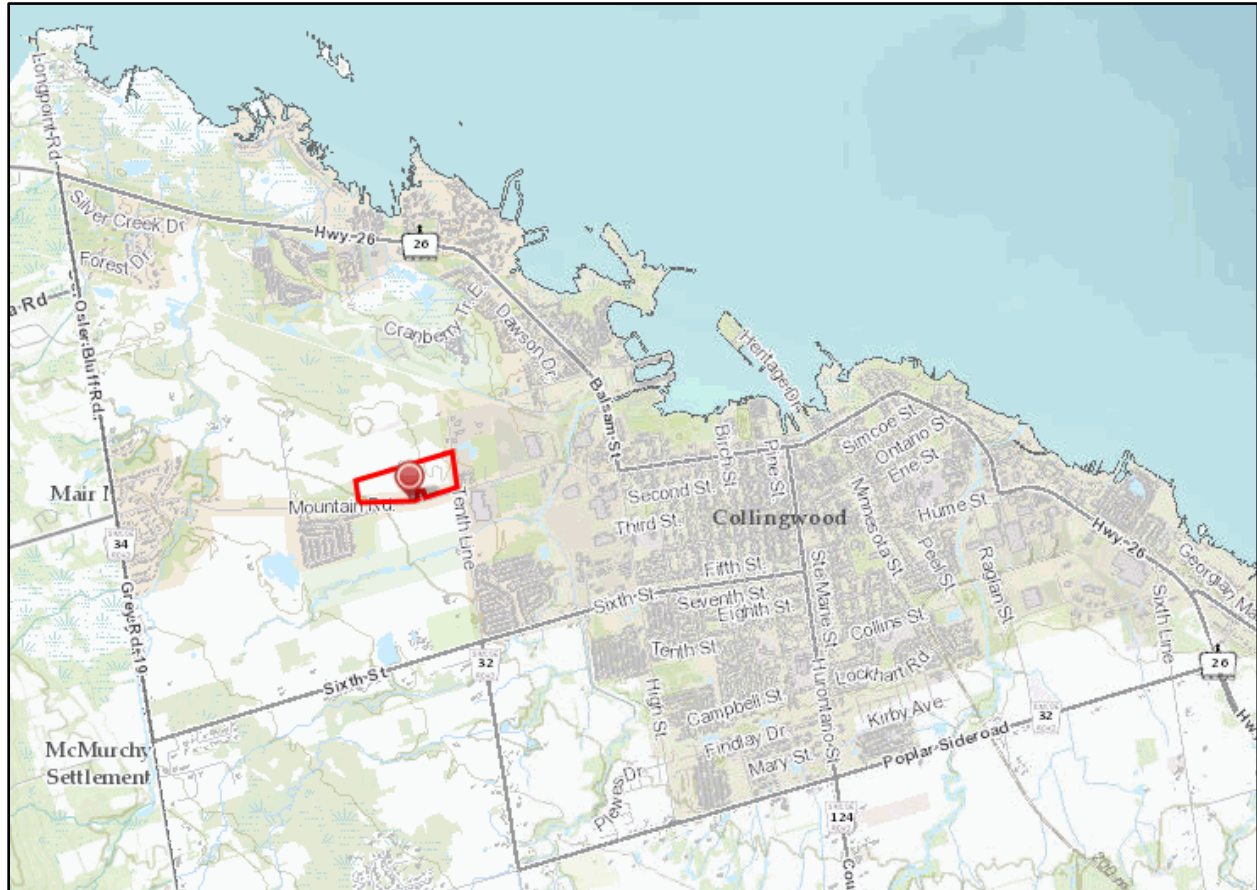
The land uses proposed are consistent with those permitted within the Residential designation. The Official Plan Amendment is Site Specific. It identifies the proposed residential densities within the context of the types of built form proposed on the subject property.

This report addresses the requirements of the Provincial Policy Statement (2014); Growth Plan for the Greater Golden Horseshoe (2017); County of Simcoe Official Plan (2010); Town of Collingwood Official Plan (2011); and Town of Collingwood Zoning By-law 2010—40, as well as other applicable policies and guidelines.

This report also summarizes the findings of the technical reports prepared in accordance with the required supporting information identified following pre-application consultation meetings with the Town and other Municipal and regulatory staff, as outlined in the Town's Pre-consultation Comments dated July 5<sup>th</sup>, 2018. (see Appendix "A").

## 1.2 Location - Community Context

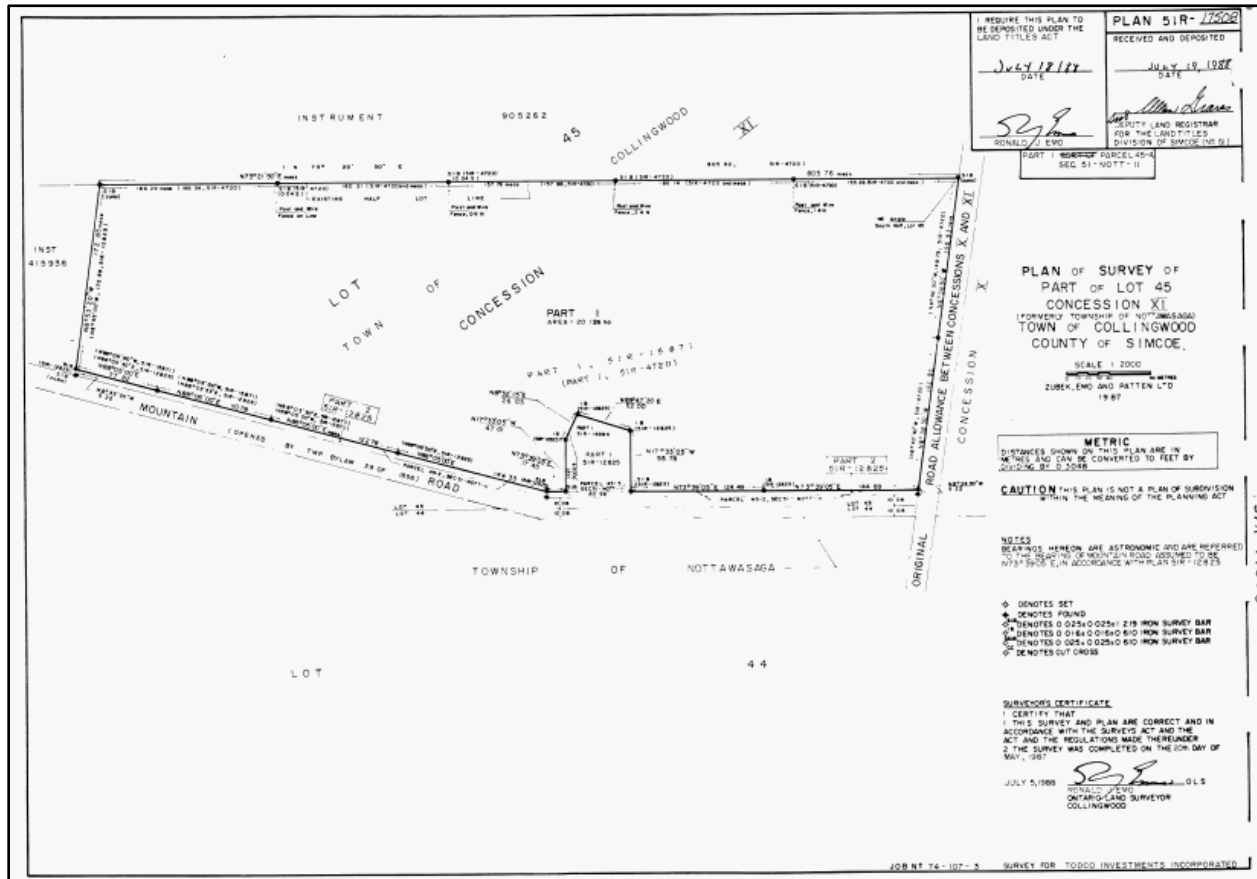
**Figure 1: Location-Community Context**



The subject lands are in the western portion of the Town of Collingwood. The property is bounded by Mountain Road to the south and the Tenth Line to the east. Mountain Road is classified as an arterial road and the Tenth Line a collector Road. The subject site is vacant and has a land area of 20.1 ha.

The lands are legally described as Part Lot 45, Concession 11, Town of Collingwood (former Township of Nottawasaga) and are known municipally as 295 Mountain Road. A copy of the survey can be found in *Appendix "B"* to this report.

**Figure 2: Subject Lands-Plan of Survey**



## 1.3 Surrounding Land Uses

The surrounding land uses consist of industrial uses on the east side of Tenth Line and generally residential and recreational uses on the west side of Tenth Line.

The following uses are adjacent to the subject site:

- **North:** Two larger residential properties abut the subject lands to the north. An existing residence is located north of the subject lands. Further north is the Simcoe County Landfill No. 2 site for the Town of Collingwood.
- **South:** Abutting the subject lands to the south is Banff Sport Rentals & All Stone Landscaping. The Panorama Draft Approved Plan of Subdivision for 302 units is opposite the subject lands, on the south side of Mountain Road. South-west of the site is the developed Mair Mills subdivision. Further south is the Blue Mountain Golf & Country Club and the Linksvue Draft Approved Plan of Subdivision for 465-660 units.
- **East:** Two self-storage properties and the Lafarge Concrete Ready-Mix facility are located east of the subject site on the Tenth Line. Further north-east on the Tenth Line is the Georgian Triangle

Humane Society and the Town of Collingwood Public Works & Engineering Department building. South-east of the site, at the corner of Mountain Road and the Tenth Line is the Agnora Glass factory. The Side Launch Brewing Company is located within the Agnora building, with access from Mountain Road. Further south, along the Tenth Line, is the Red Maple Draft Plan Approved Subdivision for 283 units and the developed Georgian Meadows subdivision.

- **West:** Abutting the subject lands to the west is a vacant parcel of land. Further west are rural residential properties.

**Figure 3: Surrounding Land Uses**



## 1.4 Description of the Subject Property

The subject lands total 20.1 hectares (49.7 acres), with approximately 725 m of frontage on Mountain Road and 290 m on the Tenth Line. The lands are currently vacant.

**Figure 4: Aerial View of Subject Property**



The site surrounds a small 1 acre parcel containing Banff Sport Rentals & All Stone Landscaping. The eastern portion of the site is at a lower elevation than the western portion, with a grade difference of approximately 4 m (13 ft). The eastern portion of the site is generally flat, while the western portion is gently rolling with a small hill at the south-west corner.

Vegetation consists mainly of long grasses and golden rod with brush and several stands of trees. A small cluster of apple trees is in the south-west portion of the site. Prior to 1973 the property was used for agricultural purposes, including a small apple orchard and asparagus garden.

## 1.5 Development History

The owner of the subject lands has been in discussions with the Town of Collingwood with respect to developing the lands as a residential subdivision since approximately 1974. An application for Draft Plan Approval was submitted to the Ministry of Municipal Affairs (the approval authority for all of Simcoe County subdivisions at that time) in 1989. The Plan was Draft Approved on May 1<sup>st</sup>, 1996, with Draft

Approval being revised on August 9, 2005 to address study requirements of the County of Simcoe with respect to a County waste disposal site in the vicinity of the proposed development.

In January of 2010, Council directed staff to refer the Draft Approved Plan of Subdivision to the Town's Development Committee for review and comment concerning the approval status. In March 2010, the proponent attended a meeting with the Town and stated their intention of proceeding with the subdivision. Town staff concluded that it would be appropriate to amend the conditions of draft approval and insert a lapse date of May 19<sup>th</sup>, 2012 for fulfillment of the conditions and finalization of the plan.

Town Council did not agree to the lapse date and exercised their authority under Section 51(44) of the Planning Act and withdrew the approval of the Draft Plan of Subdivision on August 8<sup>th</sup>, 2011.

In order to develop the subject lands, a new submission is required that reflects current Municipal practises and agency standards and other changes to the Provincial-Municipal environment, which now support and prioritize compact, fully serviced residential development within built areas at much higher densities.

## 1.6 Summary of Required Planning Applications

The following required planning applications have been submitted:

- An Official Plan Amendment to Schedule "C" – Residential Density Plan to the Town of Collingwood Official Plan;
- A Zoning By-law Amendment to the Town of Collingwood Zoning By-law 2010-040; and
- Draft Plan of Subdivision

# 2.0 PROPOSED DEVELOPMENT

*This section describes the proposed development and summarizes the supporting technical studies.*

## 2.1 Description of the Proposed Development

Todco Investments Inc. is proposing to develop the subject lands with a mix of single detached residential lots and multi-unit residential blocks, with open space uses and trail connections. The development proposes a well-planned and attractive subdivision located in the western portion of the Town of Collingwood. The proposed land uses, densities and overall development plan are in accordance with and implement the Town of Collingwood Official Plan.

**Figure 5: Proposed Development Concept Plan**



### 2.1.1 Draft Plan of Subdivision

The proposed Draft Plan of Subdivision contains 929 residential units comprised of 122 single family lots; 74 townhouse units; 56 back-to-back townhouse units; 458 stacked townhouse units; and four apartment buildings containing 219 units. In addition, a stormwater management facility, public park, trail connections and public and private roads are also proposed.

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The majority of single family lots will have lot frontages of 10.97 m, with average lot areas of 325m<sup>2</sup>. Blocks 123 to 125 will contain multi-unit residential built forms consisting of townhouses, stacked townhouses with garages, stacked townhouses without garages, back-to-back townhouses and apartment units.

It is proposed to develop Block 128 with stacked townhouses with garages, stacked townhouses without garages and back-to-back townhouses. Underground parking is contemplated. The Simcoe County District School Board (SCDSB) has requested a potential site for a new elementary school within this proposed Plan of Subdivision. The proposed Zoning By-law Amendment adds an elementary school as an additional permitted use on Block 128. This block will be the last phase to be developed. It will be determined through detailed analysis and consultation with the Town and the applicant whether an elementary school will be located on this site. If not, Block 128 will be developed for multi-unit residential units.

Block 126 will contain one apartment building with 54 units.

**Table 2: Proposed Subdivision Built Forms**

| LOT/BLOCK #   | SINGLE LOTS | TOWNHOUSES | 3 UNIT STACKED WITH GARAGE | 2 UNIT STACKED NO GARAGE | BACK-TO-BACK | APARTMENTS | TOTALS     |
|---------------|-------------|------------|----------------------------|--------------------------|--------------|------------|------------|
| 1-122         | 122         |            |                            |                          |              |            | 122        |
| 123           |             | 10         | 114                        |                          |              |            | 124        |
| 124           |             | 64         | 93                         |                          | 24           |            | 181        |
| 125           |             |            | 75                         | 36                       |              | 165        | 276        |
| 126           |             |            |                            |                          |              | 54         | 54         |
| 128           |             |            | 60                         | 80                       | 32           |            | 172        |
| <b>TOTALS</b> | <b>122</b>  | <b>74</b>  | <b>342</b>                 | <b>116</b>               | <b>56</b>    | <b>219</b> | <b>929</b> |

The townhouse units comprise 63% of the total units proposed, the apartment units 24% and the single lots 13%. The higher density units (townhouses & apartments) are situated on the periphery of the developable area, closer to Mountain Road and the Tenth Line with a gradation to the lower density single family lots located internally.

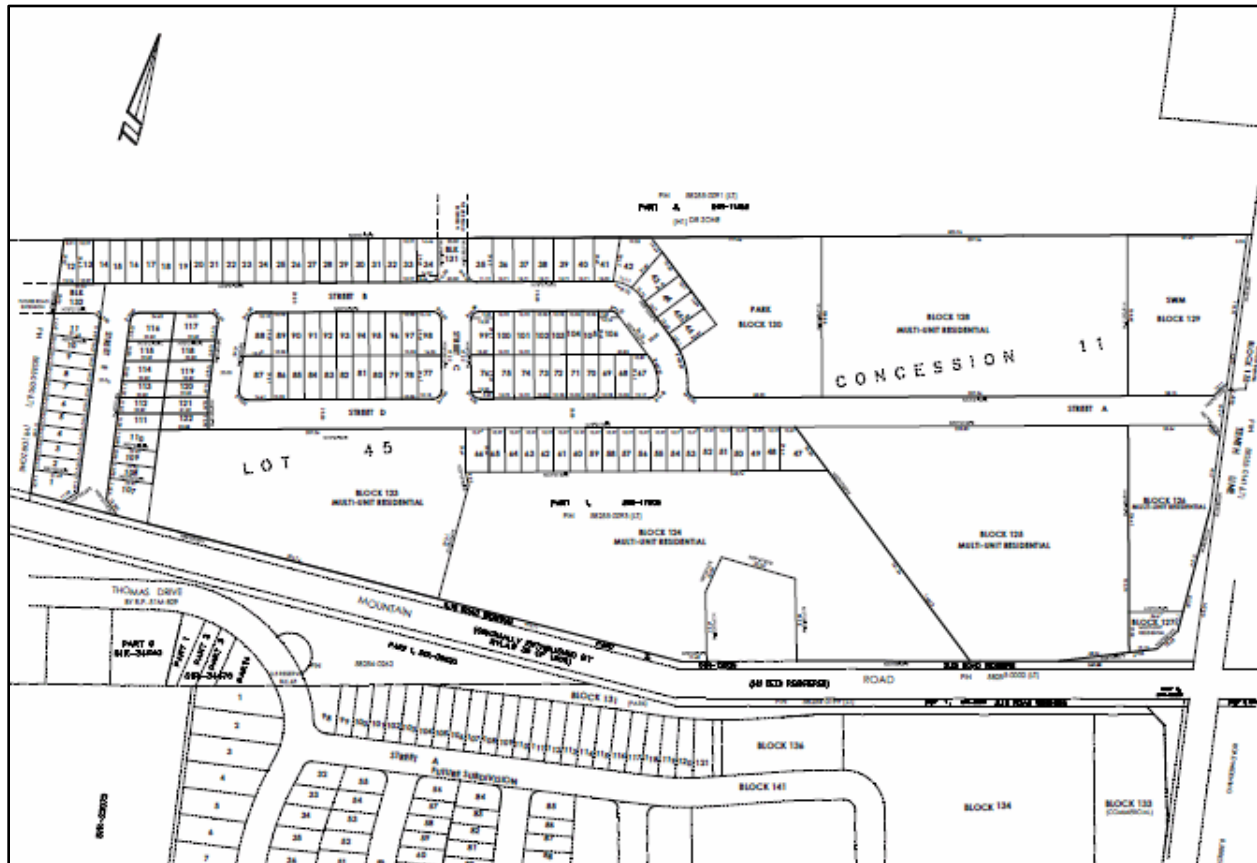
Block 127 has been noted on the concept plan as a potential reserve block for a hydro sub-station. Based on detailed analysis to be undertaken by EPCOR and in consultation with the Town and the applicant, the infrastructure and provision for this utility will be confirmed. If it is determined that the sub-station is not required, Block 127 will be developed in conjunction with Block 125. The proposed Zoning By-law Amendment adds a hydro substation as an additional permitted use on Block 127.

Block 129 will accommodate the stormwater management facility and Block 130 will be developed as a public park. Blocks 131 and 132 have been put aside as reserve blocks until development proceeds on the adjacent lands to the north and west. These two blocks will provide public road access to future development. In the interim, they will provide for snow storage. Block 133 will be deeded to the Town for the future upgrading of Tenth Line and a proposed round-about at the intersection of Mountain Road and the Tenth Line.

The internal street pattern of the development proposes a modified grid pattern, allowing for internal vehicular circulation and a well-connected pedestrian network. Two primary accesses to the development

are proposed. The first primary access will be via a new public Street 'A' from the Tenth Line. The second primary access will be from Mountain Road via a new public road, Street 'E'. Proposed public Streets 'A', 'B', 'C', 'D' and 'E' will have a 20 m right-of-way.

**Figure 6: Proposed Draft Plan of Subdivision**



**Table 3: Land Use Schedule - Draft Plan of Subdivision**

| LOT/BLOCK#       | LAND USE                                    | #UNITS     | AREA (ha)   | % OF TOTAL   |
|------------------|---------------------------------------------|------------|-------------|--------------|
| Lot 1 - 122      | Single Detached Residential                 | 122        | 4.53        | 22.5         |
| Blocks 123 - 128 | Multi-Unit Residential                      | 807        | 10.71       | 53.3         |
| Block 129        | Stormwater Management                       |            | 0.80        | 4.0          |
| Block 130        | Park                                        |            | 1.00        | 5.0          |
| Block 133        | Road Widening                               |            | 0.20        | 1.0          |
| Public Roads     | Streets A, B, C, D & E and Blocks 131 & 132 |            | 2.86        | 14.2         |
| <b>Total</b>     |                                             | <b>929</b> | <b>20.1</b> | <b>100.0</b> |

## 2.1.2 Parkland Dedication Requirement

As per the Section 51.1(1) of the *Planning Act*, parkland is calculated as 5% of land included in the Plan of Subdivision. The subject lands have an area of 20.1 ha. Five percent of the total land area equals 1 ha. The proposed Plan of Subdivision includes a 1.02 ha public park.

### **2.1.3 School Site**

In their letter dated June 27<sup>th</sup>, 2018, the Simcoe County District School Board (SCDSB) has requested the designation of a potential site for a new elementary school within this proposed Plan of Subdivision (see *Appendix "C"*). Block 128 on the proposed Plan has an area of 2.26 ha. This Block has been designated for medium density residential uses, however, the proposed Zoning By-law Amendment adds an elementary school as an additional permitted use on this block. Block 128 will be the last phase to be developed. As noted in Section 2.1.1 hereto, it will be determined through detailed analysis whether an elementary school will be located on this site.

## **2.2 Site Studies**

The Town of Collingwood requires the following site studies in support of the Proposed Draft Plan of Subdivision:

- Urban Design Brief
- Environmental Site Assessment
- Road Traffic & Stationary Noise Impact Study
- Environmental Dust & Odor Feasibility Study
- D-4 Guideline Study
- Functional Servicing & Stormwater Management Report
- Regional Stormwater Management Report
- Geotechnical Investigation with Ground Water Monitoring
- Traffic Impact Study including an Active Transportation Report
- Archaeological Assessment Stage 1
- Planning Report

Digital copies, together with printed copies of the reports and studies listed above, have been submitted along with this Planning Opinion.

### **2.2.1 Urban Design Brief**

GSP Group Inc. completed an Urban Design Brief for the proposed development. The report evaluated the proposed Plan of Subdivision with regard to good urban design principles to ensure that the development appropriately addresses the Town of Collingwood's urban design framework and guidelines.

The GSP report concluded that Panorama North is designed to be accessible, connected, contextually sensitive, pedestrian friendly, livable and safe. The development will provide a range of housing types that will contribute to a unique sense of place and a high-quality public realm. The design will incorporate high quality architecture and landscaping to reflect principles of good urban design and fit sensitively with the character of the Town of Collingwood. The development will make a positive contribution to the

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streetscapes of Mountain Road and the Tenth Line and support the eventual transformation of this area into a future community node. The proposed development conforms to the Town of Collingwood's Urban Design policies and appropriately addresses guidelines within the Town's Urban Design Manual.

### **2.2.2 Environmental Site Assessment**

Conestoga Rovers & Associates completed a Phase 1 Environmental Site Assessment in 2006. This report was prepared in general accordance with CSA Standard Z768-01. The sole potential impairment issue identified on the property was a historic presence of orchards. As noted in the Peto MacCallum summary (Section 2.2.8 below), additional testing has been commissioned.

### **2.2.3 Road Traffic & Stationary Noise Impact Study**

GHD completed a Road Traffic and Stationary Noise Impact Study. This study has determined that the stationary noise impact from the adjacent industrial facilities may be significant, however, these facilities are legally required to show compliance with the MECP and the NPC-300 requirements at the site due to the associated Environmental Compliance Approvals for each facility regulating the off-site air and noise emissions.

The study also assessed the compatibility of residential land use relative to transportation noise. It contains recommended noise mitigation measures to ensure compatibility of the proposed land use in this context, including noise, warning clauses, central air conditioning and berms near the entrance to Street E.

### **2.2.4 Environmental Dust & Odor Feasibility Study**

GHD conducted an Environmental Dust and Odor Feasibility Study. The results of the study indicate that the potential stationary dust and odor impacts from existing adjacent industrial operations to the proposed development are likely insignificant. The proposed Panorama North residential development is within the Potential Area of Influence Zone of three nearby industrial facilities, with the nearest being LaFarge. Based on several factors including mitigation measures in place for LaFarge, prevailing wind direction and demonstrated compatibility with existing residential uses, no adverse impacts are anticipated.

### **2.2.5 D-4 Guideline Study**

GHD completed a D-4 Guideline Study for the site. With respect to the north portion of the site, the Study recommends phasing of development as a land use transition measure related to the phasing out of waste management operations on the property to the north. The initial phase of the subdivision is proposed near the southwest limit of the Site. In the interim, berming will be provided along the north property boundary as a compatibility measure. When the later phases are developed, the north property boundary will be a rear yard interface with privacy fencing along the rear yards abutting northern property boundary.

### **2.2.6 Functional Servicing & Stormwater Management Report**

C. C. Tatham completed a Functional Servicing and Stormwater Management Report. This report presents background information and the servicing strategy for Panorama North, including sanitary sewage servicing, water main distribution, stormwater management, transportation and utility distribution. The proposed sanitary and water servicing review specifically considers the adjacent secondary plan area to ensure the strategies for Panorama North do not inhibit future development.

It is noted in the report that EPCOR has advised they require a substation to provide hydro servicing within the Panorama North subdivision. It is their intention to oversize this infrastructure to accommodate future growth.

The report concludes that Panorama North can be adequately serviced without inhibiting future development within the Secondary Plan area. The servicing approach includes an internal sanitary sewer system connected to a proposed external sanitary sewer along Tenth Line and then to the existing sanitary trunk sewer line on Mountain Road. The internal water supply distribution system will connect to external improvements to service the Zone 2 pressure area.

Regarding SWM the west portion of the site will drain to the Panorama Subdivision on the south side of Mountain Road and eventually to the re channelized Taylor Creek outlet. The east portion will drain into a wet pond proposed on Block 129.

A westbound right turn taper and east bound left turn lane on Mountain Road at Street E are proposed to serve the Panorama North subdivision. Hydro, telephone, cable TV, and natural gas service will be made available to the subdivision.

### **2.2.7 Regional Stormwater Management Report**

C.C. Tatham & Associates Ltd. completed a Regional Stormwater Management Report.

This report specifically considers future development and projected growth within the Secondary Plan Area. The objectives of the Stormwater Management Report are to investigate existing drainage conditions, develop SWM criteria to ensure no adverse effects to downstream drainage conditions, demonstrate how the Panorama North subdivision will allow for future development within the remaining Secondary Plan area and provide general SWM recommendations to be considered for future development within the Secondary Plan Area.

This Regional SWM Plan demonstrates that the Panorama North subdivision can be developed without any adverse downstream drainage conditions. The western portion of Panorama North will drain to the Panorama Subdivision SWM facility and outlet into the re-channelized Taylor's Creek. The eastern portion of Panorama North will drain into a wet pond SWM facility proposed at the north-east corner of the site on Block 129. The report also sets out a SWM plan for future development within the secondary pan area to mitigate storm water impact to downstream land.

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The Regional Stormwater Management Study demonstrates that the Panorama North subdivision can be developed without any adverse downstream conditions and without inhibiting the future development of the Secondary Plan Area.

### **2.2.8 Geotechnical Investigation**

Peto MacCallum Ltd. completed a Geotechnical Investigation for the subject site. This investigation examined the subsurface conditions on the site. Based on this information, comments and geotechnical engineering recommendations were provided for building foundations, basements, site servicing, SWM pond and pavement design.

A Phase 1 Environmental site Assessment was prepared by Conestoga Rovers & Associates for Todco Investments Inc in 2006. This report noted an historic presence of orchards.

The Peto MacCallum bore holes identified unacceptable levels of Arsenic in 1 of 4 samples. They advised that sampling should be replicated. They have been commissioned to go back to the same location and gather three additional samples within 2 m of the original and average all four samples. If the average is lower than the SCS then the average value is the one to be utilized and the initial result is considered an anomaly.

The results of this additional sampling will be circulated to the Town of Collingwood upon receipt. Additional ground water monitoring has also been commissioned and will be circulated to the Town upon receipt.

### **2.2.9 Traffic Impact Study**

C. C. Tatham & Associates Ltd. Have completed a Traffic Impact Study. The purpose of the Study is to address the requirements of the Town with respect to the potential transportation impacts of the Panorama North subdivision on the local road network. This report specifically considers future development and projected growth within the Secondary Plan Area. Active transportation elements were also incorporated into the report.

Improvements are identified to ensure acceptable operations of Mountain Road and Tenth Line over the next 20 years, due to the cumulative growth in the area. Improvements which are attributed directly to Panorama North are new turn lanes at Street E on Mountain Road to directly serve the subdivision.

The components of the active transportation plan include a comprehensive internal sidewalk network, close-proximity to multi use trails on Mountain Road and Tenth Line and the future sidewalk/trail which is planned along the north side of Mountain Road, across the frontage of the site. An internal trail is also proposed with potential future trail links to the north of the site.

### **2.2.10 Archaeological Assessment**

AMICK Consultants Limited completed a Stage 1 Archeological Background Assessment. The study concluded that at least part of the property exhibited potential to yield archeological potential and recommended that further archaeological assessment was warranted.

## 3.0 PLANNING POLICY

*The following provides an overview and analysis of all applicable policies at the provincial, county and local level, including the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, County of Simcoe Official Plan, Town of Collingwood Official Plan and the Town of Collingwood Zoning By-law.*

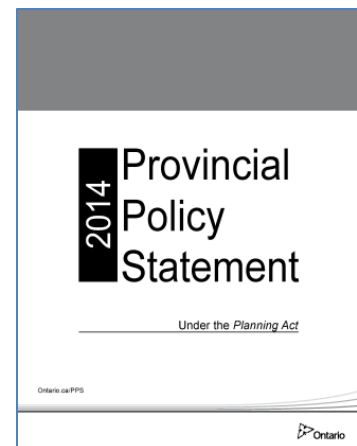
### 3.1 Provincial Policy Statement (PPS) 2014

The Provincial Policy Statement (PPS) provides long-term guidelines for the development of livable and healthy communities. The PPS provides direction for establishing strong urban settlement areas through the promotion of a mix of land uses with sufficient densities to allow for an efficient use of infrastructure and services. All planning decisions “shall be consistent with” the policies of the PPS.

According to the PPS, healthy, livable and safe communities are sustained by promoting efficient development and land use patterns and also by accommodating an appropriate range and mix of uses [Policies 1.1.1 (a) and (b)]. Further, the PPS directs municipalities to avoid land use patterns which may cause environmental or public health and safety concerns and instead, promotes cost-effective development patterns to minimize land consumption and servicing costs [Policies 1.1.1 (c) and (e)].

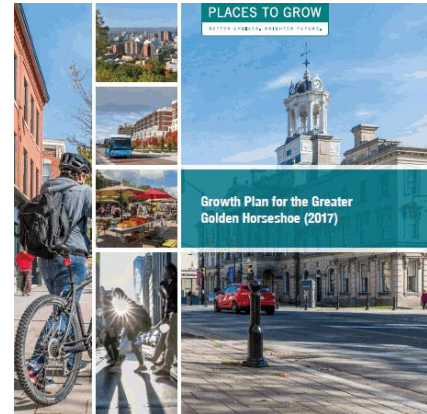
The proposed development is consistent with the goals and intent of the Settlement Area policies outlined in Section 1.1.3. It proposes to efficiently use land and infrastructure through the logical extension of development and municipal services. The proposed Draft Plan of Subdivision represents a balanced mix of uses and provides a range of housing types and densities to meet the demands of growth.

The proposed development achieves the housing policies set out in Section 1.4 and is consistent with the policies of the PPS.



### 3.2 Places to Grow: Growth Plan for the Greater Golden Horseshoe 2017

As part of the Province's 10-year Coordinated Land Use Planning Review, the Province released a revised Growth Plan for the Greater Golden Horseshoe that came into full force and effect on July 1, 2017. The Growth Plan is a framework document for managing growth in the region. The Growth Plan provides growth and intensification targets and establishes the built boundary for settlement areas within the Greater Golden Horseshoe. The Plan also provides direction and policy with regard to transportation, infrastructure, land use, housing and other factors.



The Growth Plan emphasizes intensification in urban areas and encourages cities and towns to develop as complete communities with a diverse mix of land uses, and a range and mix of employment and housing types.

The subject lands are outside of the built-up boundary and are therefore within a Designated Greenfield Area. Designated Greenfield Areas support complete communities, active transportation and encourage the integration and sustained viability of transit services (Policy 2.2.7.1).

Although the new 2017 Growth Plan states that the Designated Greenfield Area in upper and lower tier municipalities will be planned to achieve, within the horizon of the Growth Plan, a minimum density target that is not less than 80 residents and jobs combined per hectare (Policy 2.2.7.2), Section 2.2.7.4 states:

*"2.2.7.4 For upper and single tier municipalities in the inner ring, Policy 2.2.7.2 does not apply to designated greenfield areas identified in official plans that are approved and in effect as of July 1, 2017. Where Policy 2.2.7.2 does not apply:*

- (a) The minimum density target contained in the applicable upper or single tier official plan that is approved and in effect as of that date will continue to apply to these lands until the next municipal comprehensive review is approved and in effect. Until that time:*
  - (i) The density target will continue to be measured across all lands that were subject to the original target that is approved and in effect; and*
  - (ii) The municipality will document actions taken to increase the planned density of these lands, where appropriate."*

Section 3.5.23 within the County of Simcoe Official Plan states:

*"The compact development of settlements as stated in Section 3.5.2 shall be based on specific density targets for local municipalities in Simcoe County. Accordingly, it is a*

*policy of this Plan that development on designated Greenfield Areas will be planned to achieve a minimum density target of residents and jobs per hectare as follows:*

*Town of Collingwood: 50 residents and jobs combined per hectare.”*

Section 2.5.7.2 within the Town of Collingwood Official Plan states:

*“A minimum density target of 50 residents and/or jobs per hectare within designated Greenfield Areas.”*

The minimum density target of 50 people and jobs combined per hectare continues to apply on the subject lands. This density met the Growth Plan for the Greater Golden Horseshoe (Growth Plan, 2006) target.

The proposed development increases the density on the lands and brings the plan into conformity with the new planning policy framework (Growth Plan, 2017).

The County of Simcoe estimates the persons per unit (PPU) for single family dwellings is 2.43 ppu; 2.18 ppu for townhouse units; and 1.60 for apartment units.

Based on the above information, Table 2 below estimates a total population of approximately 1,928 persons, which equates to 95.8 persons/jobs combined per hectare (1928/20.12 ha), which exceeds the current density target contained within both the County of Simcoe and Town of Collingwood Official Plans.

**Table 4: Estimated Total Population**

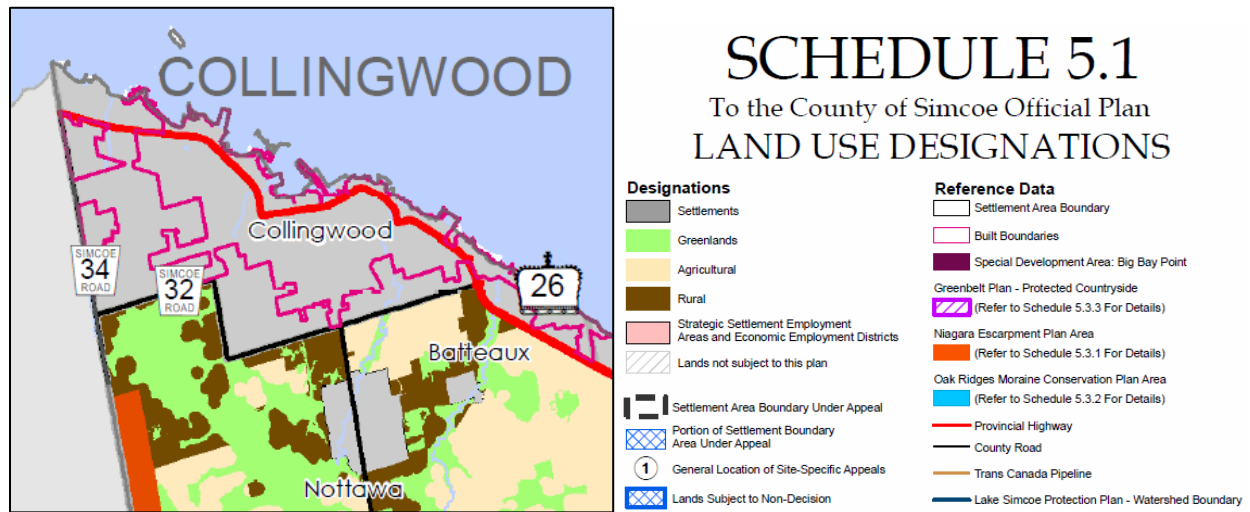
|                    | PROPOSED DEVELOPMENT | COUNTY OF SIMCOE PPU | ESTIMATED POPULATION |
|--------------------|----------------------|----------------------|----------------------|
| Single Units       | 122                  | 2.43                 | 296                  |
| Townhouse Units    | 588                  | 2.18                 | 1,282                |
| Apartment Units    | 219                  | 1.60                 | 350                  |
| <b>Total Units</b> | <b>929</b>           |                      | <b>1,928</b>         |

It is our opinion that the proposed development is consistent with the goals and objectives of the Growth Plan, 2017.

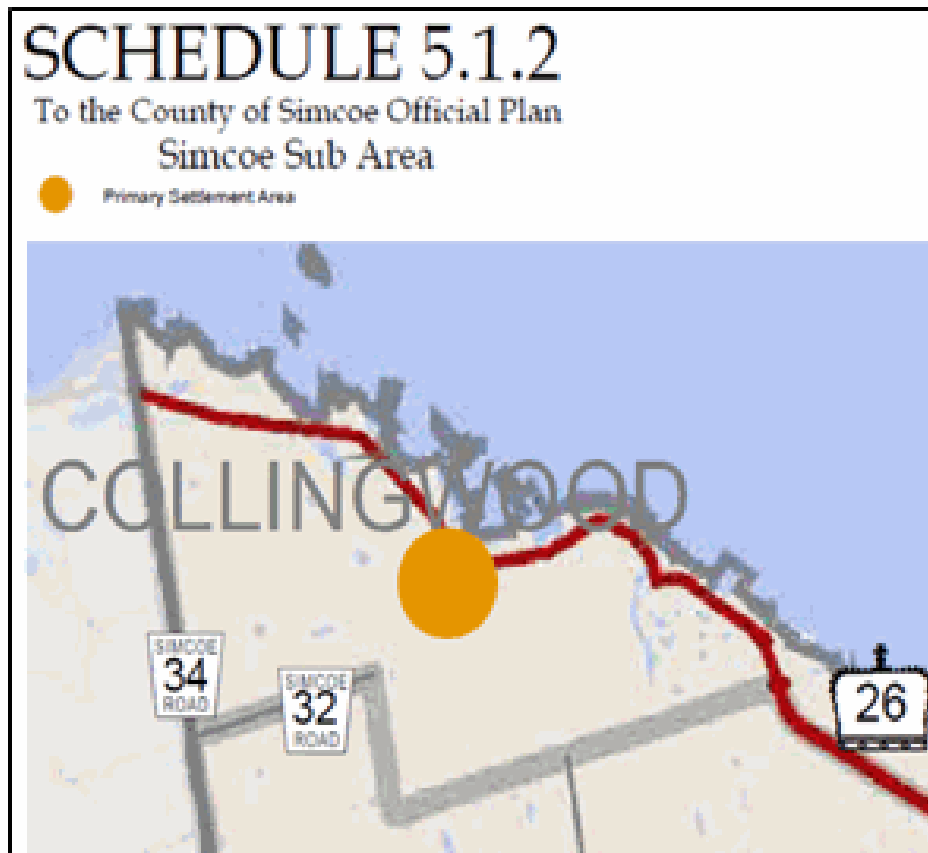
### 3.3 County of Simcoe Official Plan

The County of Simcoe Official Plan includes the subject lands within its Settlement Area designation and outside the Built Boundary for the Town of Collingwood. Settlement Areas are to be the focus of population and employment growth. These areas are to implement compact urban form and efficient use of land and development forms and patterns that minimize land consumption and servicing cost. Residential, commercial, industrial, institutional and recreational land uses shall be developed within Settlement Area boundaries on land appropriately designated in local official plans for the use.

**Figure 7: Land Use Designations – Schedule 5.1 to County of Simcoe Official Plan**



**Figure 8: Simcoe Sub Area – Schedule 5.1.2 to County of Simcoe Official Plan**



Schedule 5.1.2 to the County of Simcoe Official Plan identifies the Town of Collingwood as a 'Primary Settlement Area'. Primary Settlement Areas are larger settlements suitable for high intensification

targets. Lands in Primary Settlement Areas will be developed on full municipal services and will develop as complete communities that support walking and cycling and are transit-supportive.

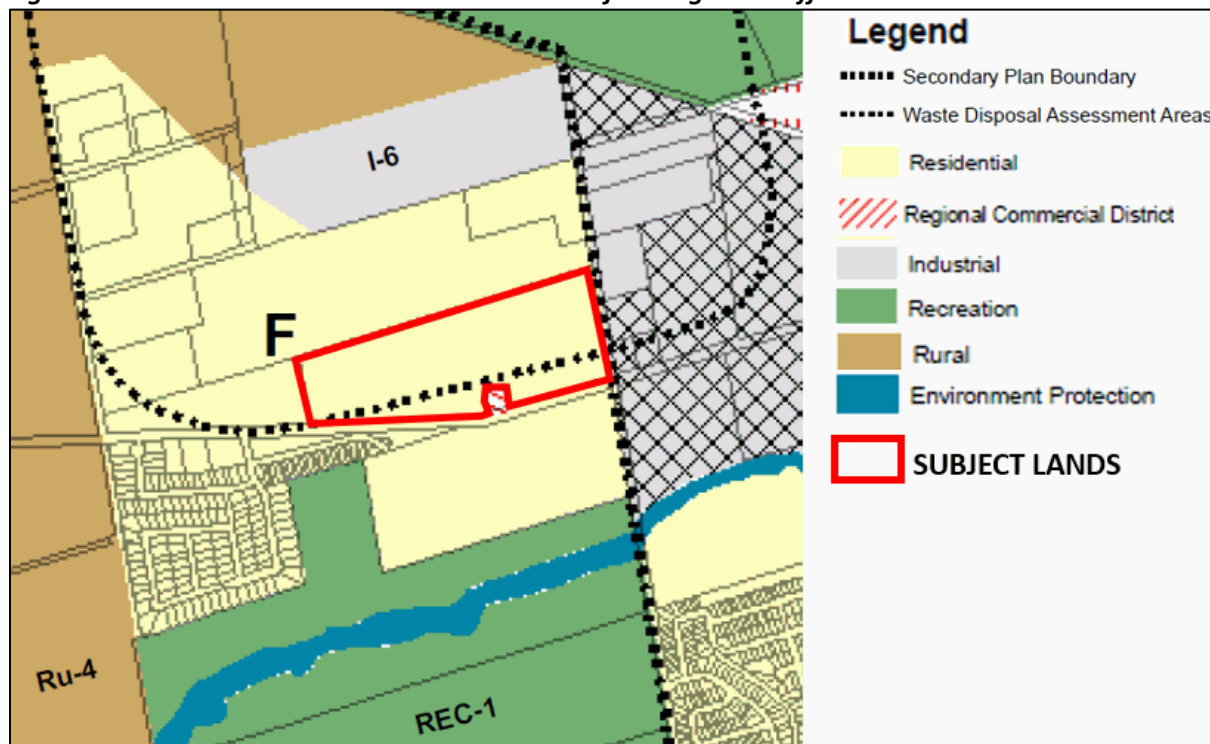
The subject lands are designated Residential in the Town of Collingwood Official Plan and the proposed development constitutes intensification of an underutilized parcel of land. The proposed development will be serviced with municipal water and a municipal sanitary sewage system. The commercial node located at the intersection of Mountain Road and First Street is approximately 1 km from the subject lands and the bus stop for Colltrans located at the Mair Mills Subdivision. A local convenience commercial plaza is proposed across the road, on the south-west corner of Mountain Road and the Tenth Line within the Draft Approved Panorama Subdivision (former Mair Mills – Phase 2). The Collingwood trails system is easily accessible from the subject site. The proposed development will be a complete community that supports walking and cycling is transit-supportive.

The proposed development is consistent with the Primary Settlement Area policies of the County of Simcoe Official Plan.

### 3.4 Town of Collingwood Official Plan

Schedule “A” – Land Use Plan to the Town of Collingwood Official Plan designates the subject lands ‘Residential’. The lands are within the Secondary Plan Area and partially within the Waste Disposal Assessment Area. The property is outside of the built boundary and is therefore considered a designated Greenfield Area.

**Figure 9: Schedule “A” – Land Use Plan to Town of Collingwood Official Plan**



**PLANNING OPINION**

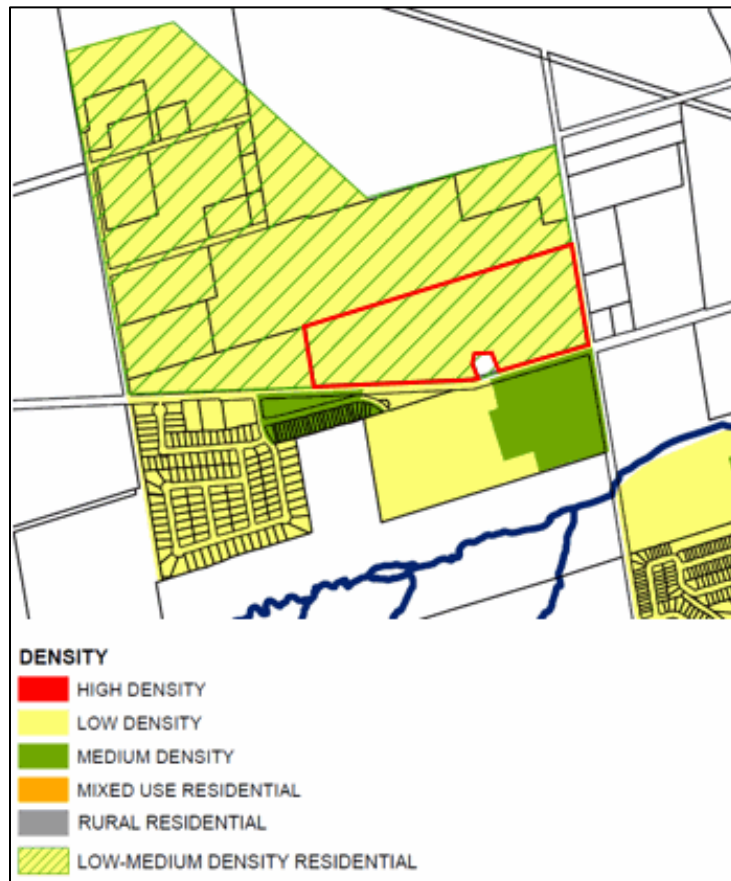
Section 4.3.2.4 provides policies applicable to all Residential Density Designations, which include:

- Permitted density ranges is contingent upon appropriate servicing infrastructure and capacity being available
- Adequate off-street parking
- Development scale
- Access from a public road which meets minimum municipal standards

The proposed development will be serviced with municipal water and sewer system. There is sufficient capacity available to service the proposed development. The development meets and exceeds the required parking, as per the provisions of the Town's Zoning By-law. The scale of development is compatible with the surrounding developed subdivisions and those draft approved in the immediate area. The proposed subdivision will have access from a new public Street 'A' from the Tenth Line and from Mountain Road via a new public road, Street 'E'. Proposed public Streets 'A', 'B', 'C', 'D' and 'E' will have a 20 m right-of-way, which meet the minimum municipal standards.

Schedule "C" – Residential Density Plan to the Town of Collingwood Official Plan places the subject lands within the 'Low-Medium Density Residential' designation.

**Figure 10: Schedule "C" – Residential Density Plan to Town of Collingwood Official Plan**

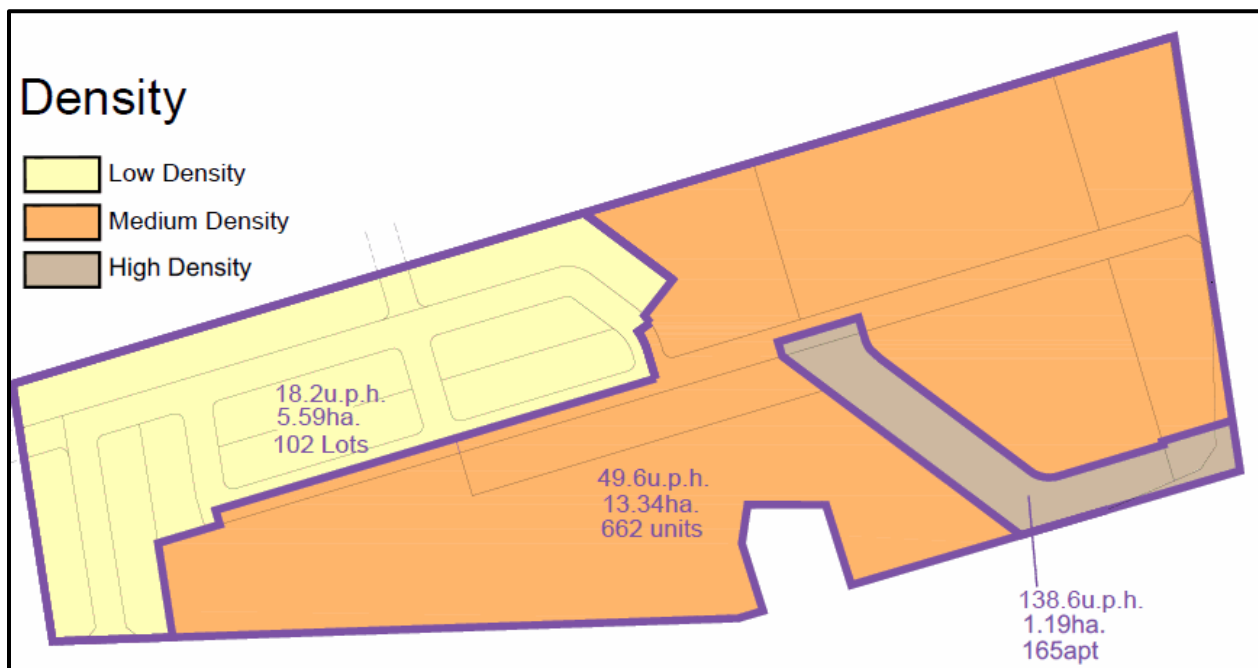


The Low-Medium Density designation permits Low and Medium density residential uses and includes single-detached dwellings, semi-detached dwellings, duplex dwellings, fourplexes, triplexes, townhouses, boarding homes and apartments. Although all proposed uses are permitted under the current Low-Medium Density designation, the Town has requested that the Low-Medium Density designation be replaced with more specific density designations that reflect the different dwelling types and densities proposed and therefore, an amendment to Schedule “C” to the Town of Collingwood Official Plan is required.

### 3.4.1 Proposed Official Plan Amendment

The proposed Official Plan Amendment will designate densities as shown on *Figure 11*, below.

**Figure 11: Proposed Residential Density Plan to Town of Collingwood Official**



#### **Low-Density**

The Low-Density designation permits single detached dwellings, semi-detached dwellings, duplex dwellings and boarding homes. The minimum permitted density is 15 units per gross hectare and a maximum of 20 units per gross hectare.

The lands proposed to be designated Low Density consist solely of single detached dwellings at a maximum density of 18.2 units per gross hectare.

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**Medium-Density**

The Medium-Density designation permits single detached dwellings, semi-detached dwellings, duplex dwellings, fourplexes, triplexes, townhouses, apartments, student dormitories and boarding homes. The minimum permitted density is 20 units per gross hectare and a maximum of 55 units per gross hectare.

The lands proposed to be designated Medium Density consist of single detached dwellings, a variety of townhouse dwellings and one apartment building at a maximum density of 49.6 units per gross hectare.

**High-Density**

The High-Density designation permits apartment buildings and student dormitories. The minimum permitted density is 55 units per gross hectare and a maximum of 120 units per gross hectare.

The lands proposed to be designated High Density consist of three apartment buildings at a maximum density of 138.6 units per gross hectare.

The Proposed Official Plan Amendment to Schedule “C” to the Town of Collingwood Official Plan:

- Is consistent with the policies of the Provincial Policy Statement 2014, the Growth Plan for the Greater Golden Horseshoe 2017 and the County of Simcoe Official Plan;
- Accommodates growth within a settlement area, thereby reducing the need for the expansion of settlement areas to accommodate growth;
- Provides growth through intensification in context with appropriate development standards to ensure compatibility with existing development and supports the Town’s achievement of its minimum intensification target;
- Makes efficient use of a vacant, underutilized parcel of land within an area where existing infrastructure such as sanitary services and water distribution, schools, recreation, public transit and other services provided by the municipality are already in place;
- Provides a mix of residential uses in the form of freehold single detached dwellings, townhouse dwellings, stacked townhouse dwellings, back-to-back townhouse dwellings and apartment dwellings;
- Ensures public health and safety by removing a vacant site and connecting the area with a residential intensification development;
- Contributes to a compact, vibrant and complete community;
- Provides for a more appropriate and compatible use with the surrounding area;
- Applies to lands suitable for the proposed use; and
- Constitutes good planning.

A copy of the full Official Plan Amendment is found in *Appendix ‘F’* to this report.

### 3.4.2 Secondary Plan Area – Mountain Road West Corridor

The subject lands are within the Mountain Road West Corridor within the Town of Collingwood's Secondary Plan Area. C.C. Tatham & Associates Ltd. completed a Functional Servicing & Stormwater Management Report, Traffic Impact Study and Regional Stormwater Management Study. Servicing, traffic and SWM were all reviewed in the context of the proposed development and regional impact.

The results of the reports conclude that the Panorama North subdivision can be developed without any adverse impacts and without inhibiting the future development of the Secondary Plan Area.

In addition, Blocks 131 and 132 on the proposed Draft Plan of Subdivision have been put aside as reserve blocks until development proceeds on the adjacent lands to the north and west. These two blocks will provide public road access to future development within the Mountain Road West Corridor of the Secondary Plan Area.

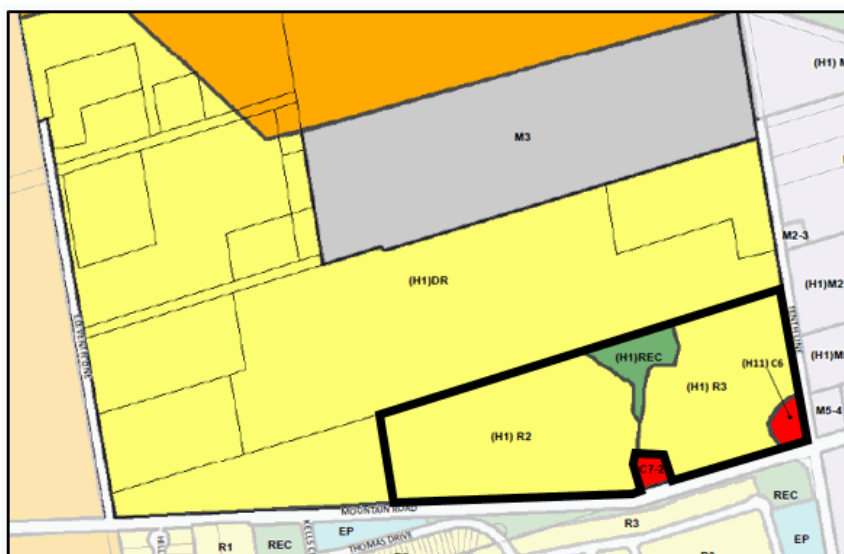
### 3.4.3 Waste Disposal Assessment Area

A D-4 Guidelines Study was completed for the site by GHD and is discussed in Section 2.2.5 to this Planning Opinion.

## 3.5 Zoning By-Law 2010-040

The Subject Property is zoned Residential Second Density-Holding 1 (R2-H1), Residential Third Density-Holding 1 (R3-H1), Local Convenience Commercial-Holding 11 (C6-H11) and Recreation-Holding 1 (REC-H1) Zones in the Town of Collingwood Zoning By-law 2010-040. In order to facilitate the proposed Plan of Subdivision, an amendment to the Town of Collingwood Zoning By-law is required.

**Figure 12: Current Zoning**

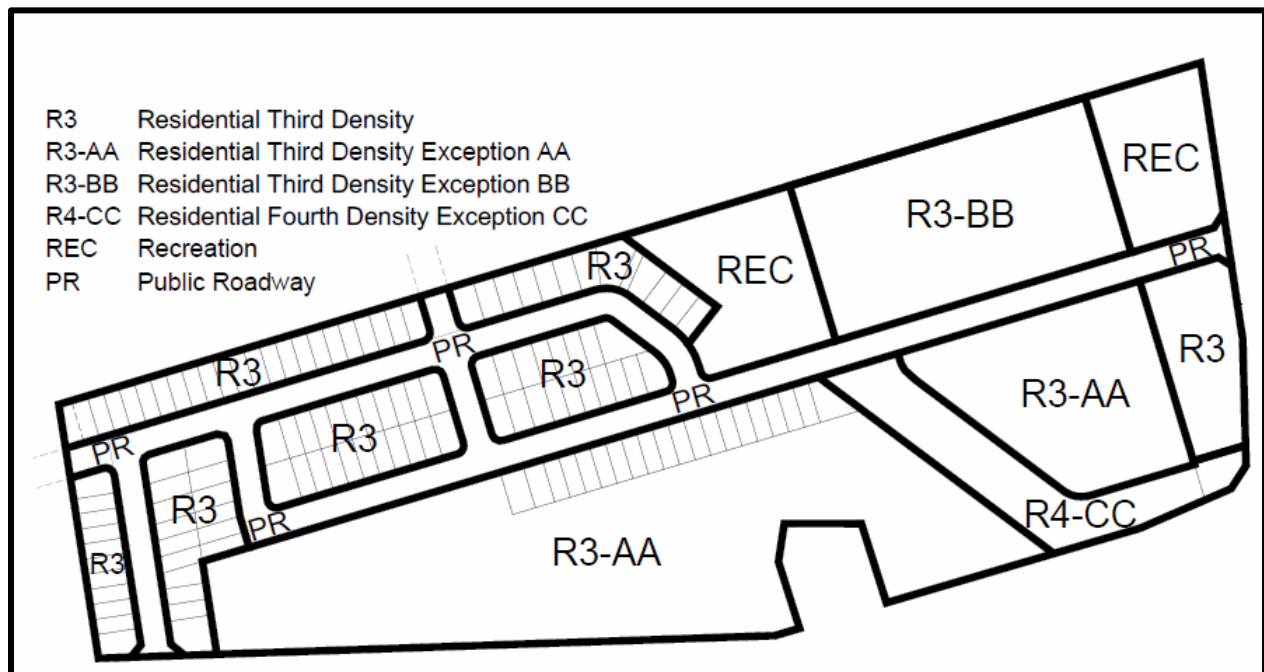


### 3.5.1 Proposed Zoning By-law Amendment

The proposed Zoning By-law Amendment will:

- Adjust the zone boundaries to reflect proposed lots, blocks and streets;
- Introduce provisions to permit “townhouses” on a private road;
- Introduce provisions to permit “back-to-back townhouses”;
- Introduce provisions to permit “stacked townhouses”;
- Change yard standards for apartment buildings and townhouses;
- Change location of required visitor parking spaces; and
- Remove the Holding (H1) and Holding (H11) Symbols.

**Figure 13: Proposed Zoning**



Lots 1 – 46, 67 – 122 and Block 126 are to be zoned Residential Third Density (R3). No exceptions to the R3 Zone are required for these lots or Block 126.

Lots 47 – 66, Block 123 and Block 124 are to be zoned Residential Third Density-Exception AA (R3-AA). The R3 Zone permits townhouses and street townhouses. The R3-AA provides minimum lot area, lot frontage, minimum interior side yard setback for end units for townhouse units and sets the front yard setback for an underground parking garage to nil. The R3-AA Zone is also introducing additional permitted uses; townhouses on a private road, back-to-back townhouses and stacked townhouses and provides specific provisions for each type of unit under the R3 Zone. The required visitor parking will be allowed on designated parking spaces in both the R3-AA and R4-CC Zones.

Block 125 will have dual zoning; Residential Third Density-Exception AA (R3-AA) and Residential Fourth Density-Exception CC (R4-CC). Block 127 will also be zoned R4-CC. The R4-CC Zone allows a Hydro Substation as an additional permitted (should it be required) and sets the front yard setback for an underground parking garage to nil. All other provisions for apartment buildings under the R4 Zone shall apply to this block. The required visitor parking will be allowed on designated parking spaces in both the R4-CC and R3-AA Zones.

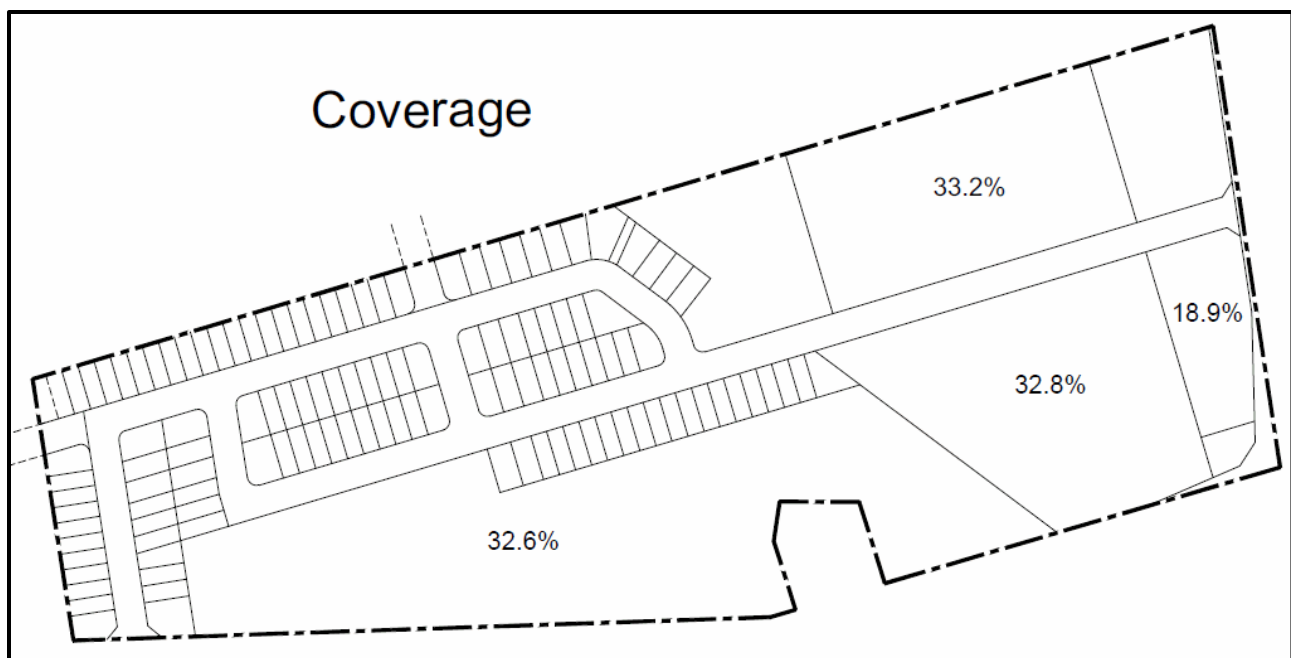
Block 128 will be zoned Residential Third Density-Exception BB (R3-BB). The R3-BB Zone permits the same uses and zone provisions as the R3-AA Zone and permits an elementary school as an additional permitted use (if required). Visitor parking is only allowed on Block 128 and on Street A.

Blocks 129 (stormwater management facility) and Block 130 (park) are to be zoned Recreation (REC). The internal public roads are to be zoned Public Roadway (PR).

### 3.5.2 Lot Coverage

Group or Cluster Dwellings are defined as two (2) or more permitted detached residential buildings on the same lot. Other than the single lots, the proposed built forms represent Group or Cluster Dwellings. Table 6.3.1.2 to the Town of Collingwood Zoning By-law 2010-040 provides zone provisions for Group or Cluster Dwellings. Conformity of the proposed Plan of Subdivision for maximum lot coverage is detailed by block on Figure 14, below.

**Figure 14: Lot Coverage**



### 3.5.3 Parking Conformity

Table 5, below, details the required parking and parking provided by block and unit type. All single lots will provide at least 2 on-site parking spaces; 1 or more in the garage and 1 or more on the driveway. Visitor parking for the single lots can also be provided on the internal public roads. Underground parking is proposed for the three apartment buildings on Block 125 and for Block 128. Generally, each block provides the required visitor parking in designated visitor parking spaces, the exception being Block 128. A portion of the visitor parking will be on proposed public Street A, which abuts this Block. The overall parking provided exceeds the required parking by 14 or more spaces.

**Table 5: Parking Conformity**

| LOT/BLOCK #            | UNIT TYPE                        | # UNITS    | REQ'D PARKING | PROVIDED               |
|------------------------|----------------------------------|------------|---------------|------------------------|
| <b>LOTS 1 - 122</b>    | <b>Single Residential</b>        | <b>122</b> | <b>244</b>    | <b>244</b>             |
| <b>BLOCK 123</b>       | <b>Townhouses</b>                | <b>10</b>  | <b>20</b>     | <b>20</b>              |
|                        | <b>Stacked with Garage</b>       | <b>114</b> | <b>228</b>    | <b>228</b>             |
|                        | <b>SUB-TOTAL</b>                 | <b>124</b> | <b>248</b>    | <b>248</b>             |
|                        | <b>Visitor Parking 124 x .25</b> |            | <b>31</b>     | <b>31</b>              |
| <b>TOTAL BLOCK 123</b> |                                  | <b>124</b> | <b>279</b>    | <b>284</b>             |
| <b>BLOCK 124</b>       | <b>Townhouses</b>                | <b>64</b>  | <b>128</b>    | <b>128</b>             |
|                        | <b>Back to Back</b>              | <b>24</b>  | <b>48</b>     | <b>48</b>              |
|                        | <b>Stacked with Garage</b>       | <b>93</b>  | <b>186</b>    | <b>186</b>             |
|                        | <b>SUB-TOTAL</b>                 | <b>181</b> | <b>362</b>    | <b>362</b>             |
|                        | <b>Visitor Parking 181 x .25</b> |            | <b>46</b>     | <b>41</b>              |
| <b>TOTAL BLOCK 124</b> |                                  |            | <b>408</b>    | <b>403</b>             |
| <b>BLOCK 125</b>       | <b>Stacked with Garage</b>       | <b>75</b>  | <b>150</b>    | <b>150</b>             |
|                        | <b>Stacked No Garage</b>         | <b>36</b>  | <b>72</b>     | <b>80</b>              |
|                        | <b>3 Apartment Buildings</b>     | <b>165</b> | <b>165</b>    | <b>Underground 165</b> |
|                        | <b>SUB-TOTAL</b>                 | <b>276</b> | <b>387</b>    | <b>395</b>             |
|                        | <b>Visitor Parking 276 x .25</b> |            | <b>69</b>     | <b>70</b>              |
| <b>TOTAL BLOCK 125</b> |                                  | <b>276</b> | <b>456</b>    | <b>465</b>             |
| <b>BLOCK 126</b>       | <b>1 Apartment Building</b>      | <b>54</b>  | <b>54</b>     | <b>59</b>              |
|                        | <b>Visitor Parking 54 x .25</b>  |            | <b>14</b>     | <b>14</b>              |
| <b>TOTAL BLOCK 126</b> |                                  |            | <b>68</b>     | <b>73</b>              |
| <b>BLOCK 128</b>       | <b>Back to Back</b>              | <b>32</b>  | <b>64</b>     | <b>64</b>              |
|                        | <b>Stacked with Garage</b>       | <b>60</b>  | <b>120</b>    | <b>120</b>             |
|                        | <b>Stacked No Garage</b>         | <b>80</b>  | <b>160</b>    | <b>Surface 94</b>      |
|                        | <b>SUB-TOTAL</b>                 | <b>172</b> | <b>344</b>    | <b>Underground 66</b>  |
|                        | <b>Visitor Parking 172 x .25</b> |            | <b>43</b>     | <b>Surface 23</b>      |
|                        |                                  |            |               | <b>Street A 20</b>     |
| <b>TOTAL BLOCK 128</b> |                                  |            | <b>387</b>    | <b>387</b>             |
| <b>TOTALS</b>          |                                  |            | <b>1,842</b>  | <b>1,856</b>           |

### 3.5.4 Removal of Holding (H) Symbols

Two Holding Zones are currently in force on the subject lands; Holding (H1) and Holding (H11). Development is held in abeyance until Council is satisfied that certain conditions placed on the lands are complete or have been satisfied. To remove a Holding (H) Symbol, it is necessary to amend the Town's Zoning By-law.

Removal of the Holding Zone (H1) requires the completion of a D-4 Study pursuant to the D-4 Guidelines of the Ministry of Energy & Environment. Holding Zone (H11) was placed on a portion of the property in the south-east corner that is zoned Local Convenience Commercial (C6). This commercial component was considered through the previous draft approved Plan of Subdivision, which lapsed in May 2012. Removal of the Holding Zone (H11) also requires the completion and acceptance of a D-4 Study, as well as the acceptance of a draft approved plan of subdivision.

GHD have completed a D-4 Guideline Study, which is included in this submission. The lands zoned C6 are to be re-zoned for residential purposes and are included as part of this proposed Plan of Subdivision.

A copy of the full Zoning By-law Amendment is found in *Appendix "G"* to this report.

## 4.0 PLANNING OPINION

***Based on the planning analysis detailed in the previous sections of this report, it is our opinion that the proposed development is consistent with, conforms to and complies with all Provincial, County and Municipal planning documents (as amended) and constitutes good planning.***

It is our opinion that the proposed development is appropriate for the site and is adequately justified by policy conformity, market demands and functionality. Furthermore, the development achieves the intent of the Town's overarching plans to develop sites of this nature with a mix of housing types and land uses.

The scale of the proposed Plan of Subdivision is compatible with the surrounding developed subdivisions and those draft approved in the immediate area. It will utilize built forms which are more consistent with current Provincial planning policy framework.

Based on the development proposal, the Subject Lands will achieve an overall density of approximately 46.2 uph and 95.8 persons and jobs combined per ha, in conformity to the 2017 Growth Plan density targets. The proposed density contributes to accommodating future growth and exceeds the County and Town's density target of 50 residents and jobs per hectare combined.

The appropriate supporting studies have been completed and have concluded that proposed Draft Plan can be supported and will not adversely affect servicing or existing surrounding land uses. Secondary Plan considerations for the Mountain West Corridor have been addressed.

The Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe and County of Simcoe Official Plan promote the efficient use of land and support development of healthy, complete communities. The proposed development conforms to the goals and objectives of these documents.

Pursuant to the Growth Plan's Designated Greenfield Area policies (Section 2.2.7.4), these lands exceed the target in effect within the County and Municipal official plans of 50 people and jobs per hectare. The increased number of units proposed within the Draft Plan of Subdivision application increases the density on the lands and brings the plan closer to conformity with the new planning policy framework which targets 80 jobs and persons per ha.

The proposed development is consistent with the provisions set out in the Official Plan. It contributes to achieving and exceeding the Plan's minimum density target, provides for a more efficient use of land and infrastructure, proposes a development that is consistent with the form, function and character of the surrounding community and will add to the range and mix of available housing types in the Town of Collingwood.

In our opinion, the proposed development is appropriate for the site and the Official Plan Amendment brings the proposed Plan of Subdivision in closer conformity with the new Provincial Growth Plan targets.

**PLANNING OPINION**

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We are therefore of the opinion that the Official Plan and Zoning By-law Amendments and the Draft Plan of Subdivision for the Subject Lands represent good planning.

Respectfully submitted,

**PLAN WELLS ASSOCIATES**



Miriam Vasni, *MCIP, RPP*



Shelley Wells, *MCIP, RPP*

## **APPENDIX “A”**

**TOWN OF COLLINGWOOD COMMENTS  
PRE-APPLICATION CONSULTATION MEETING  
JULY 5<sup>TH</sup>, 2018**

## **Mair Mills North – OPA, ZBA, Subdivision (File No. D003417)**

### **Pre-consultation Comments for July 5<sup>th</sup>, 2018**

#### **Proposal: Mix of Singles, Towns, Stacked Towns, Back to Back Townhouses and Apartments (816 units)**

(approx. 20.12 ha property, also including a 0.65 ha local commercial block, a 1.0 ha park block, a 0.8 ha stormwater management block and a .08 hydro substation)

#### **Official Plan Designation:**

Schedule F Urban Structure - Greenfields, Lands for Urban Uses

Schedule A – Land Use Plan – Residential – also located within the Mountain Road West Corridor Secondary Plan Area

Schedule C – Residential Density - Low-Medium Density Residential

Schedule E – Municipal Service Areas - Service Area #2

Schedule D – Transportation Plan – Arterial (Mountain Road) and Collector (Tenth Line)

Schedule D1 – Collingwood Trail System – Pedestrian Trail (Future)

#### **Zoning:**

Holding One Residential Second Density (H1) R2, Holding One Recreation (H1) REC, Holding

One Residential Third Density (H1) R3, Holding One Local Convenience Commercial (H1) C6

Holding One Deferred Residential (H1) DR

*Note -- Further to comments received from the Simcoe County District School Board (June 27, 2018) designation of a 2.3 ha elementary school site is being requested. Given the potential of this request to significantly alter the configuration of the proposed subdivision Planning Services comments should be viewed as more general in nature than would otherwise be the case.*

## **Planning Review - Official Plan**

### **Background - Residential**

#### **1. Service Area #2**

Development may proceed in Service Area 2 on the basis of engineering studies confirming the feasibility, location and magnitude of required servicing extensions and when Council is satisfied that it can generate sufficient revenue to recover the full cost of the required water supply, sanitary sewage disposal and/or stormwater management drainage facilities.

#### **2. Low-Medium Density Residential**

Permitted Uses shall be limited to single-detached dwellings, semi-detached dwellings, duplex dwellings, fourplexes, triplexes, townhouses, apartments, student dormitories and boarding homes and apartments.

The current permitted density range is from a minimum of 20 units per hectare to a maximum of 30 units per hectare – which would yield between 402 and 604 dwelling units (on 20.12 ha).

The proposal envisions 816 residential units, consisting of 140 singles, 75 townhouses, 410

stacked townhouses, 32 back to back townhouses and 165 apartment units, which would mean an overall density of 40.5 units per hectare on the full 20.12 ha.

### 3. Growth Plan

The Density Target is 50 persons/jobs per hectare within the Greenfield areas of the Town. As this development is located within a Greenfield it has to contribute towards the density target goal of 50 persons/jobs per hectare.

Proposed 816 units x 2.28 persons/dwelling/20.12ha, including assumptions for second units and home occupations = an estimate of 97 persons/ha. Recent Collingwood subdivision population/employment densities generally have been in the range of 40 to 50 persons and/or jobs/hectare range.

### 4. Secondary Plan Area

The proposed subdivision is located within the Mountain Road West Corridor Secondary Plan Area. Although a Secondary Plan would not be viewed as being required for the residential aspects of this proposal, consideration of the review criteria set out in Section 11.5 Mountain Road West Corridor of the Official Plan is a necessary component of a development submission.

### **Residential Planning Comments:**

#### 5. Density

Previous preconsultation comments indicated that, “ pending review of a complete submission, addressing Planning Services comments and better detailing the feasibility of the development concept, an increase in the permitted density for the entire property to a maximum of approximately 40 units per hectare could be supported”.

The overall density now proposed of 40.5 units per hectare generally continues to be supportable, but, use of the Low-Medium Density designation with such a broad range of dwelling types and densities, is not an acceptable characterization of the development. Accordingly, the low-medium density designation needs to be replaced with more specific densities designations that reflect the different dwelling types and densities proposed (i.e., low, medium and high). More information will be needed to calculate densities and assign appropriate density designations for the official plan amendment. The multiple unit residential blocks would appear to be achieving densities within the high density range (i.e. 55 to 120 units per hectare).

### 6. OPA/ZBA Review Criteria

In addition to the Secondary Plan considerations mentioned above, the Official Plan, under section 4.3.2.12 of the Official Plan, entitled Residential Impact Studies, identifies review criteria for Official Plan Amendment and Zoning By-law Amendments. Specifically:

Before an amendment is made to this Official Plan and/or before an amendment is made to the implementing Zoning By-law (which may or may not require an amendment to this Official Plan), it shall be demonstrated, where necessary through the preparation of

appropriate studies, that all of the matters contained within this Section 4.3 (Residential Policies) have been addressed and:

- that no undue transportation difficulties will ensue from the proposed development;
- that the proposed method of servicing is in accordance with the engineering standards of the municipality and the Ministry of Environment;
- that adequate community facilities including recreational and educational facilities are available to service the proposed use;
- that the proposed development is appropriate for the site, compatible with surrounding land uses and/or long-range development planned for the area; and,
- that all other requirements of the Official Plan have been met.

## **Background - Commercial**

### **7. Local Convenience Commercial Block**

Section 4.4.9 of the Official Plan details the policies applicable to Local Convenience Commercial developments, including consideration of location, permitted uses, size and site plan matters. It is noted that typically local convenience commercial developments will not exceed 465 square metres of gross leasable area and shall take on an appearance compatible with the surrounding residential neighbourhood. In this instance the block is unnecessarily large given this limitation and may not be feasible given the relocation of the local convenience block in Mair Mills Villages and the increase in gross leasable area associated with the recently approved (in appeal period) zoning by-law amendment.

## **Commercial Block Planning Comments:**

### **8. Use of Local Convenience Commercial Block:**

Although the 0.65 ha Local Convenience Commercial block is too large given the maximum gross leasable area provision of the Zoning By-law and the relocation of the Mair Mills Villages local convenience block to the Mountain Road and Tenth Line intersection, local convenience commercial uses are likely still appropriate. Planning Services is open to the use of the block for other purposes, such as medium or high density residential (e.g. low rise apartment), provided that land use compatibility issues arising from proximity to the adjacent industrial uses, Simcoe County landfill and the arterial and collector roads can be appropriately addressed.

## **Other Official Plan Policy Issues**

### **9. Waste Assessment Area**

Submission of a D4 Study to the satisfaction of Simcoe County is necessary for the development proposal and ultimately will be needed for the Holding Provision to be removed. Planning Services understand that the applicant has been discussing their proposal with Simcoe County, including phasing and mitigation measures.

### **10. Mountain Road West and Tenth Line**

The Official Plan identifies Mountain Road West as an Arterial and the Tenth Line as a Collector. Noise/vibration mitigation measures and road widenings may be required. Confirmation from Engineering Services and/or peer review consultants may be required on

these matters.

## **Zoning and Plan of Subdivision**

### **11. Zoning By-law Amendment**

Additional information and refinement will be needed as the planning process progresses to determine appropriate zoning, the exact boundaries of the applicable zones and if any exceptions are required.

In general, it would appear that a combination of Residential Fourth Density Exception (R4-X), Residential Third Density Exception (R3-X), Local Convenience Commercial (C6), Recreation (REC) and Environmental Protection (EP) zones would be appropriate. More specific zone provisions will likely be needed for the variety of townhouse dwelling options being proposed (e.g., stacked townhouses and back to back townhouses).

The Town's Zoning By-law can be accessed online at: <http://www.collingwood.ca/node/259>

As noted, the Holding provisions will need to be removed and require submission of a D4 study acceptable to the Simcoe County.

### **12. Plan of Subdivision**

Given the conceptual nature of the subdivision proposal, and the aforementioned SCDSB request for an elementary school site, Planning comments are of a general/guiding nature at this time. The functionality, feasibility and zoning compliance of the various development blocks and the proposed dwelling types cannot be confirmed at this time. Maximum lot coverage, minimum landscaped open space, appropriate yards, parking, amenity areas, etc. would appear to present challenges. The overall density proposed, and higher densities on various townhouse and apartment blocks may not be achievable.

## ***Urban Design***

The Urban Design Manual will need to be reviewed in detail prior to a formal submission, with particular attention on sections 1 to 6, and 8 (Site Character and Context, Blocks, Streets, Subdivisions, Lots, Site Layout and Active Transportation). Residential Standards contained under Section 7 (Buildings) should be reviewed to assist in determining the functionality and feasibility of the residential uses proposed.

The Town's Urban Design Manual can be accessed online at:  
<http://www.collingwood.ca/files/collingwood-urban-design-manual.pdf>

Initial thoughts for design of the subdivision include the following:

- Pedestrian and Vehicular Connectivity within the Subdivision and to future adjacent development could be improved (generally grid pattern or modified grid patterns are preferred for street layouts with blocks generally not more than 100 metres wide and 200 metres long). An additional road and pedestrian connections appear to be necessary for the northeastern quadrant of the development (e.g., east side of proposed park). The

conceptual private road network for the multiple unit residential blocks will need to be examined in greater detail for functionality – an additional public road may be appropriate for the eastern half of the plan;

- Park/Open Space, including Stormwater Management, could be better integrated into the development and should be visible, accessible and usable for Parks, Recreation and Culture programming;
- An overall active transportation network connecting parkland, public open space and neighbourhood amenities should be a structuring element within the plan;
- Consideration should be given to an enhanced Collingwood –Blue Mountain Village link along Mountain Road;
- Appropriate Density Transitions need to be provided – typically backyard transitions;
- Residences adjacent to Mountain Road and Tenth Line should have their primary facades directed toward the streets. The concept as presented generally employs this approach, but will need to be reviewed in terms of enhanced landscaping/buffering. The appropriateness of noise attenuation fencing will need to be reviewed as the UDM seeks to minimize their aesthetic impacts;
- Blocks should be sized/configured appropriately for the dwelling types proposed (e.g., lot coverage, parking and landscaped open space requirements);
- Emergency Access will need to be examined for the proposed subdivision configuration;
- Architectural design guidelines will be required as a condition of draft plan approval;
- Archaeological, Environmental and D4 Clearances will be required; and,
- Given proximity to industrial areas, and potentially the adjacent Arterial Road, studies will need to be submitted to address Odour, Nuisance, Dust, and Vibration and Noise. As noted, proximity to industrial areas and the nearby landfill may constrain the location/timing of residential development.

### **13. Initial Applications and Fees**

Official Plan Amendment and Zoning By-law Amendment \$13,716 (including \$3,048.00 contingency fee)

Draft Plan Review – Subdivision \$19,806.00 (including \$4,064.00 contingency fee)

H Removal (if not achievable/partially achievable with ZBA) \$1590.00 (including a \$508.00 contingency fee)

## **APPENDIX “B”**

### **PLAN OF SURVEY**

RECEIVED AND DEPOSITED

JULY 19, 1988  
DATE

DEPUTY LAND REGISTRAR  
FOR THE LAND TITLES  
DIVISION OF SIMCOE (Nº 51)

PARCEL 45-4  
SEC. 51 - NOTT - II

RONALD J. EMO

I REQUIRE THIS PLAN TO  
BE DEPOSITED UNDER THE  
LAND TITLES ACT

JULY 18, 1988  
DATE

PLAN OF SURVEY OF  
PART OF LOT 45  
CONCESSION XI  
(FORMERLY TOWNSHIP OF NOTTAWASAGA)  
TOWN OF COLLINGWOOD  
COUNTY OF SIMCOE

SCALE 1:2000  
ZUBEK, EMO AND PATTEN LTD  
1987

METRIC  
DISTANCES SHOWN ON THIS PLAN ARE IN  
METRES, AND CAN BE CONVERTED TO FEET BY  
DIVIDING BY 0.3048

CAUTION THIS PLAN IS NOT A PLAN OF SUBDIVISION  
WITHIN THE MEANING OF THE PLANNING ACT

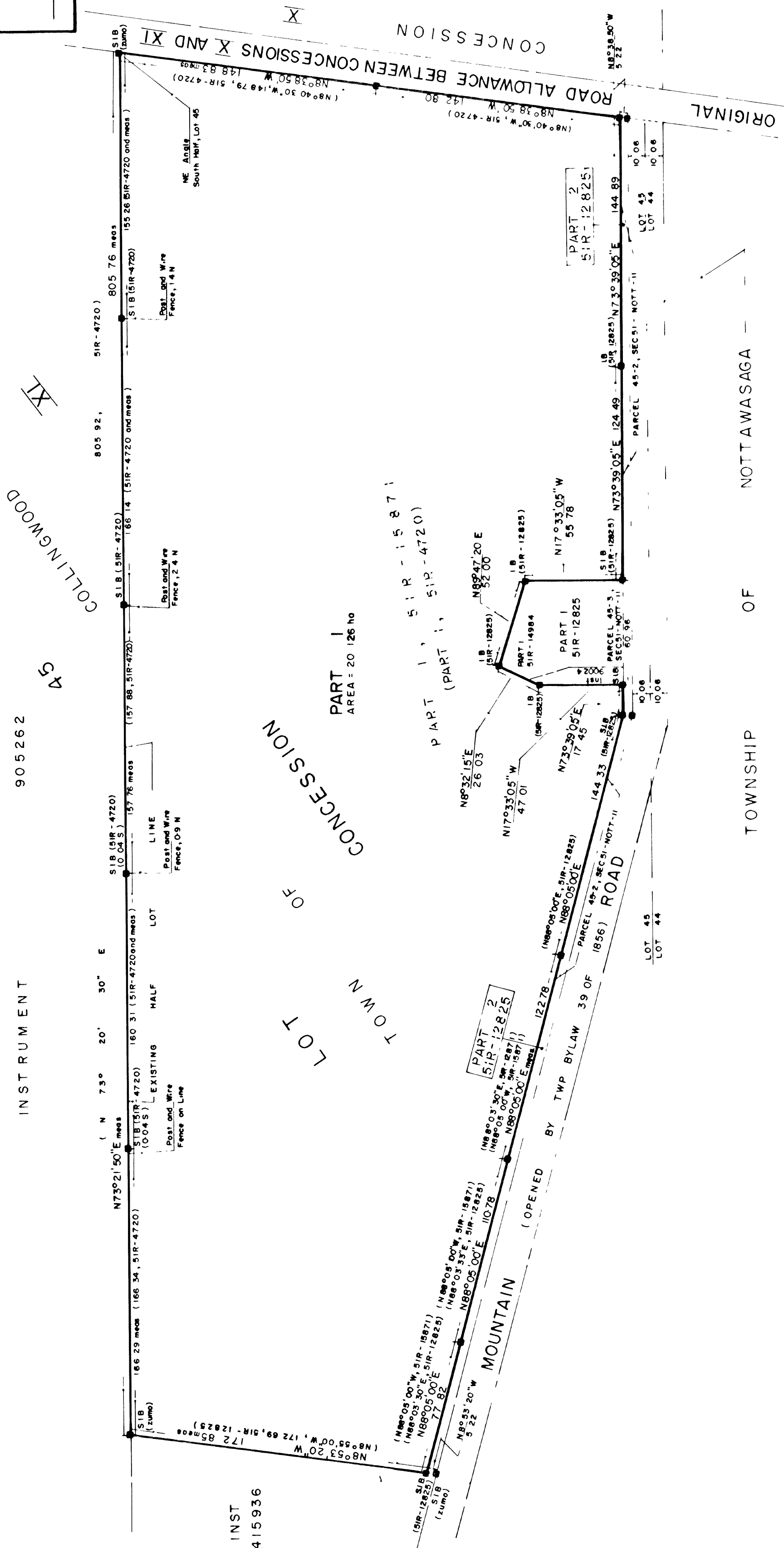
NOTES  
BEARINGS HEREON ARE ASTRONOMIC AND ARE REFERRED  
TO THE BEARING OF MOUNTAIN ROAD ASSUMED TO BE  
N73°39'05"E, IN ACCORDANCE WITH PLAN 51R-12825

- ♦ DENOTES SET
- ♦ DENOTES FOUND
- ♦ DENOTES 0.025x0.025x1.219 IRON SURVEY BAR
- ♦ DENOTES 0.016x0.016x0.610 IRON SURVEY BAR
- ♦ DENOTES 0.025x0.025x0.610 IRON SURVEY BAR
- ♦ DENOTES CUT CROSS

SURVEYOR'S CERTIFICATE

I CERTIFY THAT  
THIS SURVEY AND PLAN ARE CORRECT AND IN  
ACCORDANCE WITH THE SURVEYS ACT AND THE  
ACT AND THE REGULATIONS MADE THEREUNDER  
2 THE SURVEY WAS COMPLETED ON THE 20th DAY OF  
MAY, 1987

JULY 5, 1988  
RONALD J. EMO  
ONTARIO LAND SURVEYOR  
COLLINGWOOD



NOTTAWASAGA

## **APPENDIX “C”**

**SIMCOE COUNTY DISTRICT SCHOOL BOARD LETTER**

**JUNE 27<sup>TH</sup>, 2018**



## ***Simcoe County District School Board***

1170 Highway 26 West  
Midhurst, Ontario  
L0L 1X0

Phone: (705) 728-7570  
Fax: (705) 728-2265  
[www.scdsb.on.ca](http://www.scdsb.on.ca)

June 27, 2018

Mr. Mark Bryan  
Community Planner  
Planning Services  
Town of Collingwood  
55 Ste. Marie Street, Unit 302  
P.O. Box 157  
Collingwood, ON  
L9Y 2L9

D003417

Dear Mr. Bryan:

2<sup>ND</sup> PRECONSULTATION APPLICATION  
MAIR MILLS NORTH  
295 MOUNTAIN ROAD  
TOWN OF COLLINGWOOD

Thank you for circulating a copy of the 2<sup>nd</sup> Preconsultation Application for the above-noted development to this office for review. The proposal is for the development of a mixed use residential subdivision consisting of 816 residential units including 134 single, 75 townhouses, 410 stacked townhouse and 156 apartment units with a local convenience commercial block. This proposal no longer includes the property to the west, identified as 103 Eleventh Line.

Planning staff request the designation of an elementary school site of 2.3 hectares, the exact location to be determined. Pending the availability of additional information with respect to densities, timing and marketing of the proposed residential units.

We are available to meet with Town staff and the developer's consultants to discuss further details.

Should you require additional information, please do not hesitate to contact this office.

Yours truly,

A handwritten signature in cursive script, reading "Holly Spacek".

Holly Spacek, MCIP, RPP  
Senior Planner

cc: Belinda Boucher,  
Administrative Assistant

## **APPENDIX “D”**

### **DEVELOPMENT CONCEPT PLAN**

| LAND USE                        | UNITS |
|---------------------------------|-------|
| Single Detached Residential     | 122   |
| Townhouse                       | 74    |
| Back To Back Townhouse          | 56    |
| Stacked Townhouse (rear garage) | 342   |
| Stacked Townhouse (no garage)   | 116   |
| Apartment                       | 219   |
| Park / Parkette                 |       |
| Stormwater Management           |       |
| Hydro Substation                |       |
| Public Streets                  |       |
|                                 | 929   |

| AREA SCHEDULE                  | UNITS | AREA (ha) | AREA (ac) |
|--------------------------------|-------|-----------|-----------|
| Single Detached Residential    | 122   | 4.53      | 11.2      |
| Multi-unit Residential         | 807   | 10.63     | 26.2      |
| Park                           |       | 1.00      | 2.5       |
| Stormwater Management          |       | 0.80      | 2.0       |
| Hydro Substation               |       | 0.08      | 0.2       |
| Public Streets                 |       | 2.86      | 7.0       |
| Public Streets (Road Widening) |       | 0.20      | 0.5       |
| TOTAL                          | 929   | 20.1      | 49.6      |

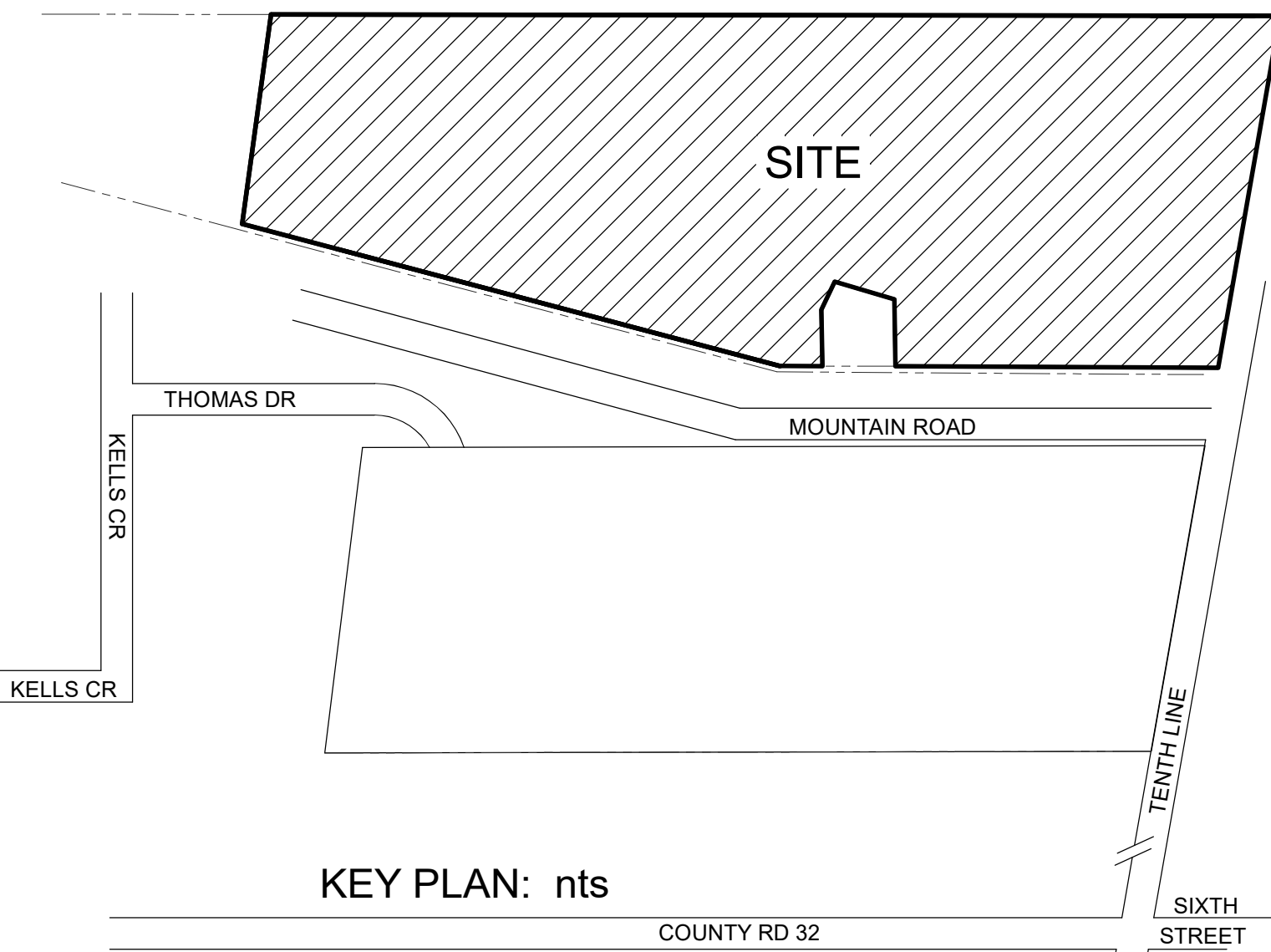


## **APPENDIX “E”**

### **DRAFT PLAN OF SUBDIVISION**

DRAFT PLAN OF SUBDIVISION OF  
PART OF OF LOT 45  
CONCESSION 11  
(FORMERLY TOWNSHIP OF NOTTAWASAGA)  
TOWN OF COLLINGWOOD  
COUNTY OF SIMCOE

SCALE 1 : 1250



LAND USE SCHEDULE

| DESCRIPTION                       | UNITS | LOTS/BLOCKS                           | AREA (ha.) |
|-----------------------------------|-------|---------------------------------------|------------|
| Single Detached Residential       | 122   | LOTS 1-122                            | 4.53       |
| Multi Unit Residential            | 807   | BLOCKS 123 TO 128                     | 10.71      |
| Park Lands                        |       | BLOCK 130                             | 1.00       |
| Stormwater Management/ Park Lands |       | BLOCK 129                             | 0.80       |
| Future Streets                    |       | Streets A through E, BLOCKS 131 & 132 | 2.86       |
| Road Widening                     |       | BLOCK 133                             | 0.2        |
| TOTAL                             |       |                                       | 20.1ha     |

ADDITIONAL INFORMATION  
(UNDER SECTION 51(17) OF THE PLANNING ACT)  
INFORMATION REQUIRED BY CLAUSES a,b,c,d,e,f,g,j and l ARE AS SHOWN ON DRAFT PLAN.  
h) Municipal Water  
i) Clay Loam  
k) Municipal Sewer

OWNER'S CERTIFICATE  
TODCO INVESTMENTS INC. AUTHORIZES THE SUBMISSION OF THIS DRAFT PLAN OF SUBDIVISION TO THE TOWN OF COLLINGWOOD PLANNING DEPARTMENT.  
*Tom Drucker*  
TOM DRUCKER  
TODCO INVESTMENTS INC.  
NOVEMBER 15, 2018  
DATE

SURVEYOR'S CERTIFICATE  
I CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE CORRECTLY SHOWN.  
*James M. Laws*  
JAMES M. LAWS, O.L.S.  
Van Harten Surveying Inc.  
NOVEMBER 15, 2018  
DATE

NOTE:  
DISTANCES SHOWN ON CURVES ARE CHORD DISTANCES.

METRIC:  
DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.



Elmira  
Ph: 519-669-5070  
Guelph  
Ph: 519-821-2763  
Orangeville  
Ph: 519-940-4110  
www.vanharten.com  
info@vanharten.com

DRAWN BY: JL CHECKED BY: JML PROJECT No: 25806-18

Nov 15, 2018: 9:44am  
G:\000BASEPLANS\51M-Mair Mills\PANORAMA NORTH\ACAD\DRAW PLAN P NORTH.dwg

## **APPENDIX “F”**

### **DRAFT OFFICIAL PLAN AMENDMENT**

**AMENDMENT NO. \_\_\_\_**  
**TO THE**  
**OFFICIAL PLAN**  
**OF THE**  
**TOWN OF COLLINGWOOD**

**PART I – THE PREAMBLE** does not constitute part of this Amendment.

**PART II – THE AMENDMENT** consisting of the attached text and schedules constitutes Amendment No. \_\_\_\_ to the Official Plan for the Town of Collingwood Planning Area.

**PART III – APPENDICES** do not constitute part of the Amendment and includes supporting information and studies.

**AMENDMENT NO. \_\_\_\_**  
**TO THE OFFICIAL PLAN OF THE TOWN OF COLLINGWOOD**

**INDEX**

**STATEMENT OF COMPONENTS:**

**PART I – THE PREAMBLE**

- 1. Purpose**
- 2. Location**
- 3. Basis**

**PART II – THE AMENDMENT**

- 1. Introduction**
- 2. Details of the Amendment**
- 3. Interpretation**

**PART III – APPENDICES**

## **PART I – THE PREAMBLE**

### **1. PURPOSE**

The purpose of this Official Plan Amendment is to amend Schedule “C” - Residential Density Plan to the Town of Collingwood Official Plan being Schedule “1” to this amendment. The re-designation will permit the development of a Plan of Subdivision to create a total of 929 residential units, a public park, a stormwater management facility, a trail linkage and a public and private internal road system.

### **2. LOCATION**

This Amendment applies to those lands described as Part Lot 45, Concession 11, Town of Collingwood (former Township of Nottawasaga), County of Simcoe and are known municipally as 295 Mountain Road.

### **3. BASIS**

This proposed Official Plan Amendment:

- Is consistent with the policies of the Provincial Policy Statement 2014, the Growth Plan for the Greater Golden Horseshoe 2017 and the County of Simcoe Official Plan;
- Accommodates growth within a settlement area, thereby reducing the need for the expansion of settlement areas to accommodate growth;
- Provides growth through intensification in context with appropriate development standards to ensure compatibility with existing development and supports the Town’s achievement of its minimum intensification target;
- Makes efficient use of a vacant, underutilized parcel of land within an area where existing infrastructure such as sanitary services and water distribution, schools, recreation, public transit and other services provided by the municipality are already in place;
- Provides a mix of residential uses in the form of freehold single detached dwellings, townhouse dwellings, stacked townhouse dwellings, back-to-back townhouse dwellings and apartment dwellings;
- Ensures public health and safety by removing a vacant site and connecting the area with a residential intensification development;
- Contributes to a compact, vibrant and complete community;
- Provides for a more appropriate and compatible use with the surrounding area;
- Applies to lands suitable for the proposed use; and
- Constitutes good planning.

## **PART II – THE AMENDMENT**

### **1. Introduction**

All of this part of the document entitled Part II – The Amendment, which consists of the following text and Schedule “1”, constitutes Amendment No. \_\_\_\_\_ to the Official Plan for the Town of Collingwood.

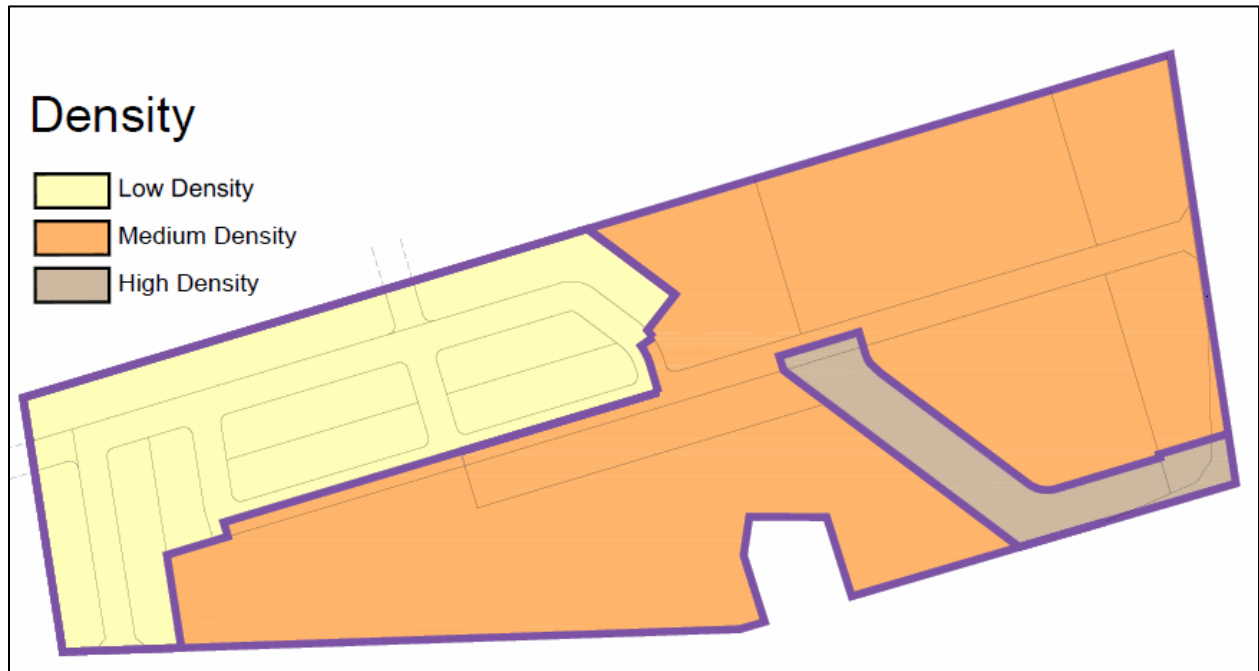
### **2. Details of the Amendment**

**2.1** Schedule “C” - Residential Density Plan to the Town of Collingwood Official Plan is hereby amended by designating the area as shown on the attached Schedule “1” to the Low Density Residential designation; Medium Density Residential designation and High Density Residential designation.

### **3. Interpretation**

The provisions set forth in the Town of Collingwood Official Plan, as amended from time to time, regarding the interpretation of that Plan, shall apply in regard to this Amendment and as may more specifically be set out or implied within the policies contained therein. Unless precluded, altered or exempted by any policies contained herein, all of the relevant policies of the Town of Collingwood Official Plan shall apply to this Amendment.

**SCHEDULE 1 – DENSITY PLAN – OFFICIAL PLAN AMENDMENT NO. \_\_\_\_**



## **APPENDIX “G”**

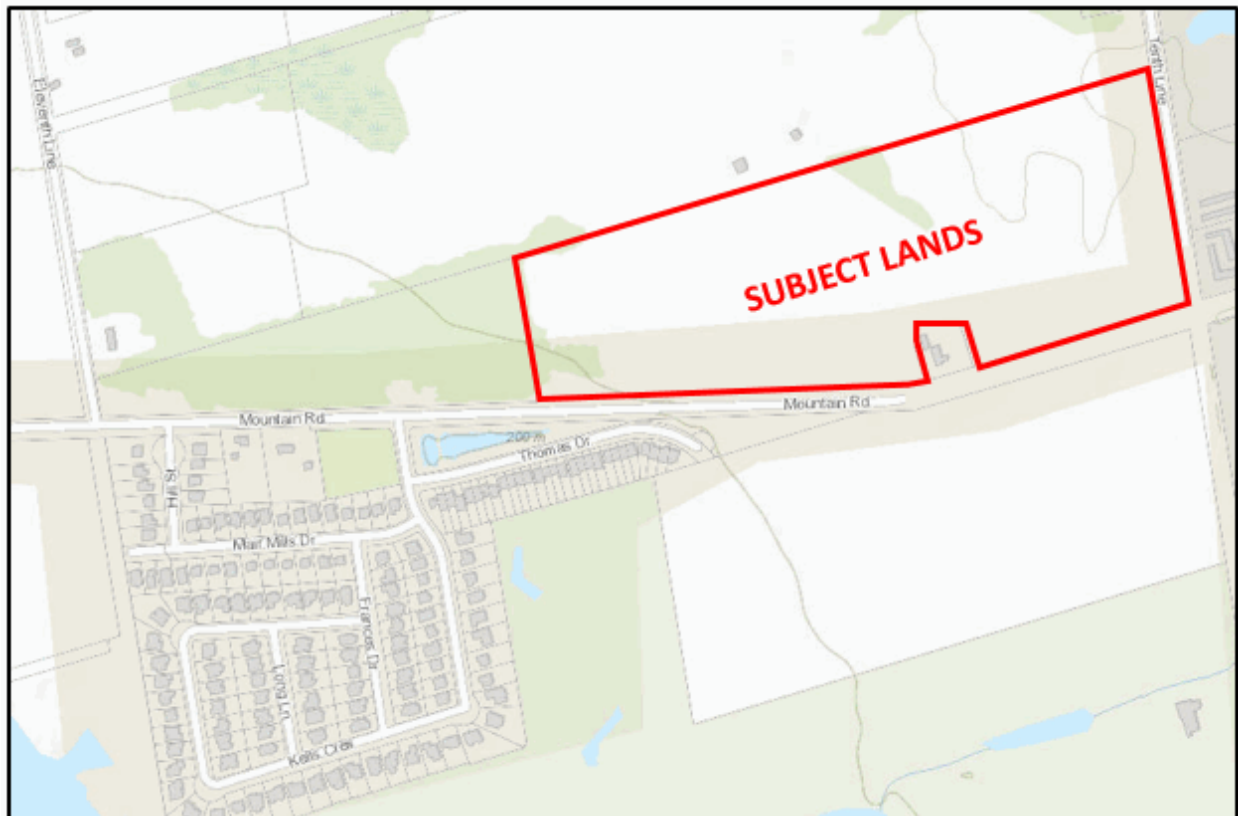
### **DRAFT ZONING BY-LAW AMENDMENT**

**EXPLANATORY NOTE  
TO THE CORPORATION OF THE TOWN OF COLLINGWOOD  
BY-LAW NO. 20\_\_\_ - \_\_\_**

By-law No. 20\_\_\_ - \_\_\_ is a By-law under the provisions of Section 34 of the Planning Act, R.S.O. 1990, c.P.13, as amended, for prohibiting the use of land for or except for such purposes as may be set out in the By-law.

The purpose and effect of the proposed Zoning By-law Amendment is to re-zone the subject lands from the Residential Second Density-Holding 1 (R2-H1), Residential Third Density-Holding 1 (R3-H1), Local Convenience Commercial-Holding 11 (C6-H11) and Recreation-Holding 1 (REC-H1) Zones to the Residential Third Density (R3), Residential Third Density Exception AA (R3-AA), Residential Third Density Exception BB (R3-BB), Residential Fourth Density Exception CC (R4-DCC), Recreation (REC) and Public Road (PR) Zones to facilitate the development of a Plan of Subdivision/Condominium, including:

- Adjustments to zone boundaries to reflect proposed lots, blocks and streets;
- Introduction of provisions to permit “townhouses” on a private road;
- Introduction of provisions to permit “back-to-back townhouses”;
- Introduction of provisions to permit “stacked townhouses”;
- Changes to yard standards for apartment buildings and townhouses;
- Changes to location of required visitor parking spaces; and
- Removal of the Holding (H1) and Holding (H11) Symbols



**BY-LAW NO. 20\_\_ - \_\_\_\_**  
**OF THE**  
**CORPORATION OF THE TOWN OF COLLINGWOOD**

---

BEING A BY-LAW UNDER THE PROVISION OF SECTION 34 OF THE  
*PLANNING ACT*, R.S.O. 1990, c.P.13, AS AMENDED

---

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

**AND WHEREAS** Section 24(2) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, permits a Council to pass a by-law that does not conform with the Official Plan, but will conform with it when an amendment to the Official Plan comes into effect;

**AND WHEREAS** Collingwood Zoning By-law No. 2010-40 is the governing By-law of the Corporation of the Town of Collingwood and such was finally passed by the Council of the Town of Collingwood on April 12<sup>th</sup>, 2010;

**AND WHEREAS** the Council of the Corporation of the Town of Collingwood has deemed it advisable to amend Collingwood Zoning By-law No. 2010-40 and thus implement the Official Plan of the Town of Collingwood;

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

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

1. **THAT** Schedule 'A' – Map 8 to Collingwood Zoning By-law No. 2010-40, as amended, is hereby further amended as it pertains to lands shown more particularly on Schedule 'A', affixed hereto and forming part of this By-law, by re-zoning said lands from the Residential Second Density (R2), Residential Third Density (R3), Local Convenience Commercial (C6) and Recreation (REC) Zones to the Residential Third Density (R3), Residential Third Density Exception AA (R3-AA), Residential Third Density Exception BB (R3-BB), Residential Fourth Density Exception CC (R4-CC), Recreation (REC) and Public Road (PR) Zones.
2. **THAT** Section 6.5 titled Residential Exception Zones of Collingwood Zoning By-law No. 2010-40, as amended, is hereby amended in part by adding a new paragraph entitled RESIDENTIAL THIRD DENSITY EXCEPTION AA (R3-AA) to read as follows:

**“RESIDENTIAL THIRD DENSITY EXCEPTION AA (R3-AA) ZONE**

The following zoning exceptions shall apply to a townhouse dwelling:

|                                       |                    |
|---------------------------------------|--------------------|
| Minimum lot Area                      | 180 m <sup>2</sup> |
| Minimum lot Frontage                  | 6.0 m              |
| Minimum interior side yard (end unit) | 1.5 m              |

Permitted uses shall also include:

- Townhouse dwelling on a private road
- Back-to-back townhouse dwelling
- Stacked townhouse dwelling

The following zoning exceptions shall apply to a townhouse dwelling on a private road:

|                                       |                    |
|---------------------------------------|--------------------|
| Minimum lot Area                      | 180 m <sup>2</sup> |
| Minimum lot Frontage                  | 6.0 m              |
| Minimum interior side yard (end unit) | 1.5 m              |

The following zoning exceptions shall apply to a back-to-back townhouse dwelling:

|                                       |       |
|---------------------------------------|-------|
| Minimum lot area                      | Nil   |
| Minimum lot frontage                  | Nil   |
| Minimum front yard                    | 6.0 m |
| Minimum rear yard                     | 0.0 m |
| Minimum interior side yard            | 0.0 m |
| Minimum exterior side yard (end unit) | 6.0   |
| Maximum height                        | 12.0  |
| Maximum lot coverage                  | 40%   |
| Minimum landscaped open space         | 40%   |

For the purposes of this zone, back-to-back townhouse dwellings are defined as a building containing a minimum of six (6) and no more than eight (8) dwelling units that is divided vertically and where each dwelling unit is divided by common walls, including a common rear wall without a rear yard setback and where each dwelling unit has an independent entrance to the dwelling unit from the outside, which is accessed through the front or exterior side yard.”

The following zoning exceptions shall apply to a stacked townhouse dwelling:

|                                                 |        |
|-------------------------------------------------|--------|
| Minimum lot area                                | Nil    |
| Minimum lot frontage                            | Nil    |
| Minimum yard adjacent to a lot line on a street | 1.5 m  |
| Minimum yard adjacent to all other lot lines    | 7.5 m  |
| Maximum building height                         | 15.0 m |
| Maximum lot coverage                            | 40%    |
| Minimum landscaped open space                   | 40%    |

Parking and driveways for individual units shall not be permitted in a required yard adjacent to a street for a stacked townhouse dwelling.

For the purposes of this zone, a stacked townhouse dwelling is the whole of a building divided by common walls or common floors, but sharing a single roof into three (3) to eight (8) separate dwelling units, each of which has a separate entrance and independent doorway either directly to the exterior of the building or through a combination of shared hallways, stairwells and vestibules.”

A minimum visitor parking requirement of .25 spaces per townhouse dwelling on a private road, back-to-back townhouse dwelling and stacked townhouse dwelling, must be provided on designated parking spaces.

The minimum front yard setback for an underground parking garage is nil.

The required visitor parking in the RESIDENTIAL THIRD DENSITY EXCEPTION AA (R3-AA) Zone may be permitted on any lands zoned RESIDENTIAL THIRD DENSITY EXCEPTION AA (R3-AA) or RESIDENTIAL FOURTH DENSITY EXCEPTION CC (R4-CC).

All other provisions applicable to townhouse dwellings shall continue to apply to townhouse dwellings, townhouse dwellings on a private road, back-to-back townhouse dwellings and stacked townhouse dwellings. Where groups or clusters of back-to-back townhouse dwelling units and stacked townhouse dwellings are proposed, the above noted zone provisions shall prevail.”

3. **THAT** Section 6.5 titled Residential Exception Zones of Collingwood Zoning By-law No. 2010-40, as amended, is hereby amended in part by adding a new paragraph entitled RESIDENTIAL THIRD DENSITY EXCEPTION BB (R3-BB) to read as follows:

**“RESIDENTIAL THIRD DENSITY EXCEPTION BB (R3-BB) ZONE**

Permitted uses shall also include:

- Public elementary school

The zoning exceptions applicable to the Residential Third Density Exception AA (R3-AA) Zone for townhouse dwellings, townhouse dwellings on a private road, back-to-back townhouse dwellings and stacked townhouse dwellings shall also apply to those lands zoned Residential Third Density Exception BB (R3-BB).

The minimum front yard setback for an underground parking garage is nil.”

4. **THAT** Section 6.5 titled Residential Exception Zones of Collingwood Zoning By-law No. 2010-40, as amended, is hereby amended in part by adding a new paragraph entitled RESIDENTIAL FOURTH DENSITY EXCEPTION CC (R4-CC) to read as follows:

**“RESIDENTIAL FOURTH DENSITY EXCEPTION CC (R4-CC) ZONE**

Permitted uses shall also include:

- Hydro sub-station

The following zoning exceptions shall apply:

The minimum front yard setback for an underground parking garage is nil.

The required visitor parking in the RESIDENTIAL FOURTH DENSITY EXCEPTION CC (R4-CC) Zone may be permitted on any lands zoned RESIDENTIAL FOURTH DENSITY EXCEPTION CC (R4-CC) or RESIDENTIAL THIRD DENSITY EXCEPTION AA (R3-AA).

All other provisions applicable to an apartment building under the Residential Fourth Density (R4) Zone shall continue to apply.

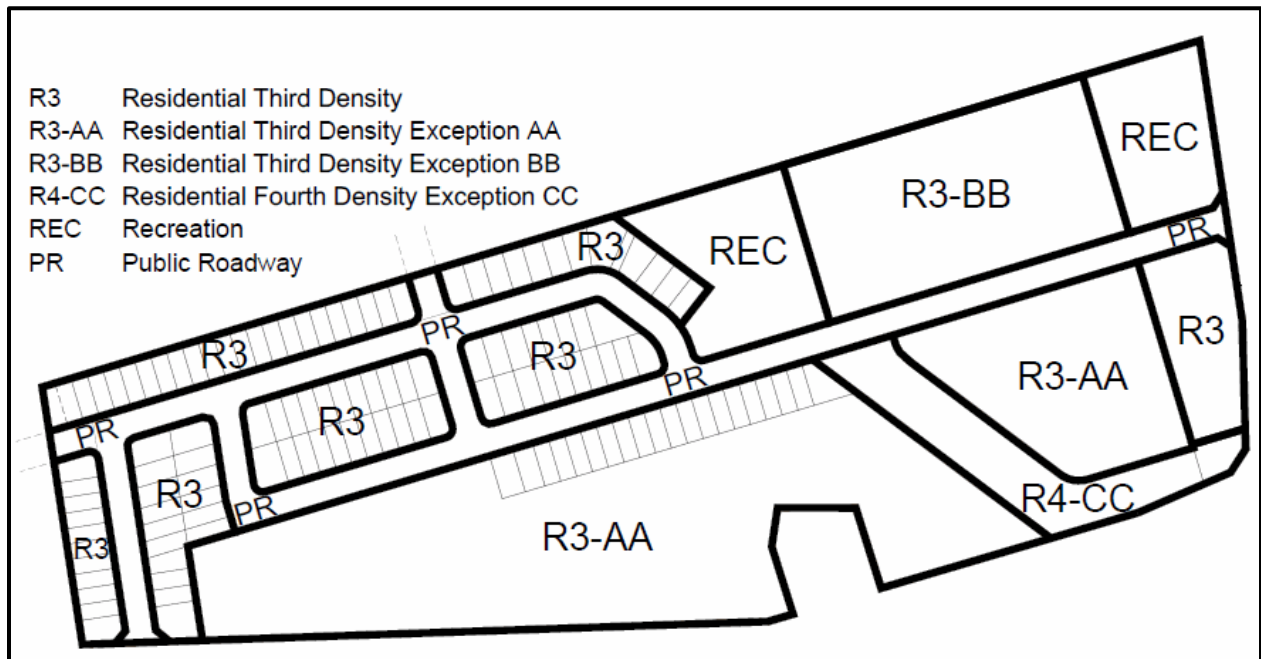
5. **THAT** Zoning By-law 2010-40 is hereby amended to give effect to the foregoing, but Collingwood Zoning By-law No. 2010-40 shall in all other respects remain of full force and effect.
6. **THAT** this By-law shall come into full force and effect on the date it is passed by the Council of the Corporation of the Town of Collingwood, subject to notice hereof being circulated in accordance with the provisions of the *Planning Act* and Ontario Regulation 545/06 and if required as a result of such circulation, obtaining the approval from the Local Planning Appeal Tribunal.

**ENACTED AND PASSED** this \_\_\_\_ day of \_\_\_\_\_, 20\_\_

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk

This is Schedule 'A' to By-law No. 20\_\_\_\_-\_\_\_\_ enacted and passed the \_\_\_\_ day of \_\_\_\_\_, 20\_\_ .



\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK