

Staff Report PDA2025-08

Committee N/A

Council N/A

Date: 2025-11-12

Amendments

Submitted To: Summer Valentine, Director, Growth and Development
Submitted By: Lindsay Ayers, Manager, Planning
Prepared By: Justin Teakle, Senior Planner
Subject: Conditional Approval of a Site Plan – 11283 Highway 26
(Terrazzo)
File Number: PLMASA2022233 (D111722)

Recommendation

THAT Staff Report PDA2025-08 “Conditional Approval of a Site Plan – 11283 Highway 26 (Terrazzo)” be received;

AND THAT Site Plan Control Application File PLMASA2022233 be approved subject to the conditions in Appendix ‘A’;

AND THAT this conditional site plan approval shall lapse three years from the date that the conditional approval was issued should a permit under the *Building Code Act* to implement the site plan not be issued.

Amendments

None.

1. Executive Summary

This report provides the Director of Growth and Development with an analysis and recommendations regarding a proposed Site Plan and related Site Plan Control Agreement to facilitate a residential development at 11283 Highway 26 known as Terrazzo.

Based on the land-use planning analysis and the Town’s development review process, Planning Services confirms that the submitted documents and plans illustrate proposed uses, 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 outstanding minor technical comments, species at risk clearance from the Ministry of Environment, Conservation and Parks (MECP), payment of the necessary fees and securities, municipal servicing capacity allocation, and the owner entering into a Site Plan Control Agreement to the satisfaction of Senior Town Administration and the Town Solicitor. It is further recommended that this conditional site plan approval shall lapse three years from the date that the conditional approval was issued should a permit under the *Building Code Act* to implement the site plan not be issued.

The Site Plan Drawings (Appendix ‘B’) are attached to this report in support of the recommendation.

2. Analysis

Background

The Owner, 16555570 Ontario Inc., has made an application to the Town for Site Plan Control approval for a 33-unit residential development at 11283 Highway 26 known as Terrazzo.

Property Description

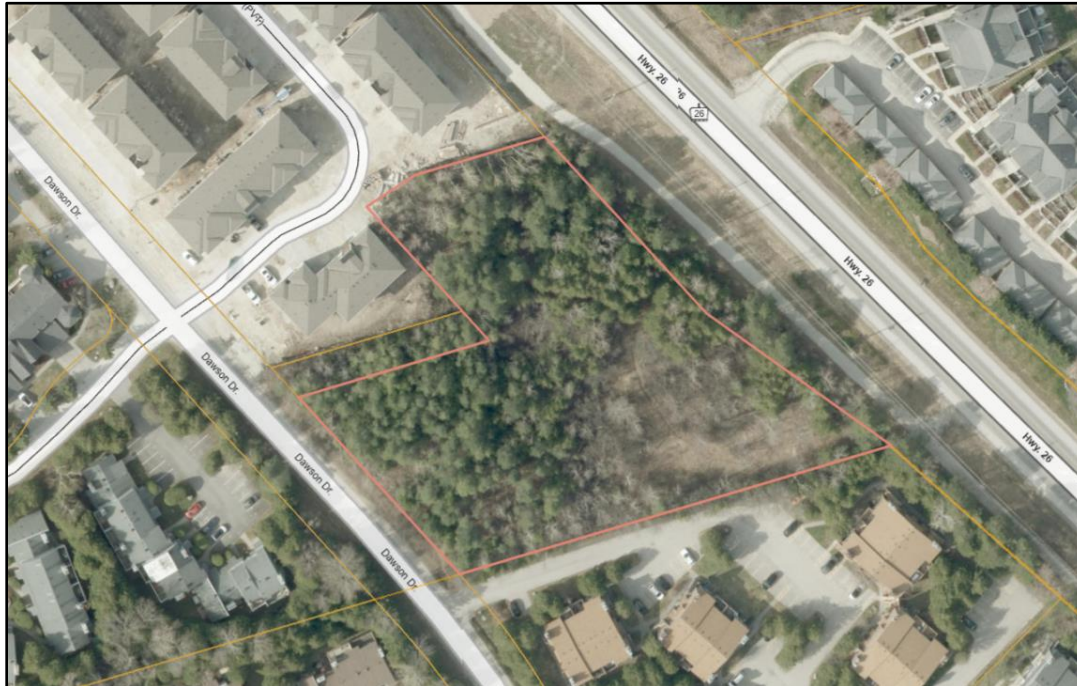


Figure 1: 2024 aerial image of the subject lands. Source: Simcoe County GIS.

Per Figure 1, the subject property is a through-lot located on the southwest side of Highway 26 and the northeast side of Dawson Drive. The property is irregular in shape and approximately 0.8 hectares in area (2.0 acres). The property is currently vacant and mostly treed. The lands are surrounded by the following:

- To the northwest: Residential lands comprised of an unopened road allowance and townhouses (Waterstone);
- To the northeast: Residential lands comprised of single detached dwellings and apartments;
- To the southwest: Residential lands comprised of townhouses;
- To the southeast: Residential lands comprised of apartments;

The subject lands are legally described as Pt Lts 1, 2 & 4 W/S Front St, Lt 3 W/S Front St, Lts 1 to 5 S/S George St, Pt George St as stopped up and closed by SC201092 PI 177 being Pt 1 51R34205, Town of Collingwood, County of Simcoe.

Proposal

Per Figure 2, the proposed development is comprised of four semi-detached dwellings and twenty-nine townhouse dwellings on private roads together with visitor parking and

outdoor amenity areas. All of the semi-detached and townhouse dwellings are proposed to be four storeys in height. Primary and vehicular access to the proposed development would be from Dawson Drive with a trail connection to the Cranberry Inn Trail along the southwest side of Highway 26 providing a secondary access for pedestrians and cyclists.

The Site Plan drawings are appended to this Report (Appendix 'B'), noting that some further minor revisions are anticipated to address the outstanding technical comments.



Figure 2: Proposed site plan. Source: Organica Studio Inc.

Water and Wastewater Capacity Allocation

A Functional Servicing Report (FSR), prepared by Tatham Engineering, was submitted in support of the proposed development. Based on the FSR and Town of Collingwood

Development Standards dated March 27, 2025, as well as the updated Development Standards pertaining to Sanitary and Watermain Design Flows, approved by Council on January 30, 2023, Development Engineering has estimated that twenty-nine (29) Single Dwelling Unit equivalents (SDUs) of water and thirty-three (33) SDUs of wastewater are required to facilitate the proposed development.

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 residential development (see Appendix ‘C’) against the SCAP. Per Appendix ‘C’, a total score of 33.5 points out of a possible 95 points (35%), 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 62.5 points (66%).

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

- Category C1: 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;
- Category D3: Development enhances the Downtown or a main street as a focal point of activity and commerce; and

- Category E2: Developments that propose innovative housing solutions that contribute to affordability.

The applicant's justification for Category C1 focuses on making use of existing servicing infrastructure and private roads, recommending a full 7 points. Staff disagree that use of existing servicing and construction of private roads represents key infrastructure as outlined in this category and assigned 1 point for the extension of the public sidewalk on Dawson Drive. For Category D3, the applicant's justification for a full 5 points relates to the building design which addresses Highway 26 as a main street and provides a trail connection. As an arterial road, staff agree that Highway 26 is a main street, but the residential nature of this development provides limited activity and commerce sought by this category and have assigned 1 point. Lastly, for Category E2, the applicant's justification for 3 out of 5 points is based on the potential of the units to be live-work and that this is a new unit type in Collingwood with an upper level terrace. However, Staff are not convinced that the proposal is an innovative housing solution that would contribute to affordability and assigned no points for this category.

Otherwise, the applicant's and Town staff's evaluation were generally consistent in scoring ± 1 point. For full details see the SCAP evaluation matrix attached as Appendix 'C'. 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 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 Council on January 30, 2023 and pending the Director's decision on the subject application, it is anticipated that the SCAP evaluation referenced above will be brought forward in a

major development batch for consideration of allocation in the fall of 2025. 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 related 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;
- (j) the adequate provision of a full range of housing, including affordable housing;
- (o) the protection of public health and safety;
- (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.

Staff would note that the proposed residential units are not necessarily intended to meet the Town or Province's definition of affordable housing, but would add to the overall housing stock in the Town.

Per Provincial Bills 109 and 23, as the Site Plan application was received after July 1, 2022, the Director of Growth and 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 Planning Statement (2024)

Section 3 of the *Planning Act* requires that decisions affecting planning matters shall be consistent with policy statements issued under the Act. The Provincial Planning Statement (PPS) was issued under Section 3 of the *Planning Act* and came into effect on October 20, 2024. The intent of the PPS is to provide policy direction on matters of provincial interest related to land use planning and development.

The PPS states that Settlement Areas shall be the focus of growth and development. Development within Settlement Areas shall be based on densities and a mix of land uses which efficiently use land and resources, optimize existing and planned infrastructure, support active transportation, and are transit and freight supportive. The subject property is located in the Town of Collingwood which is a Settlement Area. The PPS further notes that planning authorities shall support general intensification to promote the achievement of complete communities. Complete communities accommodate an appropriate range and mix of housing options including promoting densities that efficiently use land, infrastructure, public service facilities, and support the use of active transportation. Requiring transit-supportive housing development and prioritizing intensification in proximity to transit is also addressed by the PPS.

The proposed development would contribute to the mix of housing options within the community and is located on the Crosstown West transit route with a stop within 45

metres of the subject lands on Dawson Drive. The proposal will also extend the public sidewalk on the east side of Dawson Drive south from its existing terminus in front of the Waterstone residential condominium development on the adjacent lands to the north. On-site walkways will provide connections from unit entrances to the sidewalk on Dawson Drive as well as the Cranberry Inn Trail on Highway 26.

The proposed Site Plan represents intensification of an existing developed site, minimizing the need for additional land consumption in greenfield areas.

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

County of Simcoe Official Plan

The subject property is designated 'Settlement' within the 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 particularly an emphasis on development being directed to Primary Settlement Areas. The Town of Collingwood is identified as a Primary Settlement Area.

The County's Official Plan growth management strategy is based on four 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 the 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.

Furthermore, the Plan states '*Intensification, or directing of development to the built-up area and serviced areas within settlement areas, contributes to compact development form*', '*...local municipalities shall promote and facilitate intensification and efficient use of land in built-up areas...*'

Settlements are to be the focus of population and employment growth with development in a compact urban form that promotes the efficient use of land and provision of water, sewer, transportation and other services. Settlement areas are encouraged to develop as complete communities with a diverse mix of land uses, a range of employment and housing types, high quality public open space and easy access to local stores and services.

Planning Services is satisfied that the proposed development would contribute towards the achievement of complete communities and compact urban form envisioned for Settlements. The proposal therefore conforms to the general intent and purpose of the County of Simcoe Official Plan. The County of Simcoe was circulated the proposed Site Plan and did not note any conformity concerns with the County Official Plan.

Town of Collingwood Official Plan (2004)

The subject application was received before the 2024 Official Plan was approved by the County of Simcoe. Therefore, the 2004 Official Plan designations and policies remain applicable to the proposed development. Nonetheless, an analysis of the proposal in the context of the 2024 Official Plan has also been provided for information purposes further below. ***Land Use Designations***

Schedule 'A' *Land Use Plan* identifies the subject lands as Residential

Schedule 'C' *Residential Density* designates the subject lands as Medium
Density

Schedule 'D' *Transportation Plan* identifies Dawson Drive as a Collector Road and Highway 26 as an Arterial Road

Schedule 'E' *Municipal Service Areas* identifies the subject lands within *Municipal Services Area 1*

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

Medium Density Residential Growth Management Policies

The Residential designation provides for a variety of housing opportunities and associated uses, within a broad range of residential densities, in order to meet the Town's long-range housing needs.

The Medium Density Residential designation permits, among other uses, single detached dwellings, semi-detached dwellings, duplex dwellings, fourplexes, triplexes, townhouses, and apartments with a minimum density of 20 dwelling units per gross hectare and a maximum density not exceeding 55 units per gross hectare. 33-units are proposed (4 semi-detached dwellings and 29 townhouse dwellings), which represents approximately 41 dwelling units per gross hectare.

Other Official Plan Policies:

Staff and applicable third-party peer reviewers have reviewed the following matters and are satisfied that the development proposal conforms to the general intent and purpose of the Official Plan. Key outcomes include the following:

- Transportation – The lands can be served by the existing transportation network.
- Active Transportation- The public sidewalk on the northeast side of Dawson Drive will be extended southeast along the frontage of the subject lands. This sidewalk currently terminates at the Waterstone townhouse development. On-site walkways will connect all proposed units to the public sidewalk on Dawson Drive and the Cranberry Inn Trail on Highway 26. Bicycle parking is also proposed in two locations on the subject property.

- Community Services
 - While the site is connected to the Town's trail network, there are no public parks within walking distance of the subject lands. Two common outdoor amenity areas are proposed at-grade for the exclusive use of the development residents. One of the amenity areas includes a children's playground. Each unit will also have a small at-grade patio and an outdoor roof-top terrace offering additional private outdoor amenity space. 5% cash-in-lieu of parkland will be required as a provision of the Site Plan Control Agreement.
 - Commercial services and amenities are located approximately 430 metres to the southeast at the Cranberry Mews plaza and within 1.0 kilometre at the Regional Commercial District south of the Black Ash Creek.
- Servicing and Infrastructure Capacity – The lands have been identified as being appropriate for development based on the submitted FSR.
- Land Use Compatibility (Noise) – The applicant completed a Noise Feasibility Study, which was reviewed by the Town's third-party peer reviewer. The Study addresses impacts to residential properties from traffic noise on Highway 26 and recommends appropriate warning clauses for units adjacent to Highway 26. Recommendations from the Noise Feasibility Study will be required as a provision of the Site Plan Control Agreement.
- Environmental Protection – The proposed development does not contain identified natural heritage features. However, the site is currently treed and a screening for Species at Risk and Species at Risk Habitat was undertaken and reviewed by the Town's third-party peer reviewer. The peer review concluded that the work completed to date related to Species at Risk Habitat for bats cannot be ruled out by the Town's peer reviewer without acoustic surveys based on best practices established by the Ministry of Environment Conservation and Parks (MECP). As Species at Risk and the *Endangered Species Act* is provincial jurisdiction, a recommended condition of Site Plan approval requires that, prior to any tree removals or site alteration, written confirmation be received from the MECP confirming that the findings of the Species at Risk Assessment, including

with respect to bats, are acceptable and the proposed works comply with the *Endangered Species Act*.

- Potential Site Contamination – A Phase One Environmental Site Assessment (ESA) was completed to investigate any contamination with no concerns identified.
- Urban Design – An Urban Design Brief and related plans were submitted in support of the proposal and reviewed by staff. The proposal generally achieves an acceptable design as outlined further in the Urban Design Manual section of this Report.
- Cultural Heritage – A Stage 1-2 Archaeology Assessment, which found no archaeological resources, was completed for the subject property and received by the Ministry of Tourism, Culture and Sport in 2022 and entered into the Ontario Public Register of Archaeological Reports.

Additionally, it is noted that in reviewing the proposal, and in providing the recommendations contained within this report, a number of Town Master Planning documents have been considered, including, but not limited to, the Master Servicing Study, Master Stormwater Management Study, Transportation Master Plan, Parks Recreation and Cultural Master Plan, and Cycling Plan.

Town of Collingwood Official Plan (2024)

As noted above, this Site Plan Control application is subject to the 2004 Official Plan. However, as the 2024 Official Plan represents the current land use planning vision for the Town, an analysis is provided below for information purposes.

- Schedule '1' *Growth Management Plan* designates the subject lands as Residential Community Areas
- Schedule '2' *Land Use Plan* designates the subject lands as Existing Neighbourhood
- Schedule '3' *Natural Heritage System* identifies a portion of the subject lands as within the Adjacent Lands Overlay

The Existing Neighbourhoods designations permits, among other uses, residential units in low-rise and mid-rise buildings. The proposed semi-detached and townhouse dwellings are all four storeys (12.6 metres) in height and are therefore considered mid-rise buildings. Mid-rise buildings shall be developed at a maximum density of 3.5 Floor Space Index (FSI). Staff estimate the proposed development is approximately 3.0 FSI.

The Adjacent Lands Overlay is located on a small portion of the northeastern corner of the subject lands, which would typically require an Environmental Impact study to be completed. The associated natural heritage feature within the overlay in this area is the shoreline of Nottawasaga Bay, which is separated from the subject lands by Highway 26 and residential development on the opposite side of the highway. While an EIS was not required under the 2004 Official Plan, as outlined above, a Species at Risk Assessment was undertaken and a related condition of approval is recommended.

Planning Services is satisfied that the proposed development conforms with both the Town's current Official Plan (2024) and former Official Plan (2004).

Town of Collingwood Zoning By-law

The Town of Collingwood Zoning By-law No. 2010-040, as amended, zones the subject property as Residential Third Density (R3). The R3 zone permits, among other uses, group or cluster dwellings, semi-detached dwellings, and townhouse dwellings.

On June 26, 2025, the Committee of Adjustment approved Minor Variance PLCAMI2025168 to increase the maximum height from 12.0 metres to 12.7 metres and reduce the interior side yard setback from 6.0 metres to 4.5 metres. Full details of Minor Variance PLCAMI2025168 can be found in [Staff Report PCA2025-15](#).

Compliance with the R3 lot provisions for the proposed development is provided in the table below:

R3 Lot Provisions (Group or cluster)	Required	Proposed
Minimum Front Yard (West – Dawson Dr.)	6.0 m	6.7 m

R3 Lot Provisions (Group or cluster)	Required	Proposed
Minimum Exterior Side Yard	6.0 m	Not Applicable
Minimum Interior Side Yard	*4.5 m	4.5 m
Minimum Rear Yard (East – Highway 26)	7.5 m	7.5 m
Maximum Height	*12.7 m	12.7 m
Maximum Lot Coverage	40%	28.7%
Minimum Landscaped Open Space	40%	41.6%

**Per Minor Variance PLCAMI2025168*

Parking and Loading Provisions

Sufficient off-street parking, accessible parking, and bicycle parking spaces are proposed. Parking is required at a rate of two spaces per unit plus 0.25 spaces per unit of visitor parking. Each unit is proposed to have two parking spaces (that meet minimum parking space size requirements) located within an attached garage on the main level. Nine visitor parking spaces are also proposed, including one accessible parking space.

While Collingwood has many standard condominium developments with units accessed from private roads, this is the first type of development (that staff are aware of) that does not provide driveways or a parking lot(s) for the use of residents. While parking spaces are required under the Town’s Zoning By-law, driveways to residential units/garages extending from private roads are not required. While it is ultimately the responsibility of future owners and/or tenants to determine whether the parking available is sufficient for their own personal use, to aid in flagging this unique form of proposed parking (in Collingwood), a warning clause will be included in the Site Plan Control Agreement noting that resident parking is restricted to the garages of individual units. Similarly, a warning clause will also flag for prospective residents that snow removal will be a private responsibility and specifically highlight that windrows of snow may accumulate as part of private snow clearing operations along garage doors and potentially impede winter access. Unit owners or the future condominium corporation

would be responsible for coordinating windrow removal to provide year-round access to the garages. Four snow storage areas proposed to aid in private winter snow removal operations.

Vehicle turning movements, including emergency vehicles and delivery vehicles, have been assessed for the proposed development and determined to be satisfactory.

A total of 17 bicycle parking spaces are required and 18 are proposed split between two locations.

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

Town of Collingwood Urban Design Manual

On July 19, 2010, Council enacted and passed By-laws 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.

An Urban Design Brief and architectural elevations, prepared by Organica Studio Inc. (see Figures 3 and 4 respectively), as well as landscape plans, prepared by Marton Smith Landscape Architects were submitted in support of the proposed development. Staff and the Town's third-party landscape architect peer reviewer, reviewed the proposed building design, landscaping, hardscaping, active transportation connections, and outdoor amenity areas.

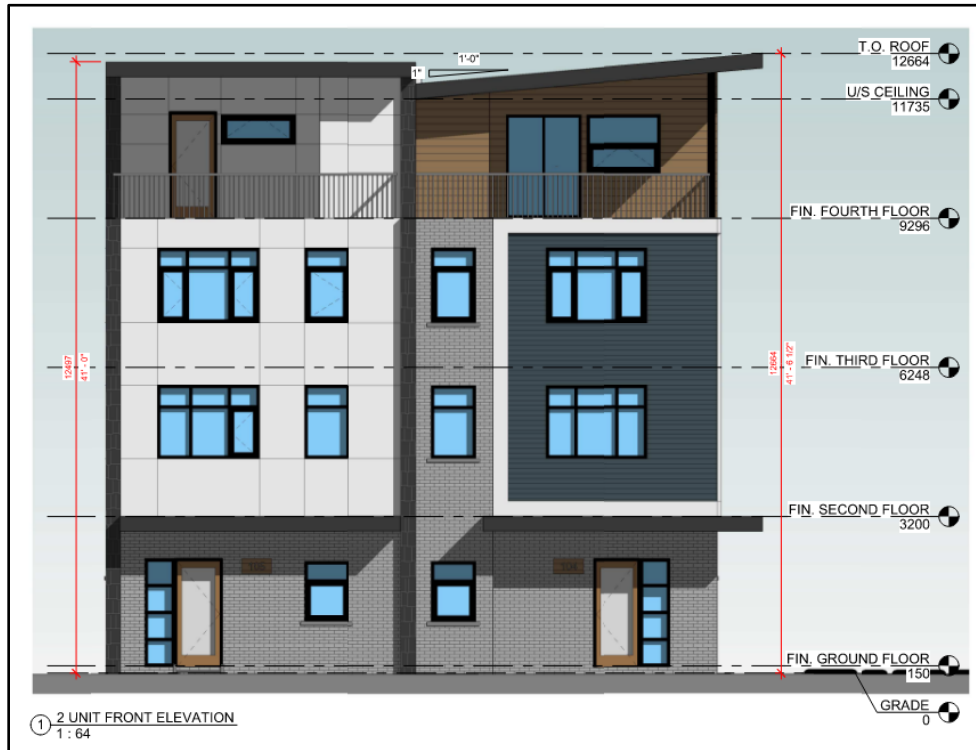


Figure 3: Architectural Elevation of semi facing Dawson Drive (Block B). Source: Organica Studios Inc.



Figure 4: Artists rendering of units facing Highway 26 (Block F). Source: Organica Studios Inc.

Barrier-free connections are proposed from unit entrances to the proposed sidewalk on Dawson Drive (to be extended from the north as part of this development), the Cranberry Inn Trail, visitor parking, and common outdoor amenity areas. As previously noted, bicycle parking is also proposed in two central locations. Front elevations of buildings will address both Highway 26 and Dawson Drive, with rear elevations and garages facing private roads within the development. The fourth floor of each building will be stepped back from the front elevations, reducing the perceived height. The visitor parking area is proposed to be buffered from Highway 26 by a privacy fence and landscaping and setback further than front building elevations to minimize any impacts on the Highway 26 streetscape. Two common at-grade outdoor amenity areas are proposed with landscaping and seating. One of the amenity areas also includes a children's playground. In addition to the common outdoor amenity areas, each unit will have a small patio next to their front entrance and a rooftop terrace on the fourth floor. Collectively, these outdoor areas would exceed the minimum of 10 m² per unit sought by the UDM. Proposed tree canopy coverage at maturity is 38%, which exceeds the minimum 30% target of the UDM.

The proposed development was extensively reviewed in the context of the applicable standards of the Town's UDM and found to be acceptable and desirable for this location.

Site Plan Control Agreement

The Site Plan Control Agreement will include all of the standard clauses typically found in the Town's Site Plan Control Agreements, including clauses that address water and wastewater capacity allocation, condominium declarations, archaeological resources, school board requirements, utility provider requirements, and construction management plans. Additionally, the following special clauses are proposed within the Site Plan Control Agreement:

- Noise: Warning clauses related to noise for units adjacent to Highway 26 to be included in Agreements of Purchase and Sale or Lease

- Resident Parking Restrictions: Warning clause to prospective owners and/or tenants related to resident parking being restricted to within the attached garages;
- Snow Removal: Warning clause noting that snow removal is a private responsibility and that the clearance of windrows along garage doors may present a challenge that will be the responsibility of individual unit owners/tenants or the future condominium corporation;
- No County of Simcoe Waste Collection: The requirement for private waste collection services that will be the responsibility of the owner or the future condominium corporation.

Basic Data Pertaining to the File

Date of Submission:	November 30, 2022
Town Solicitor:	Jean Leonard, Miller Thomson
Related Files:	PLCAMI2025168 (Minor Variance) D002521 (Preconsultation)

Parties to the Agreement

- 1655570 Ontario Inc.
- The Corporation of the Town of Collingwood

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. Payment of a fee for the Town's Development Engineering Division's review of the proposal and inspection of the site works equivalent to 3% of the cost of all works or a minimum of \$4,000.00 is required.

Securities

- Securities calculated based on the final cost estimate and representing the total security value for this project is required for the site works.

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 five percent (5%) 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 uses 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 resolution of outstanding minor technical comments, species at risk clearance from the MECP, payment of the necessary fees and securities, municipal servicing capacity allocation, and the owner entering into a Site Plan Control Agreement to the satisfaction of Senior Town Administration and the Town Solicitor. It is further recommended that this conditional site plan approval shall lapse three years from the date that the conditional approval was issued should a permit under the *Building Code Act* to implement the site plan not be issued.

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:

- Urban Design Brief [April 6, 2022, last revised December 18, 2024], [Organica Studio Inc.];
- Planning Justification Report [November 18, 2022], [Loft Planning];
- Functional Servicing and Stormwater Management Report [October 11, 2022, last revised March 27, 2024], [Tatham Engineering];
- Traffic Impact Brief [October 11, 2022], [Tatham Engineering];
- Geotechnical Investigation [April 2022], [Soil Engineers Ltd.];
- Stage 1-2 Archaeological Assessment [August 25, 2022], [Amick Consultants Limited];
- Noise Feasibility Study [October 12, 2022], [HGC Engineering];
- Species at Risk Assessment [February 11, 2022, last revised May 22, 2025], [Birks Natural Heritage Consultants]; and
- Phase One Environmental Site Assessment [February 4, 2022], [Soil Engineers Ltd.].

Third-party peer reviews were completed for landscaping, noise, and natural heritage matters and the following peer review responses were provided:

- Landscaping [last revised January 28, 2025], [Envision Tatham];
- Noise [September 25, 2024], [R. Bouwmeester & Associates]; and
- Natural Heritage [last revised July 22, 2025], [Natural Resource Solutions Inc.].

Staff Report PDA2025-08 was forwarded to Department Heads on November 12, 2025, and the content of this report responds to the feedback received.

4. Applicable Policy or Legislation

- *Planning Act* (1991, as amended);
- Provincial Planning Statement (2024);
- Simcoe County Official Plan (2023 Consolidation);
- Town of Collingwood Official Plan (2024);
- 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); and
- Town of Collingwood Urban Design Manual (2010).

5. Considerations

2024-2028 Community Based Strategic Plan: Advances pillar(s) below:

Sustainable Connected Vibrant Responsible

Services adjusted if any Not Applicable

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: Not Applicable.

Rights of Indigenous Peoples ([UNDRIP](#)): The applications were circulated to First Nations and Metis known to have an interest in Collingwood development proposals.

Next steps and future action required following endorsement:

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

6. Appendices and Other Resources

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

Appendix B: [Site Plan Drawings](#)

Appendix C: [Capacity Allocation Merit-Based Evaluation](#)

7. Approval

Prepared By:

Justin Teakle, Senior Planner, MCIP, RPP

Reviewed By:

Lindsay Ayers, Manager, Planning, MCIP, RPP