



Staff Report PDA2024-04

Committee N/A

Council N/A

Amendments ☐

Submitted To: Lindsay Ayers, Manager, Planning
Submitted By: Justin Teakle, Senior Planner
Prepared By: Beckett Frisch, Community Planner
Subject: Conditional Approval of a Site Plan– 10045 Highway 26
File No. D11224

Recommendation

THAT Staff Report PDA2024-04, “Conditional Approval of a Site Plan– 10045 Highway 26” be received;

AND THAT Site Plan Application File D11224 be approved subject to the conditions in Appendix ‘A’

Amendments

None.

1. Executive Summary

This report provides the Manager, Planning, as the designate for the Director, Planning, Building, and Economic Development, with the analysis and recommendations regarding a proposed Site Plan and related Site Plan Control Agreement to facilitate a seven (7) unit industrial complex in two buildings and associated site works. Building ‘A’ is proposed to house six (6) units for warehousing and manufacturing uses with a building area of 2,044 m². Building ‘B’ is proposed for health club uses with a building area of 1,435 m² and an additional 391 m² of mezzanine space. The proposed development was also subject to Minor Variance D1310424 to permit reduced parking and a reduced landscaping strip.

Based on the land-use planning analysis and the Town's development review process, Planning Services confirms that the submitted documents and plans illustrate a proposed use and associated site works that are in conformity to, or consistent with, the relevant land use planning instruments. It is therefore recommended that the Site Plan be approved subject to the conditions outlined in Appendix 'A', including resolution of all outstanding minor technical comments from Town departments and third-party peer reviewers, acceptance of the Stage 2 Archaeological Assessment, approval of servicing allocation, payment of the necessary fees and securities, and entering into a Site Plan Control Agreement to the satisfaction of Senior Town Administration and the Town Solicitor. The Servicing Capacity Allocation Policy merit-based evaluation (Appendix 'B') and the Site Plan Drawings (Appendix 'C') are also attached to this report in support of the recommendation.

2. Analysis

Background

The Owner, DNRN Holdings Inc., has made application to the Town for a Site Plan to facilitate the development of a seven (7) unit industrial complex, comprised of Building 'A' and Building 'B', with associated parking, amenity space, landscaping, and pedestrian connections to the existing Town sidewalk on Highway 26. The proposed development was also subject to Minor Variance D1310424, approved on May 23, 2024, to permit a reduction in parking and a reduction in minimum landscaping strip between a parking area and street (Highway 26).

Property Description

Per Figure 1, the subject lands are located on the south side of Highway 26 between Elliot Avenue and Barrington Trail and are legally described, in summary, as Part Lot 42 Concession 7 Nottawasaga, Parts 4, 5, 6, 7 & 12 51R28708 Except Parts 1 TO 4 51R38060, Town of Collingwood. The subject property is irregular in shape and has a lot area of approximately 1.1 hectares, with a frontage of 133 metres on Highway 26. The property is vacant and treed. Surrounding land uses include Recreation and Residential Second Density to the north, Light Industrial to

the west (Sundown Terrace Self Storage) and Industrial Park to the east (Pilkington Glass).



Figure 1: 2023 Aerial Image of Subject Lands

Source: Simcoe County GIS Maps

Proposal

The proposed development is to establish two buildings on the subject lands with shared facilities including parking, loading, and amenity space. Building 'A' is proposed to include six (6) industrial units with a building area and Gross Floor Area (GFA) of 2,044 m². Building 'B' is proposed to be used as a health club (racquet sports), with a mezzanine of 1,826 m² GFA, and building area of 1,435 m².

One loading space is proposed adjacent to the north side of Building 'A', with surface parking, including accessible parking, primarily contained internal to the site except for twenty-two (22) spaces in a single row located between Building 'B' and the Highway 26 frontage. Enhanced landscaping is proposed along the

property frontage, including a row of trees between the parking area and property line, as screening from Highway 26, as shown in Figure 2.

Vehicular access to the development from Highway 26 will be provided by an existing entrance to the west of the subject property, for which there is an easement “in the nature of a right of way for persons, animals and vehicles for the provision of free and uninterrupted ingress and egress” to the property. A Traffic Impact Brief was also submitted in support of the application. There is an existing left turn lane on Highway 26 which provides access to the property entrance, and the estimated increase in traffic would not meet the threshold of warranting an exclusive right turn lane from Highway 26 to access the property. Therefore, it was concluded that no intersection improvements would be required to accommodate the additional site-generated traffic under future conditions. The Traffic Impact Brief was reviewed by Engineering Services and the findings were deemed to be acceptable.

A total of twelve bicycle parking spaces are proposed to serve both buildings. A barrier-free pedestrian connection to the existing Highway 26 sidewalk from the front entrances of all proposed units would be provided. The Highway 26 sidewalk also joins to the Town’s trail system approximately 100 metres west of the subject property.

MOLOK North America Ltd. has confirmed the proposed site design provides sufficient space for the purposes of emptying proposed MOLOK waste-bin containers, two of which are proposed north of Building ‘A’ for the storage and screening waste from the proposed units.

One amenity area is proposed central to the site including a pergola protected picnic table, bench and concrete wall seating, waste receptacles, and landscaping. Demarcated pedestrian crossings would provide safe access to the amenity area from both buildings.

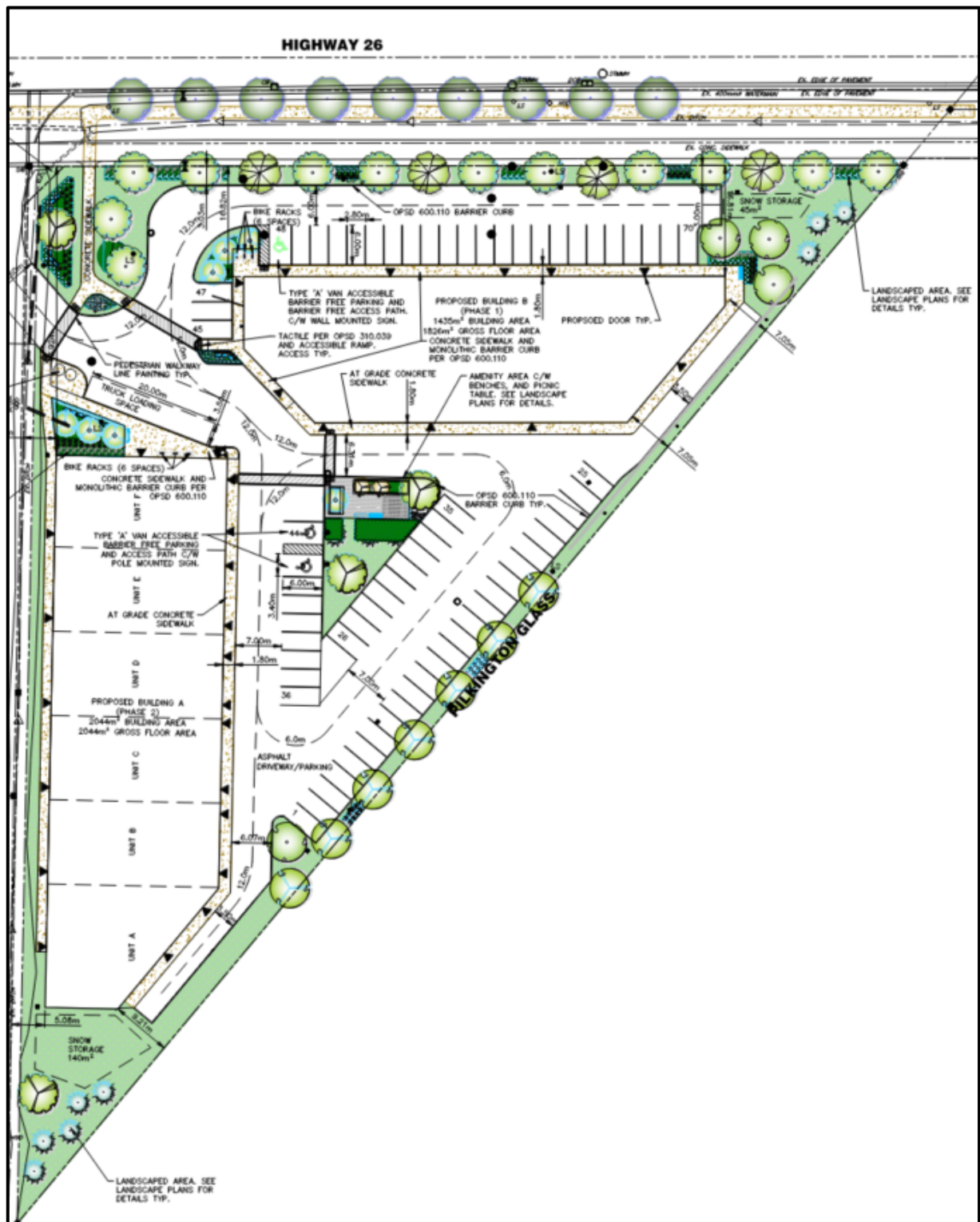


Figure 2: Proposed Site Plan showing the overall site layout and landscaping interface with Highway 26. Building 'A' is oriented north to south on western portion of the property, while Building 'B' is oriented east to west on the northern portion of the property.

Source: Tatham Engineering (2024)

The proposed development will clear approximately 1 hectare of vegetation on the site, however the landscaping proposed for the site will meet the minimum 30% tree canopy at maturity as required by the Town's Urban Design Manual (UDM). It is noted some trees on the eastern property boundary, shared with Pilkington Glass, have been identified as boundary trees. No site works which may injure or destroy these trees may commence without written consent from the adjacent property owner, as per the *Forestry Act*.

The Site Plan drawings are appended to this report (Appendix 'C'), noting minor revisions are anticipated as outstanding technical comments are resolved.

Water and Wastewater Capacity Allocation

A Functional Servicing Report, prepared by Tatham Engineering, was submitted in support of the proposed development. The subject property is not serviced. It is proposed to connect to the existing sanitary service and watermain on Highway 26. Based on the Functional Servicing Report and Town of Collingwood Development Standards dated July 2007 as well as the updated Development Standards pertaining to Sanitary and Watermain Design Flows, approved by Council on August 18, 2022, Environmental Services has estimated water and wastewater servicing capacity requirements to be 57 single dwelling unit equivalents (SDUs) and 59 SDUs respectively.

Section A5 'Development Subject to the Allocation Policy' of the Town's Servicing Capacity Allocation Policy (SCAP) applies to the following growth and development, among others:

- a) Any development where an extension and/or the provision of new water and/or wastewater infrastructure is required;
- c) Any development requiring site plan approval.

Planning Services completed a merit-based evaluation of the proposed industrial development (see Appendix 'B') against the SCAP. Per Appendix 'B', a total score of 23 points out of a possible 80 points (29%), was achieved by the proposed development. This merit-based evaluation of the development proposal does not

exceed the minimum 50% of the available points required for Council's consideration when a request for allocation is received. However, Section A10 'Capacity Allocation Criteria' allows for developments which score less than 50% of the available points to be considered for capacity allocation by Council at their discretion. It is noted that the self-evaluation of the proposed development against the SCAP completed by the applicant identified a score of 42.5 points (53%).

The difference in points is related to criteria specifically in Category B: Conservation and Sustainable Development, and Category C: Infrastructure and Public Facilities. The discrepancy in scoring between Town staff and the applicant was primarily for the following criteria:

- Development incorporates low impact/sustainable development, as it relates to water efficiency and reduced wastewater flow from development projects;
- Developments that incorporate green development standards or methods that contribute to the sustainability of the development such as passive solar design, climate change resilient buildings/infrastructure, and naturalized stormwater management features;
- Development includes the completion, upgrade or reconstruction of required key infrastructure, such as road connections between development areas, transit facilities and/or water and sewage infrastructure; and
- Development that adds a significant number of new jobs to the local economy.

Otherwise, the applicant's and Town staff's evaluation were generally consistent in scoring ± 1 point. Additional points may be available upon the finalization of construction details. It can be challenging under certain circumstances for development proposals which represent infilling to gain sufficient points as the SCAP evaluation matrix must be applicable to all major developments. Infill developments often inherit and utilize existing infrastructure, leaving little

opportunity to provide servicing upgrades, new transportation connections, or other public benefits which greenfield development may be able to offer. Based on the positive attributes of this non-residential development proposal, Planning Services would be prepared to recommend servicing capacity allocation despite the proposal achieving a score under 50%.

Capacity allocation is not being committed through the conditional approval of this Site Plan Control application. In accordance with the approach approved by Town Council on January 30, 2023, the SCAP evaluation referenced above will be brought forward in a major development batch for consideration of allocation in the near future. Building permits would not be available until the conditions of approval are fulfilled, including the allocation of municipal servicing and the execution of a Site Plan Control Agreement with the municipality.

Planning Analysis

The analysis section of this report provides a review of the proposed Site Plan and the associated Site Plan Control Agreement relative to the planning policy framework and regulatory instruments as follows:

Matters of Provincial Interest

The *Planning Act* provides that Council in carrying out their responsibilities under the *Act* shall have regard to matters of provincial interest.

Planning Services is satisfied that the proposed development has regard to the applicable matters of provincial interest and, more specifically, supports the following principles:

- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (h) the orderly development of safe and healthy communities;
- (i) the adequate provision and distribution of educational, health, social, cultural, and recreational facilities;
- (k) the adequate provision of employment opportunities;
- (p) the appropriate location of growth and development;

- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and
- (r) the promotion of built form that,
 - (i) is well-designed,
 - (ii) encourages a sense of place, and
 - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

Per Provincial Bills 109 and 23, as the Site Plan application was received after July 1, 2022, the Director, Planning, Building, and Economic Development, or their designate, is the approval authority. The provisions of Section 41 of the *Planning Act* have been accounted for in the review and processing of this application.

Provincial Policy Statement (2020)

The *Planning Act* provides that a decision of the Council of a municipality in respect of the exercise of any authority that affects a planning matter shall be consistent with the policy statements of the Province and shall conform with the provincial plans that are in effect, or at minimum, not conflict with them as the case may be.

The Provincial Policy Statement (PPS) identifies that healthy, liveable and safe communities are sustained in part by:

- promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- accommodating employment (including industrial and commercial), recreation, and other uses to meet long-term needs;
- avoiding development and land use patterns which may cause environmental or public health and safety concerns; and
- promoting the integration of land use planning, growth management, transit supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.

The proposed development would accommodate new employment and recreation opportunities and represents intensification within the established built boundary, minimizing the need for additional land consumption in greenfield areas.

Furthermore, the proposed development is within 400 metres of one bus stop, 800 metres of three additional stops, and will provide a connection to a Town sidewalk, and is approximately 100 metres east of a connection to the Town's active transportation multi-use trail network.

Planning Services is satisfied that the proposed development is consistent with the PPS.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (August 2020)

The *Planning Act* provides that the Council of a municipality, in exercising any authority that affects a planning matter, shall conform to the provincial plans that are in effect or shall not conflict with them, as the case may be. A Place to Grow builds on the PPS to establish a land use planning framework for the Greater Golden Horseshoe that supports the achievement of complete communities, a thriving economy, a clean and healthy environment, and social equity.

Guiding principles of A Place to Grow Plan include, in part:

- supporting the achievement of *complete communities* that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;
- prioritizing intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability;
- providing flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries; and

The proposed development would provide additional economic, employment, and recreational opportunities through the intensification of a vacant lot within the built boundary of the Town and is consistent with the concepts of complete

communities and compact built form as outlined in the A Place to Grow Plan. The subject lands are within the Town's existing built boundary, and within proximity to the Town's active transportation and public transportation networks.

Planning Services is satisfied that the proposed development is in general conformity with the policies of A Place to Grow Plan.

County of Simcoe Official Plan

The County of Simcoe Official Plan contains policies relating to the orderly development of those areas that are designated as Settlement, and in particular, an emphasis on development directed to Primary Settlement Areas. The Town of Collingwood is identified as a Primary Settlement Area and the subject property is designated 'Settlement' within the County of Simcoe Official Plan.

The growth management strategy of the County's Official Plan is based on the following themes:

- Direction of a significant portion of growth and development to settlements where it can be effectively serviced, with particular emphasis on primary settlement areas;
- Enabling and managing resource-based development including agriculture, forestry, aggregates, and tourism and recreation;
- Protection and enhancement of the County's natural heritage system and cultural features and heritage resources, including water resources; and
- Development of communities with diversified economic functions and opportunities, and a diverse range of housing options.

The County's Official Plan identifies a need for a wide range of land uses in Settlements to provide an opportunity for people to live, work, shop and find recreation in one compact community, and for Primary Settlement Areas to develop as complete communities that are transit-supportive and accessible through active transportation networks. Moreover, the Plan states '*Intensification, or directing of development to the built-up area and serviced areas within settlement areas, contributes to compact development form*' and '*...local*

municipalities shall promote and facilitate intensification and efficient use of land in built-up areas...

The Plan also identifies the need to enable and encourage the development of a wide range of business and employment opportunities to meet the needs of a growing population and changing global economics. Furthermore, the growth of locally sponsored businesses is particularly encouraged as it provides a more stable and secure employment base developed with local involvement. The Simcoe County Official Plan policies provide for and encourage multi-use development, and expansion of employment opportunities to help achieve complete communities.

The proposed development would facilitate additional development that represents an efficient use of land and services that is transit-supportive and connected to active transportation infrastructure, and would contribute toward the achievement of complete communities, compact urban form, and continued economic development in the Town.

Planning Services is satisfied that the proposed development conforms to the general intent and purpose of the County of Simcoe Official Plan. The subject application was circulated to the County of Simcoe and no concerns were raised with conformity to the County's Official Plan.

Town of Collingwood Official Plan (2004)

Schedule 'A' *Land Use Plan* designates the lands as Light Industrial and Industrial Fringe

Schedule 'F' *Urban Structure* identifies the subject lands as Inside Built Boundary (Designated/Available Lands)

Light Industrial Policies

The general intent of the Light Industrial designation is to encompass lighter industrial activities generally found to be compatible with surrounding land uses, including residential and other non-industrial land uses. Traffic should generally

not have to pass through a General Industrial area to access a Light Industrial area.

Permitted uses include light manufacturing, processing and assembly operations, custom workshops, and concealed storage and warehousing facilities. Uses considered complimentary or supportive to the primary Light Industrial uses shall be permitted, including recreation facilities. These uses are primarily intended to be located in multiple occupancy buildings and accessed from within the Light Industrial area.

Special Policy – Industrial Fringe

The Special Policy – Industrial Fringe overlay permits a number of quasi-commercial uses to be established in buildings or on lands adjacent to Highway 26, in addition to those permitted in the underlying Light Industrial designation. Developments within this overlay area are encouraged to be consistent with the Town's Urban Design Manual to ensure a high quality of design.

The proposed development is comprised of two buildings, with a total of seven (7) units. The recreation use proposed for Building 'B' does not exceed the proposed gross floor area of Building 'A', where traditional light industrial uses are proposed, and is directly adjacent to Highway 26. The proposed development will be accessed from Highway 26, without passing through general industrial lands, and the complimentary uses proposed for Building 'B' will be accessed from within the development.

On September 24, 2024, the County of Simcoe approved the Town's new Official Plan, subject to a 20-day appeal period. However, as this application was received prior to the new Official Plan being approved, the proposed development was assessed for consistency with the Town of Collingwood Official Plan (2004), as amended.

Based on the foregoing, Planning Services is satisfied that the proposed development is consistent with the Town's Official Plan (2004).

Town of Collingwood Zoning By-law

The Town of Collingwood Zoning By-law 2010-040, as amended, zones the subject property Light Industrial (M1). The M1 zone permits a range of uses including adventure game, health club, machine shop, manufacturing, processing, assembly, or fabrication plant, and warehouse.

Conformity with the M1 lot provisions for the development is provided in the table below:

M1 Lot Provisions	Required	Provided
Minimum Lot Area	2,000 m ²	10,810 m ²
Minimum Lot Frontage	30.0 m	133.0 m
Minimum Front Yard	9.0 m	16.8 m
Minimum Exterior Side Yard	9.0 m	N/A
Minimum Interior Side Yard	4.5 m	5.1 m (west) 7.1 m (east)
Minimum Rear Yard	7.5 m	N/A
Maximum Height	15.0 m	12.1 m (Building 'A') 11.8 m (Building 'B')
Maximum Lot Coverage	50%	32%
Minimum Landscaped Open Space	15%	19%

Parking and Loading Provisions

The Town's Zoning By-law outlines the Parking and Loading provisions required for various types of uses, including the minimum number of required parking spaces and associated parking space sizes, number of entrances, vehicular entrance provisions, bicycle parking, etc. The proposed development has been reviewed in the context of these zoning provisions and satisfies those requirements.

A total of 70 parking spaces are proposed and required, noting that Minor Variance D1310424 was approved on May 23, 2024 to permit a reduction in the required

parking for the subject development from 76 to 70 spaces. The minor variance also permits a reduction in minimum buffer area between the parking area associated with Building 'B' and the street from 3.0 m to 2.7 m. Revisions to the proposed site layout have provided for a 3.0 m setback between the parking area and Highway 26, conforming to the provisions of the Town's Zoning By-law.

Three (3) Type 'A' van accessible parking spaces are proposed, along with twelve (12) bicycle parking spaces. One loading space is provided to the north of Building 'A' to service the development, which meets the minimum length and width provisions of both a loading space and delivery space. Each unit in Building 'A' is also proposed to have a loading door to facilitate deliveries (Figure 3), while Building 'B' also proposes loading doors along the south elevation (Figure 4).



Figure 3: East elevation of Building 'A' showing roll-up loading doors proposed for each unit

Source: Gerrard's Design and Drafting Inc. (2024)



Figure 4: South elevation of Building 'B' showing roll-up loading doors

Source: Gerrard's Design and Drafting Inc. (2024)

Based on the foregoing, Planning Services is satisfied that the proposed development conforms to the Town's Zoning By-law.

On July 19, 2010, Council enacted and passed By-law Numbers 2010-082 and 2010-083 to give effect to the Town's Urban Design Manual (UDM). The intent of the UDM is to ensure that any application for site plan control, subdivision or condominium are designed to meet or exceed a minimum standard set of guidelines for urban development form.

Building elevations and conceptual renderings, prepared by Gerrard's Design and Drafting Inc., were submitted in support of the proposed development (Figure 5 and Figure 6). Planning Services finds the proposed design satisfactory and notes that exterior building design details such as finishes and colours, are no longer subject to Site Plan Control per recent changes to the *Planning Act*.



Figure 5: Building 'A' conceptual renderings showing the proposed elevations and massing of the building

Source: Gerrard's Design and Drafting Inc. (2024)



Figure 6: Building 'B' conceptual renderings showing the proposed elevations and massing of the building

Source: Gerrard's Design and Drafting Inc. (2024)

The development's location on Highway 26, an arterial corridor, provides an opportunity for a high level of design to enhance the streetscape. As shown in Figures 5 and 6 above, the north elevations of Building 'A' and 'B', visible from Highway 26, have been designed with features of a two-storey building to provide a more appropriate human-scaled relationship between the street width and the building height.

The UDM typically discourages parking from being located at the front of a building unless guidelines are met, including a maximum of 50% of the frontage being dedicated to parking, parking not encroaching into the minimum yard setback, and parking being adequately screened to reduce the negative impacts to the streetscape. A row of trees and plantings has been proposed between the parking area and the Highway 26 sidewalk, in addition to the existing row of street trees between the public sidewalk and Highway 26. The extent of the parking area does not exceed 50% of the total frontage. While the parking aisle does encroach into

the front yard setback, staff are satisfied that the proposed building design, including visual permeability, and landscaping buffer are sufficient to mitigate the impact of the proposed parking area on the streetscape.

One amenity space of approximately 80 m² is proposed central to the development, which will include a variety of seating opportunities, a pergola covered picnic table, waste receptacle and a variety of landscaping. The development will provide pedestrian connections to the existing sidewalk along Highway 26, and six (6) bicycle parking spaces are proposed adjacent to each building, providing a total of twelve (12) bicycle parking spaces.

Additional landscaping of deciduous and coniferous trees and shrubs, sod, and other planting areas are proposed throughout the development. The Town's Landscape Architect Peer Reviewer, R.J. Burnside, has confirmed the mature tree canopy will satisfy the 30% canopy requirement in the UDM.

The proposed development has been found to be acceptable in the context of the applicable standards of the Town's UDM.

Site Plan Control Agreement

The Site Plan Control Agreement will include all standard clauses typically found in the Town's Site Plan Control Agreements, including clauses that address water and wastewater capacity allocation, utility provider requirements, and construction management plans. There are no special clauses proposed within the Site Plan Control Agreement.

Basic Data Pertaining to the File:

Application Deemed Complete:	May 17, 2024
Town Solicitor:	Jean Leonard, Miller Thomson
Related Files:	D00223 (Pre-consultation); D1310424 (Minor Variance)

Parties to the Agreement

- The Corporation of the Town of Collingwood

- DNRN Holdings Inc.

Financial and Security Considerations

Administration Fees

- The sum of **\$5,000.00** to be applied towards the Town's administrative and legal costs is required as a deposit. The sum of **\$33,579.72** as a fee for the Town's Engineering Services Department review of the proposal and the inspection of the site works is required. This amount is subject to change as it represents 3% of the total cost estimate of the proposed development. The estimated total cost of the proposed development may be impacted by the resolution of outstanding technical comments.

Securities

- Securities in the amount of **\$1,119,324.15**, representing the total security value including contingency, for the project is required for site works. This amount is subject to change as the applicant resolves minor technical comments, which may impact the estimated total cost of the proposed development.

Insurance

- A general comprehensive liability insurance certificate in the amount of **\$5,000,000.00** is required, and the Town will need to be listed as an insured.

Cash-in-lieu of Parkland Dedication

- A payment for cash-in-lieu of parkland dedication equal to two percent (2%) of the appraised value of the lands is required. The appraisal shall be completed at the Owner's expense by an individual who holds a designation from the Appraisal Institute of Canada. The value of the lands shall be determined as of the day prior to the issuance of the first building permit in respect of the Development.

Financial Impacts

Maintaining an adequate, appropriate and orderly supply and mix of residential, commercial, and industrial units in anticipation of future development and servicing conditions provides a long-term foundation for stable community growth and results in

the generation of growth-related revenue associated with building permit fees, development charges, taxes, and other related fees.

Conclusion

Based on the land-use planning analysis and the Town's development review process, Planning Services confirms that the submitted documents and plans illustrate a proposed use and associated site works that are in conformity to, or consistent with, the relevant land use planning instruments. It is therefore recommended that the Site Plan be approved subject to the conditions outlined in Appendix 'A', including the resolution of technical comments, payment of the necessary fees and securities, municipal servicing allocation, and entering into a Site Plan Control Agreement to the satisfaction of Senior Town Administration and the Town Solicitor.

3. Input from Other Sources

The subject application was circulated to Town departments, applicable third-party peer reviewers, and external agencies for review and comment. All concerns related to the proposed Site Plan have been satisfactorily addressed, save and except for the conditions listed in Appendix 'A'.

The following supporting documents were provided with the application, updated, amended, confirmed and/or reviewed by the applicable experts:

- Legal Opinion [November 22, 2022] [Christie/Cummings Barristers & Solicitors]
- Planning Justification Report [April 11, 2024] [Loft Planning]
- Engineering Plans, including Site Plan, Erosion and Sediment Control Plan, Site Servicing Plan, Site Grading Plan, Electrical Illumination Photometric Study, Luminaire and Pole Specifications, and Details and Notes [Tatham Engineering] [April 8, 2024]
- Functional Servicing and Stormwater Management Report [Tatham Engineering] [April 8, 2024]
- Traffic Impact Brief [Tatham Engineering] [April 8, 2024]

- Landscape Plans, including Landscape Plan, Landscape Enlargements, Planting Enlargements, and Landscape Details [Marton Smith Landscape Architects] [March 21, 2024]
- Architectural Plans, including Floorplans, Elevations, and Isometrics [Gerrard's Design and Drafting Inc.] [March 4, 2024]
- Urban Design Report [Loft Planning] [March 15, 2024]
- Arborist Report [WillowStone] [December 15, 2023]
- Stage 1 Archaeology Assessment [Earthworks Archaeological Services Inc.] [December 7, 2023]
- Legal Survey [Zubek, Emo, Patten & Thomsen Limited] [July 29, 2011]

Third-party peer review was undertaken for landscaping and legal matters. The following peer review response was provided:

- Site & Landscape Review [R.J. Burnside] [June 13, 2024, September 18, 2024]
- Easement Review [Miller Thompson] [June 7, 2024]

Staff Report No. PDA2024-04 was forwarded to Department Heads for feedback on October 15, 2024, and there were no comments received.

4. Applicable Policy or Legislation

- *Planning Act* (1991, as amended);
- Provincial Policy Statement (2020);
- Growth Plan for the Greater Golden Horseshoe (2020 Consolidation);
- Simcoe County Official Plan (2023 Consolidation);
- Town of Collingwood Official Plan (2004, as amended);
- Town of Collingwood Zoning By-law 2010-040 (2010, as amended);
- Town of Collingwood Site Plan Control By-law 2010-082 (2010, as amended);
- Town of Collingwood Urban Design Manual (2010).

5. Considerations

- ☒ Community Based Strategic Plan: Consistent with CBSP
- ☐ Services adjusted if any

- ☒ Climate Change / Sustainability: Positive impact on climate change/sustainability (decreases GHG emissions)

The proposal furthers the buildout and intensification of serviced land within the Town's built boundary contributing to a complete community.

- ☒ Communication / Engagement: Public Engagement has occurred

The proposed development was published on the Development Activity layer of the Town's Land Use Planning Interactive Map and posted on the Town's website.

- ☒ Accessibility / Equity, Diversity, Inclusion: Other:

The proposed development has been reviewed in the context of AODA regulations

- ☐ Registered Lobbyist(s) relating to content:

Next steps and future action required following endorsement:

- Owner satisfaction of conditions
- Subject to the above, execution of a Site Plan Control Agreement

6. Appendices and Other Resources

Appendix A: [Decision Sheet and Conditions](#)

Appendix B: [Servicing Capacity Allocation Policy Evaluation Matrix](#)

Appendix C: [Site Plan Drawings](#)

7. Approval

Prepared By:

Beckett Frisch, Community Planner

Reviewed By:

Justin Teakle, BES, MCIP, RPP, Senior Planner