

STRAW HAT RESTORATION INC.

BLACKMOOR GATES VENTURE – APPLICATIONS FOR ZONING BY-LAW AMENDMENT AND SITE PLAN CONTROL

LANDS TO THE WEST OF HURONTARIO STREET AND TO THE NORTH OF
FINDLAY DRIVE, COLLINGWOOD, ONTARIO





BLACKMOOR GATES VENTURE - APPLICATIONS FOR ZONING BY-LAW AMENDMENT AND SITE PLAN CONTROL

LANDS TO THE WEST OF HURONTARIO
STREET AND TO THE NORTH OF FINDLAY
DRIVE, COLLINGWOOD ONTARIO

STRAW HAT
RESTORATION INC.

FINAL VERSION

PROJECT NO.: 17M-01364-00
DATE: MAY 10, 2018

WSP

WSP.COM

REVISION HISTORY

FIRST ISSUE

May 10, 2018				
Prepared by	Reviewed by	Approved By		
Natalie Boodram, MCIP, RPP, Senior Planner Sophia Kanavas, Planner	Natalie Boodram, MCIP, RPP, Senior Planner	Natalie Boodram, MCIP, RPP, Senior Planner		

SIGNATURES

PREPARED BY

Natalie Boodram, MCIP, RPP, Senior Planner May 10, 2018

Sophia Kanavas, M. PL, Planner

APPROVED BY

Natalie Boodram, MCIP, RPP, Senior Planner May 10, 2018

WSP Canada Group Inc. prepared this report solely for the use of the intended recipient, Straw Hat Restoration Inc., in accordance with the professional services agreement. The intended recipient is solely responsible for the disclosure of any information contained in this report. The content and opinions contained in the present report are based on the observations and/or information available to WSP Canada Group Inc. at the time of preparation. If a third party makes use of, relies on, or makes decisions in accordance with this report, said third party is solely responsible for such use, reliance or decisions. WSP Canada Group Inc. does not accept responsibility for damages, if any, suffered by any third party as a result of decisions made or actions taken by said third party based on this report. This limitations statement is considered an integral part of this report.

The original of this digital file will be conserved by WSP Canada Group Inc. for a period of not less than 10 years. As the digital file transmitted to the intended recipient is no longer under the control of WSP Canada Group Inc., its integrity cannot be assured. As such, WSP Canada Group Inc. does not guarantee any modifications made to this digital file subsequent to its transmission to the intended recipient.

1	INTRODUCTION.....	3
2	SITE LOCATION AND DESCRIPTION	5
3	PROPOSED DEVELOPMENT CONCEPT	6
3.1	Summary Description and Statistics.....	7
3.2	Site Organization.....	7
3.3	Built Form and Architecture	8
3.4	Landscaping	8
3.5	Servicing and Grading	8
4	PLANNING POLICY AND URBAN DESIGN FRAMEWORK.....	10
4.1	Planning Act R.S.O. 1990, Chapter P 13	10
4.2	Provincial Policy Statement (2014).....	10
4.3	Provincial Growth Plan for the Greater Golden Horseshoe (2017)	11
4.4	County of Simcoe Official Plan (Ontario Municipal Board Decision dated: December 29, 2016)	13
4.5	Town of Collingwood Official Plan (Consolidated December 2015).....	15
4.6	Town of Collingwood Urban Design Manual (2010).17	
5	TECHNICAL STUDIES	19
5.1	Traffic Impact Study	19
5.2	Geotechnical Report	19
5.3	Phase 1 Environmental Site Assessment.....	20
5.4	Phase 2 Environmental Site Assessment.....	20
5.5	Functional Servicing Report	20
5.6	Stormwater Management Report	21
6	PLANNING JUSTIFICATION	22
7	IMPLEMENTING DOCUMENT	26
7.1	Existing zoning	26
7.2	Draft Zoning By-law Amendment.....	26

SUMMARY CONCLUSIONS	28
---------------------------	----

1 INTRODUCTION

WSP Canada Group Limited (WSP) has been retained by Straw Hat Restoration Inc. to provide land use planning consulting services to permit an infill development on the lands to the west of Hurontario Street, north of Findlay Drive, and south of Campbell Street, in behind existing single-detached homes, in the Town of Collingwood, County of Simcoe.

It is intended by Straw Hat Restoration Inc. to purchase 22 Campbell Street, a portion of 750 Hurontario Street, 774 Hurontario Street, and 33 Findlay Drive, to assemble these lands into one parcel.

The proposed infill development will contain 27 single detached dwelling units and 4 semi-detached dwelling units on one 1.7 hectare lot. Proposed dwelling units in the interior of the lot will have access from a curvilinear road that will be part of the private condominium. An existing home at Hurontario Street is planned to be part of the subject lands pertaining to these applications, with the potential of being severed and conveyed at a future time.

A Zoning By-law Amendment application is submitted to rezone the subject lands from the RESIDENTIAL SECOND DENSITY ZONE (R2) and from RESIDENTIAL SECOND DENSITY ZONE EXCEPTION 13 (R2-13) to the RESIDENTIAL THIRD DENSITY ZONE EXCEPTION XX (R3-XX) with site-specific zoning exceptions.

A supporting Zoning By-law Amendment is submitted pursuant to Section 34 of the *Planning Act*. A concurrent Site Plan Approval Application is submitted to implement the proposed development, in accordance with Town of Collingwood Site Plan Control By-law 2010-082 under Section 41 of the *Planning Act*.

Supporting studies are provided as part of these applications, in accordance with Pre-Consultation Meetings with the Town of Collingwood held on August 14, 2017 and November 30, 2017.

The Applicant also intends to submit a Severance application in the near future, which will be reviewed concurrent with these applications, to divide off a portion of these lands fronting on to Findlay Drive and to create two separate lots containing one single-detached dwelling each.

The purpose of the Planning Justification Report is to demonstrate consistency with applicable Planning policies and to provide a rationale for amending the zoning of the Subject Site.

The Planning Justification Report will:

- Provide a description of the site location and existing context of the surrounding area;
- Describe the proposal characteristics, including Site Organization, Built Form and Architecture, Landscaping, and Site Grading;
- Review and assess the development proposal against the applicable planning policy and urban design framework, including:
 - The Provincial Policy Statement (2014);
 - The Growth Plan for the Greater Golden Horseshoe (2017);

- County of Simcoe Official Plan (Ontario Municipal Board Decision dated: December 29, 2016);
- Town of Collingwood Official Plan (Office Consolidation dated: December 2015);
- Town of Collingwood Urban Design Manual (dated: December 2010); and
- Town of Collingwood Zoning By-law 2010-040 (Office Consolidation dated: April 12, 2010).

This report prepared by WSP summarizes the planning and urban design justification for the proposed development in support of the applications for Zoning By-law Amendment and Site Plan Control. This justification report demonstrates the suitability of the proposed development and its consistency in maintain the intent of current Provincial, Regional Municipal, and Local Municipal policies.

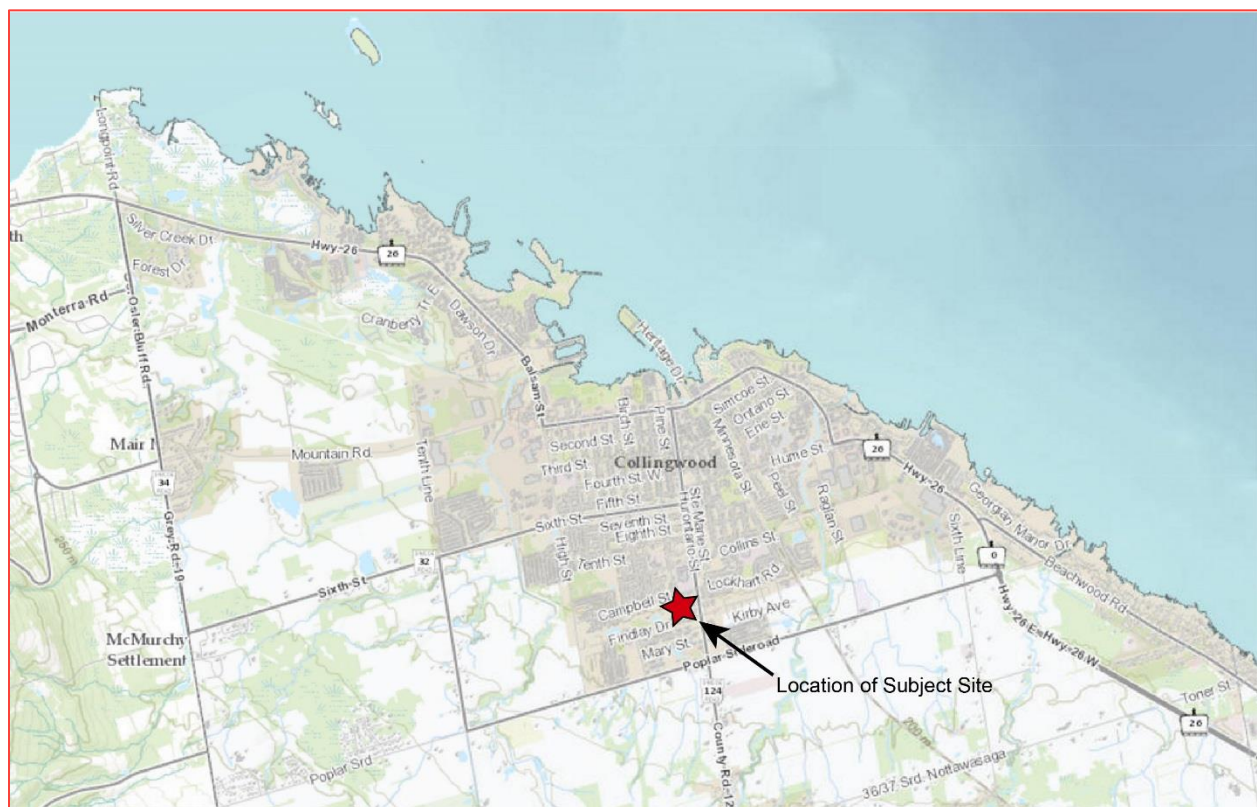


Figure 1 – Subject Site Location in the Town of Collingwood

2 SITE LOCATION AND DESCRIPTION

The Subject Site is approximately 1.71 hectares (4.23 acres) in size. The Hurontario Street frontage is 34.6 metres wide and the Campbell Street frontage is 12.7 metres wide.

The site depth from Campbell Street towards Findlay Drive is approximately +/- 200 metres. Figure 2 illustrates the location of the Subject Site within the surrounding area.

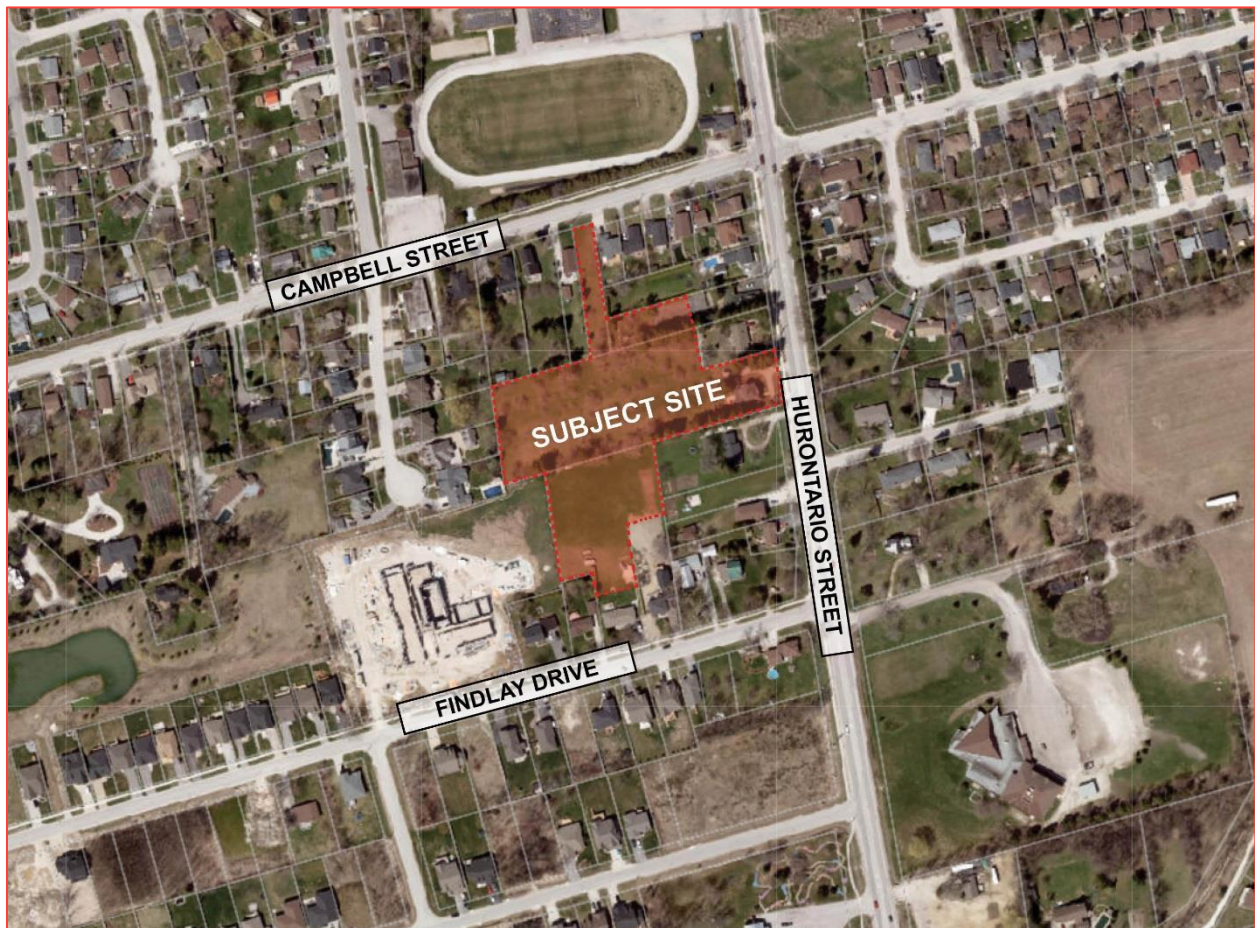


Figure 2 – Site Location

The Subject Site comprises the rear portions of lots with frontage on Campbell Street, Hurontario Street, and Findlay Street. There are some trees and backyard gardens on these lands, including an apple orchard. The middle portion of the site has a naturally higher grade than the rest of the site.

The surrounding area is mainly residential. Single-family residential lots along Maple Street (west), Campbell Street (north), Hurontario Street (east), and Findlay Street (south) abut the subject site. Notre Dame De La Huronie Catholic Elementary School abuts the site on the southwest corner of the site.

3 PROPOSED DEVELOPMENT CONCEPT

The Proposed Development Concept is an infill development containing 27 single detached dwelling units and 4 semi-detached dwelling units (31 total) on a one 1.7 hectare lot. Proposed dwelling units in the interior of the lot will have access from a curvilinear road that will be part of the private condominium.

An existing home at Hurontario Street is planned to be part of the subject lands pertaining to these applications, with the potential of being severed and conveyed at a future time.



Figure 3 – Proposed Development Concept

3.1 SUMMARY DESCRIPTION AND STATISTICS

The site and built form characteristics and relevant statistics are summarized below:

- A total of 27 single detached dwelling units and 4 semi-detached dwelling units (31 total), with frontage onto the private road on a one 1.7 hectare lot;
- Vehicular access onto the site is provided from Campbell Street with an emergency services access from Hurontario Street;
- Three house types approximately ~176 m² (1900 sq. ft.):
 - Model A is two storeys;
 - Model B features a three-storey appearance along the street elevation. The elevation facing the open space amenity area will have a two storey appearance; and,
 - Model C is semi-detached with a three-storey appearance along the street elevation. The elevation facing the open space amenity area will have a two storey appearance;
- Each dwelling will have a garage:
 - Model A will have an attached single car garage plus one driveway space for a total of 2 parking spaces
 - Models B and C will have an attached two car garage
- A minimum of 62 residential parking spaces and 8 visitor parking spaces will be provided. At least two (2) of the residential parking spaces and one (1) of the visitor parking spaces will be accessible. 16 bicycle parking spaces will be provided;
- Proposed dwelling units will have a maximum height of 12 metres, as measured from grade to the highest point on the roof;
- A total communal landscaped area space of 3,170 m². The central open space amenity area is approximately ±1,500 m² and will contain a community building (28.5 m² in gross area), a fire pit, and pedestrian walkways. Community entry piers will be located at the vehicular access from Campbell Street and Hurontario Street; and
- The proposed development will connect to existing municipal stormwater, sanitary, and water services.

3.2 SITE ORGANIZATION

The site has been organized around a minimum of 7.2 m wide private condominium road, which provides vehicular access to all 31 units. Two vehicular access points have been determined for the proposed development. One access will be located on the property currently known as 22 Campbell Street. An emergency vehicle access will be located as the property currently known as 774 Hurontario Street.

Pedestrian walkways have been provided where possible to assist in pedestrian circulation. A landscaped open space amenity is provided within the central portion of the site. A community

building is provided adjacent the common element park and will be discussed in more detail in section 3.4 below.

3.3 BUILT FORM AND ARCHITECTURE

The proposed development has been in a manner that compliments the existing neighbourhood context, which is characterized by one and two storey detached dwellings.

The front entrances are directly accessible from the private road and help establish a pedestrian scale within the development.

The proposal will provide a craftsman look with modern elements and finishes along the private road. Architectural cladding will feature a combination of stone, wood or composite siding, stucco and asphalt shingles. The houses will have pitched roofs with large porches and windows, which results in dynamic buildings with well-articulated facades and massing.

The maximum height as measured from the established grade to the highest point of the building is a maximum of 12 metres. The building elevations are varied to create an enhanced streetscape along the internal private road.

3.4 LANDSCAPING

The Subject Site is intended to be heavily landscaped along the curvilinear private road within the development. The landscape concept proposes sodding and native deciduous trees along the street frontage which over time will create a shaded tree canopy.

The open space amenity area is located within the central part of the development. This area is intended to be used as an active amenity space and will be landscaped with soft and hard landscape materials. Walkways through the amenity space are 1.8 m wide and provide access to the rear of 12 residential units. The pathways are lined with trees and low plantings.

A community building is proposed within the central open space area (outdoor amenity space area). This community building will be part of common area for the private condominium development. The community building will contain a meeting area, kitchenette, storage area, and a barbeque area on a porch with steps leading out to the central open space area and fire pit.

3.5 SERVICING AND GRADING

The Subject Site is proposed have a sanitary and stormwater connection to Campbell Street and water connection to Campbell Street and Hurontario Street.

Grading and drainage has been designed so that some overland flow will be contained on site and released into the ground slowly, and additional overland flow will be directed to primarily drain at the storm connection to Campbell Street. Please reference the Functional Servicing and Stormwater Management Reports that have been provided as part of these planning applications.

4 PLANNING POLICY AND URBAN DESIGN FRAMEWORK

The following includes a review of the Provincial Policy Context, the County of Simcoe Official Plan (Ontario Municipal Board Decision dated: December 29, 2016), and the Town of Collingwood Official Plan (Office Consolidation dated: December 2015), as these planning documents apply to the Subject Site and the proposed development concept. This Section also describes how the development concept will be guided by the Town of Collingwood Urban Design Manual.

4.1 PLANNING ACT R.S.O. 1990, CHAPTER P 13

This Planning Justification Report is to support a Zoning By-law Amendment application pursuant to Section 34 (Land Use Controls and Related Administration) of the *Planning Act*.

4.2 PROVINCIAL POLICY STATEMENT (2014)

The Provincial Policy Statement (2014) (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The vision of the PPS is to build strong communities while ensuring development patterns are efficient and optimize the use of land, resources and public investment in infrastructure. The PPS promotes land use patterns that promote a mix of housing, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel. The proposed development will help the Town of Collingwood align with this vision.

The proposed development is consistent with the PPS. The subject site is located within the established settlement area of the Town of Collingwood and it is proposed to provide an appropriate, modest increase to the residential density than what currently exists in this area. Accordingly, the proposed development will promote efficient development and land use patterns, promote cost-effective development patterns, and standards to minimize land consumption and servicing costs (Section 1.1.1 a) & e)). It further assists the Town with efficiently using land and resources, existing infrastructure, and public service facilities in the area (Section 1.1.3.2 a)).

The proposed development is to provide a mix of single-detached and semi-detached dwelling units on one lot, which helps the Town provide more of a range and mix of residential units in the area (Section 1.1.1 b) and 1.4.3 d)). To an extent, the proposed development will be helping the area become more transit supportive (Section 1.1.3.2 a) 5 and Section 1.4.3 d)), due to increasing the overall density on the lands.

The proposed development will be providing a minimum of one accessible home and is ensuring that the development meets *Accessibility for Ontarians with Disabilities Act* (AODA) standards throughout the development. As such, it is contributing towards improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use

barriers which restrict their full participation in society (Section 1.1.1 f)). The proposed development will be providing 16 bicycle parking spaces and connects to “Safer Bike Route” on Campbell Street, and thus will be supporting active transportation in the area (Section 1.1.3.2 a 4.).

The proposed development connects to existing municipal sewage services and municipal water services recognizing that this is the preferred form of servicing for settlement areas (Section 1.6.6.2). Additionally, site grading and landscape design has accommodated for overland flow and drainage to be contained on site and that the remainder will drain towards existing municipal water services on Campbell Street promoting stormwater management best practices, including low impact development (Section 1.6.6.7 e)).

The proposed development has been designed to promote healthy, active communities by planning streets, spaces and facilities that are safe, meet the needs of pedestrians, foster social interaction and facilitates active transportation and community connectivity (Section 1.5). As mentioned, the proposed development has been designed to AODA standards, provides bicycle parking, and provides communal open space area that contains a community building, a fire pit, and opportunities for recreation and leisure. The proposed development will also connect to a “Safer Bike Route” on Campbell Street.

The proposed development recognizes that settlement areas (i.e., Town of Collingwood Settlement Area) are the focus of growth and development (Section 1.1.3.1) by proposing infill development on lands that are within the Town’s settlement area. Furthermore, the proposed development will help the Town of Collingwood avoid the uneconomical expansion of infrastructure and public service facilities (Section 1.1.3.2 a) 2 and 1.1.5.5).

Accordingly, the proposed development is consistent with the PPS.

4.3 PROVINCIAL GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2017)

The Provincial Growth Plan for the Greater Golden Horseshoe (2017) (Provincial Growth Plan) is the government framework to plan for and manage growth as well as implement the Provincial vision of building stronger communities. The Provincial Growth Plan further emphasizes the policy set out in the PPS with specific plans to direct growth to built-up areas where the capacity exists. The general intent of the Growth Plan is to direct growth to existing settlement areas, provide a mix of land uses that meet the community’s needs and build compact, vibrant and complete communities which optimize the use of existing and new infrastructure. The proposed development will help the Town meet the policies of the Provincial Growth Plan.

The subject site is located within the built boundary of the Town of Collingwood and provides a modest, appropriate level of growth to this area. As such, it is recognized that the vast majority of growth should be directed to settlement areas that have a delineated built boundary and that growth will be focused in these areas (Section 2.2.1.2 a and c, and Section 2.2.2). Additionally, the development helps the County of Simcoe and Town of Collingwood provide an urban form

(infill development of new single detached units and semi-detached units adding to an existing low density area) that optimizes infrastructure, particularly along transit and transportation corridors, and to support the achievement of complete communities through a more compact built form (Section 2.2.1.3 c)). As noted previously, the proposed development will provide an appropriate, modest increase to the residential density than what currently exists in this area. The proposed development includes single detached and semi-detached dwelling units, which provides additional housing unit types in the area that can help the Town accommodate people at various stages of life and household sizes and incomes (Section 2.2.1.4 c)). As such, the proposed development will help the Town support the achievement of complete communities by increasing the range and mix of housing options and densities of the existing housing stock (Section 2.2.6.2 c)).

The proposal has been designed to ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards (Section 2.2.1.4 e)). As mentioned, the proposed development has been designed to AODA standards, provides bicycle parking, and provides communal area that contains a community building, a fire pit, open space, and opportunities for recreation and leisure. However, it is noted that the communal area will be privately owned by the residents of the development. These spaces have been designed in a manner that expands convenient access to an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities. Active transportation is promoted within the development as bicycle parking spaces are provided to residents (2.2.1.4. d) i. and iii.). The proposed development also connects to a “Safer Bike Route” on Campbell Street.

The stormwater management plan for the proposed development will feed into the larger municipal stormwater management plan. It was prepared in a manner that aims to protect the quality and quantity of water in the existing stormwater facilities and systems, and incorporate appropriate low impact development measures (Section 3.2.7.1 b) and e)). The stormwater management plan supporting this development proposes a design that includes storing some of the overland water on site and releasing it gradually into the ground.

The site is subject to the policies of Section 6 (Simcoe Sub-Area) of the Provincial Growth Plan. It is located within the County of Simcoe’s Primary Settlement Area within the Town of Collingwood. For the reasons described above, the proposed development assists the County of Simcoe and the Town of Collingwood achieve complete communities within primary settlement areas (Section 6.3.2 c), ensure a high quality built form and public open spaces within primary settlement areas through site design and urban design standards that create attractive and vibrant places that support walking and cycling for everyday activities, and to an extent are transit-supportive as it creates a modest increase to the density in the area (Section 6.3.2 d)).

Accordingly, the proposed development is consistent with the Provincial Growth Plan.

4.4 COUNTY OF SIMCOE OFFICIAL PLAN (ONTARIO MUNICIPAL BOARD DECISION DATED: DECEMBER 29, 2016)

The County of Simcoe Official Plan (Ontario Municipal Board Decision dated: December 29, 2016) provides a policy context for land use planning while balancing the economic, social, and environmental impacts of land use and development decisions. The subject site is located within the Built Boundary and Collingwood Primary Settlement Area within the County of Simcoe (Schedule 5.1.2 Simcoe Sub Area).

Settlements are intended to be developed at higher densities in order to make these areas more economical to service, help to conserve environmentally valuable lands, and to develop as complete communities (Section 3.1.1). The proposed development provides for an appropriate, modest increase to the residential density than what currently exists in this area helping the County achieve this policy. Simcoe County aims to provide a wide range of housing types and costs (Sections 3.1.4 and 3.5.30). The proposed development is to provide a mix of single-detached and semi-detached dwelling units in an area that currently contains single-detached dwelling units on larger lots. As such, the proposed development is helping the County achieve this policy.

Simcoe County's growth management framework directs the majority of population growth to settlement areas with full municipal water and municipal sewage services (Sections 3.2.3, 3.2.4, and 4.7.4). As noted previously, the proposed development is within the settlement area and is proposed to be connected to municipal water and municipal sewage services consistent with these policies. The County also directs local municipalities (Town of Collingwood) to manage the approvals of planning applications to provide an appropriate range of housing types and densities to meet overall population growth projections, density targets, and intensification targets (Sections 3.2.8, 3.5.9, 3.5.24, 3.5.25). The proposed development provides an appropriate, modest increase to the residential density than what currently exists in the area and adds single detached dwelling units and semi-detached dwelling units (on one lot rather than on individual larger lots) to the housing stock in the area, which is consistent with this policy.

Simcoe County directs local municipalities (Town of Collingwood) to establish land use designations and policies to ensure that new development occurring within these settlements is planned in a manner that provides transportation opportunities for pedestrians and cyclists, provides for densities and land use patterns that are supportive of transit service, provides for a variety of housing types, and is phased according to the availability and provision of infrastructure and public service facilities (Section 3.2.12). The proposed development provides for pedestrian and cycling connections throughout the development and to the surrounding area, bicycle parking area, provides a modest increase to density more supportive of transit than currently exists, adds single detached and semi-detached units on one lot (rather than individual units on large lots), and connects to existing municipal infrastructure. The proposed development also connects to a "Safer Bike Route" on Campbell Street. All of these attributes of the proposed development help the Simcoe County meet this policy.

Simcoe County will permit the subdivision of land by plan of condominium only for land uses permitted in the designation or that maintain the intent of the Simcoe Official Plan's objectives and policies (Section 3.3.2). The subject site will be proposed to be subdivided by plan of condominium at a later time. As noted in Section 4.5 of this report (Town of Collingwood Official Plan), the subject site is designated as "Low Density" permitting a minimum density of 15 dwelling units per gross hectare and a maximum density not exceeding 20 dwelling units per gross hectare. Single detached dwelling units and semi-detached dwelling units, as proposed, are permitted within this range. It is anticipated that the applicant will enter to appropriate agreements which will be registered to the title of the subject lands (Section 3.3.9). As such, the proposed development is consistent with these policies.

A Stormwater Management Report is provided to support the planning applications that address protecting and improving the quality and quantity of water resources. It also addresses the impacts of the development on stormwater runoff volumes, water quality, erosion and sediment, post-development run-off rates, watershed boundaries and drainage patterns, and landscaping. The report was prepared by a professional engineer and is in accordance with the Stormwater Management Planning Design Manual and all applicable policies and regulations. The results of this study are provided in Section 5.0 of this report. As such, the proposed development is consistent with the policy in Section 3.3.19.

A Traffic Impact Study was prepared to examine the impact of traffic generated by the proposed development at its access, at nearby intersections and interchanges to determine any necessary highway design improvements required. It assesses the existing traffic conditions and the traffic volumes generated by the proposed development at the date of opening, 5 and 10 years horizons beyond full build-out of the site, which is consistent with the policy in Section 3.3.20. The results of this study are provided in Section 5.0 of this report.

Phases One and Two Environmental Site Assessments were prepared for the subject site, as the lands were suspected be contaminated or negatively impacted by human-made hazards. The results of this study are provided in Section 5.0 of this report. As such, the proposed development is meets the policy in Section 3.3.23.

Primary settlement areas are intended for high intensification targets, public transit services, have full municipal water and municipal sewage services, and develop as complete communities. Municipalities with primary settlement areas (Town of Collingwood) are to ensure the development of high quality urban form and public open spaces within these primary settlement areas through site design and urban design standards that create attractive, vibrant and safe places that support walking and cycling for everyday activities and are transit supportive (Sections 3.5.6 and 3.5.28). The proposed development provides for modest, appropriate development within an existing residential area, will be on full municipal water and municipal sewage services, and will help the Town of Collingwood develop as a complete community, as described previously. The proposed development is designed to be of high quality urban form and public open spaces through site design and urban design standards that create attractive and vibrant places that support walking, cycling, and to an extent is transit supportive. As such, the proposed development meets the policy in Sections 3.5.6 and 3.5.28.

The proposed development will be providing a minimum of one accessible home and is designed to meet *Accessibility for Ontarians with Disabilities Act* (AODA) standards throughout the

development. As such, it is facilitating accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society, which is consistent with Section 4.1.4. As the proposed development is adding single detached dwelling units and semi-detached dwelling units on one lot (rather than individual units per lot) in a manner is compatible with the existing residential area, it is helping the local municipality (Town of Collingwood) provide for an appropriate range of housing types and densities required to meet the projected needs of current and future residents, which is consistent with Section 4.1.6.

Accordingly, the proposed development is consistent with the County of Simcoe Official Plan.

4.5 TOWN OF COLLINGWOOD OFFICIAL PLAN (CONSOLIDATED DECEMBER 2015)

The subject site is designated as “Residential” on Schedule ‘A’ (Land Use Plan) in the Town of Collingwood Official Plan (Consolidated December 2015). The subject site is identified within a “Low Density” area on Schedule ‘C’ (Residential Density). The entire subject site is identified as “Inside of the Built Boundary (Designated/Available Lands)”, and it is also noted that the northern part of the site is designated as within the “Collingwood Intensification area” on Schedule ‘F’ (Urban Structure).

The Residential designation provides for a variety of residential uses, including low, medium and high-density housing. Low density residential includes single detached dwellings, semi-detached dwellings, duplex dwellings and boarding homes (Section 4.3.2.5.1). As the proposed development includes single detached dwelling units and semi-detached dwelling units on the subject site, it is consistent with the policy in Section 4.3.2.5.1.

Lands within the intensification areas that are designated for residential uses are intended to accommodate residential growth to 2031. The Town’s Official Plan seeks to provide opportunities for residential intensification, meaning the intensification of a property or site area which results in a net increase of residential units and includes infill development (Section 4.3.2.1.1). The proposed development combines the rear yards of existing large residential lots and creates one lot for single detached and semi-detached dwelling units, which increases the density in the area. As such, the proposed development provides for intensification in this area which is consistent with this policy. For these reasons, the proposed development assists the Town in supporting compact urban form and meeting the minimum intensification targets as set out in the Provincial Growth Plan, which is consistent with the policy in Section 2.5.7.

The Town will consider opportunities for residential intensification that is based on the following criteria: a) capacity and availability of municipal water and wastewater servicing; b) proximity to and adequacy of community infrastructure, services and facilities; c) ability to accommodate required off-street parking; d) ability to accommodate an outdoor amenity area; e) acceptable impacts on traffic; f) sensitivity to the urban design and character of adjacent buildings, including their location, massing, height and building materials; g) compatibility with the character and streetscapes of the surrounding neighbourhood; and h) preservation of

heritage resources (Section 4.3.2.1.2). The proposed development will connect to existing municipal water and wastewater servicing, provides community infrastructure (outdoor amenity area, community building, landscaped area, walkways, bicycle parking), provides off-street parking, impacts on traffic in the area will be minimal as supported by a traffic impact study (see Section 5.0 of this report), and built form will be consistent with the urban design and character of the community and streetscapes of the surrounding neighbourhood. The proposed development also connects to a “Safer Bike Route” on Campbell Street. There are no heritage resources on the subject site. As such, the proposed development is consistent with the policy in Section 4.3.2.1.2. It also meets the policies in Sections 4.3.2.4.2 and 4.3.2.4.3.

Residential intensification uses within the Collingwood Intensification Area are subject to the Low Density Designation (Section 4.3.2.1.3.2), as described previously and is proposed to be implemented by the proposed development.

The Town requires that adequate buffering, or transitions, are to be provided to its satisfaction. This may include enhanced setbacks, stepping of buildings, enhanced landscaping and/or berming/fencing of sufficient height (Section 4.3.2.4.8). The proposed development addresses the interface between the subject site and the surrounding residential area through providing enhanced landscaping and fencing, and proposing building designs that are consistent with the existing residential neighbourhood. As such, the proposed development meets this policy. Urban design is further addressed in Section 4.6 of this report.

The Low Density designation is required to have a minimum density of 15 dwelling units per gross hectare and a maximum density not exceeding 20 dwelling units per gross hectare (Section 4.3.2.5.2). The proposed development is at a density of 20 dwelling units per gross hectare. As such, the proposed development is consistent with this policy.

Compact urban form is defined a land-use pattern that encourages efficient use of land and includes walkable neighbourhoods, proximity to transit, and reduced need for infrastructure. It is added that compact urban form can include detached and semi-detached houses on small lots (Section 2.5.2.2). The proposed development includes pedestrian connections on and off the site, and is within a walking distance to transit (Colltrans East Route at Hurontario Street and Campbell Street), and connects to existing municipal infrastructure. As such, the proposed development is consistent with this policy.

The Town intends that no major forms of new development is permitted unless adequate municipal water, sanitary sewer and storm sewer facilities are available (Section 3.5.3). The proposed development will connect to existing municipal water, sanitary sewer and storm sewer facilities, which is consistent with this policy.

A Stormwater Management Report is provided with these planning applications, which addresses minimizing the volume and maximizing the quality of surface drainage in the proposed development. It addresses managing run-off by storing some water on site and draining overland flow into the available capacity in the municipal system. It also addresses stormwater best practices, levels of protection outlined by the Town, post-development runoff rates, groundwater, infiltration, discharge and inflow, on-site centralized facilities (box culvert), and landscaping and absorption, which is consistent with the policies in Section 3.9.2.

Accordingly, the proposed development is consistent with the Town of Collingwood Official Plan.

4.6 TOWN OF COLLINGWOOD URBAN DESIGN MANUAL (2010)

The Town of Collingwood Urban Design Manual (2010) (UDM) encourages the design of a complete, effective and sustainable built environment and provides guidance on design matters to ensure that development is of high quality, pedestrian-oriented, interconnected, sensitive to the natural and built environment, and provide adequate public facilities and infrastructure.

The Manual provides specific and measurable direction for residential projects related to the following provisions:

- Achieve the desires of the community as expressed in the Official Plan and other policy documents;
- Create development patterns that are fitting with the community in terms of streets, blocks, scale, and orientation;
- Ensure that they are contextually appropriate to Collingwood;
- Create sites that are compatible and connected to neighbouring uses;
- Create highly livable residential developments with access to open space, recreation, and neighbouring uses;
- Create aesthetically pleasing residential neighbourhoods with streetscapes and buildings that are well suited to the community; and,
- Provide access to various high-quality private and public spaces associated with residences

The proposed development consists of 27 detached and 4 semi-detached dwellings and is comprised of one to two storeys. The development fits harmoniously into the neighbourhood and intensifies an under-utilized site. The detached and semi-detached dwellings are oriented to address the private road creating an attractive streetscape.

The proposed development has been designed in a manner that complements the existing immediate context, which is comprised of one to two storey, detached dwellings with attached garages.

Vehicular access onto the site is provided via a 7.2 m private laneway which is accessed from Campbell Street at the northern portion of the site. The private road creates a curvilinear circulation path within the site. Visitor parking is contained within designated parking areas to the northeast and southwest portions of the central block in close proximity to the extents of the site.

A 1.8 m pedestrian walkway from Campbell Street will be used to gain access to the site. The central block will contain an internal pedestrian circulation pattern that provides access to the surrounding units, the community building and open space amenity area.

The architectural style of the dwellings is envisioned to be a mixture of Craftsman style with contemporary elements and finishes. Architectural cladding will consist of stone, wood or composite siding, and stucco in varying colours to promote an attractive streetscape and reduce repetition.

Street trees line the private road to create a shaded canopy within the site. A large open space amenity area is provided within the central block and is lined with trees and plantings. An open play area is located between the mix of semi-detached and detached dwellings. This combination of houses facing the street and the internal open space amenity area results in a pedestrian friendly environment and contributes to increased safety and informal surveillance of the development.

A community building with approximately 28.5 m² of space is located adjacent the open space amenity area. The building will be clad in similar architectural materials as the rest of the development and will have a covered patio with a canopy feature. This will create highly animated greenspace within the central portion of the development and will foster a sense of community.

Accordingly, the proposed development is guided by the Town of Collingwood Urban Design Manual (2010).

5 TECHNICAL STUDIES

The proposed development is technically supported. The following studies demonstrate the suitability of the Subject Site to be developed for 27 single detached dwelling units and 4 semi-detached dwelling units.

5.1 TRAFFIC IMPACT STUDY

The proposed development is technically supported by a Traffic Impact Study (dated: April 2018) as prepared by WSP.

The proposed development is estimated to generate 9 inbound and 26 outbound trips during a.m. peak hour. Further, during the p.m. peak hour 25 inbound & 14 outbound trips. All of the study area intersections are operating at acceptable Levels of Service under existing traffic conditions and signal timing plans. All of the study area intersections are forecast to operate at acceptable Levels of Service under future background traffic conditions. The traffic associated with the proposed development can be accommodated by the road network. Accordingly, no transportation improvements are recommended to accommodate the vehicular traffic forecast to be generated by this development.

The intersections of Hurontario Street and Campbell Street, and Campbell Street and Maple Street are forecast to operate at acceptable Levels of Service during the a.m. and p.m. peak hours. Since the impact to the existing level of service at the study intersection with the introduction of the proposed development traffic is marginal, no improvements are recommended to the Site Accesses.

A parking supply review was conducted for compliance to Town Zoning By-laws. The developer proposes to provide a total of 76 vehicle parking spaces, which meets the required parking demand as per the Zoning By-law. The developer proposed to provide 16 bicycle parking spaces to satisfy the required amount bicycle parking spaces.

5.2 GEOTECHNICAL REPORT

The proposed development is technically supported by a Geotechnical Report (dated: April 4, 2018), as prepared by WSP. The report contains recommendations for the appropriate steps required to remove all topsoil, fill, and any unsuitable materials, as well as recommendations for filling and grading the site for development. The report provides recommendations for preparing preliminary foundations, floor slab construction and drainage, lateral earth pressures, temporary excavations and groundwater control, pipe bedding and cover, trench backfill, and preliminary pavement design. Recommendations for additional design review, testing, and inspections are provided.

5.3 PHASE 1 ENVIRONMENTAL SITE ASSESSMENT

A Phase 1 Environmental Site Assessment (dated: February 2018), prepared by WSP, was conducted for the Subject Site. It was determined that the western portion of the Subject Site contains a historical heating oil tank location and that the location of an apple orchard on the Subject Site contains pesticides. Accordingly, a Phase 2 Environmental Site Assessment was recommended and completed, as summarized below.

5.4 PHASE 2 ENVIRONMENTAL SITE ASSESSMENT

It was concluded that all soil and groundwater samples collected from the site met the applicable requirements for all tested parameters. It was recommended that as development of the site is not expected to result in a more sensitive land use than the existing use, an RSC is not required under O.Reg. 153/04. If a Record of Site Condition is required for any other purpose (i.e., municipal approvals), additional information will be required prior to the filing of a Record of Site Condition. It is further recommended that all monitoring wells should be decommissioned in accordance with O.Reg. 903 when no longer required. Accordingly, the proposed development is technically supported from Environmental Site Assessment perspective.

5.5 FUNCTIONAL SERVICING REPORT

The Functional Servicing Report (dated: May 2018) was prepared by WSP to support the applications. It was concluded that existing public roadway access is available to the site, subject to entrance access construction to the Town's standards and approval. It is recommended that Storm Water Management including onsite storage, grading, and drainage shall be designed/completed in accordance with Town Development Standards and approvals and necessary agency approvals shall be obtained. The storm sewer on Maple Street has the available capacity to accept post development flows not exceeding the pre-development flows at the 2 year storm from the proposed development.

An OGS unit (suitably sized Stormceptor unit, or equivalent) is proposed downstream of the orifice control for the Campbell Street outlet to meet MOE Enhanced treatment standards (80% TSS removal). Controlled runoff on site is proposed to be directed to a storm sewer network with two box culverts having a minimum combined storage volume of 359 m³. Outflow from the common area storage culvert is proposed to be controlled by a 90 mm orifice plate, and the main storage culvert controlled by a 225mm diameter orifice plate in order to satisfy equivalent maximum pre-development release rate of 113 l/sec for all events up to and including the 100-year return period.

A preliminary analysis of the required grade-raise to accommodate the underground storage network was undertaken, establishing the proposed profile of the new roadway will not pose conflict with the existing profile of Campbell Street. The site grading plan will be finalized prior to further reporting and design. The sanitary sewer on Campbell Street has the available capacity to provide service for the proposed 31 new units of the development. The proposed sewer shall be designed/completed in accordance with Town Engineering Standards and approvals and necessary agency approvals shall be obtained.

The new watermain within the development is proposed to connect on Hurontario Street and Campbell Street to service 31 new units of the development satisfying residential and fire flows. The watermain on Findlay Drive is proposed to service the two new units with frontage on Findlay Drive. All site proposed water mains and service connections and shall be constructed to Town Standards and in accordance with current applicable MOECC requirements.

It is recommended that utility companies be notified of the proposed development to confirm servicing requirements and planning for plant upgrades, if necessary, to provide such servicing to the site.

As such, the proposed development is technically supported from a Functional Servicing perspective.

5.6 STORMWATER MANAGEMENT REPORT

The Stormwater Management Report (dated: May 9, 2018) was prepared by WSP to support the applications. It is proposed that an OGS unit (suitably sized stormceptor unit, or equivalent) is proposed downstream of the orifice control for the Campbell Street outlet to meet MOE Enhanced treatment standards (80% TSS removal).

Controlled runoff on site will be directed to a storm sewer network with two box culverts with minimum combined storage volume of 359 m³. Outflow from the common area box culvert will be controlled by a 90 mm orifice and outflow to the Campbell Street storm sewer will be controlled by a 225 mm orifice plate in order to satisfy equivalent maximum pre-development release rate of 113 l/sec for all events up to the 100-year return period.

The proposed SWM strategy will address stormwater management related impacts from this project and meet the applicable design requirements. Accordingly, the proposed development is technically supported from a stormwater management perspective.

6 PLANNING JUSTIFICATION

The proposed development is consistent with the Provincial Policy Statement (2014) (PPS) objectives and policies for land use planning. The subject site is located within the established settlement area of the Town of Collingwood and it is proposed to provide an appropriate, modest increase to the residential density than what currently exists in this area. Accordingly, the proposed development will promote efficient development and land use patterns, promote cost-effective development patterns, and standards to minimize land consumption and servicing costs (Section 1.1.1 a) & e)). It further assists the Town with efficiently using land and resources, existing infrastructure, and public service facilities in the area (Section 1.1.3.2 a)). The proposed development is to provide a mix of single-detached and semi-detached dwelling units on one lot, which helps the Town provide more of a range and mix of residential units in the area (Section 1.1.1 b) and 1.4.3 d)). To an extent, the proposed development will be helping the area become more transit supportive (Section 1.1.3.2 a) 5 and Section 1.4.3 d)), due to increasing the overall density on the lands. The proposed development will be providing a minimum of one accessible home and is ensuring that the development meets *Accessibility for Ontarians with Disabilities Act* (AODA) standards throughout the development. As such, it is contributing towards improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society (Section 1.1.1 f)). The proposed development connects to existing municipal sewage services and municipal water services recognizing that this is the preferred form of servicing for settlement areas (Section 1.6.6.2). Additionally, site grading and landscape design has accommodated for overland flow and drainage to be contained on site and that the remainder will drain towards existing municipal water services on Campbell Street promoting stormwater management best practices, including low impact development (Section 1.6.6.7 e)). Accordingly, the proposed development is consistent with the PPS.

The proposed development is consistent with the policies of the Provincial Growth Plan for the Greater Golden Horseshoe (2017). The subject site is located within the built boundary of the Town of Collingwood and provides a modest, appropriate level of growth to this area. As such, it is recognized that the vast majority of growth should be directed to settlement areas that have a delineated built boundary and that growth will be focused in these areas (Section 2.2.1.2 a and c, and Section 2.2.2). Additionally, the development helps the County of Simcoe and Town of Collingwood provide an urban form (infill development of new single detached units and semi-detached units adding to an existing low density area) that optimizes infrastructure, particularly along transit and transportation corridors, and to support the achievement of complete communities through a more compact built form (Section 2.2.1.3 c)). As such, the proposed development will provide an appropriate, modest increase to the residential density than what currently exists in this area. The proposed development includes single detached and semi-detached dwelling units, which provides additional housing unit types in the area that can help the Town accommodate people at various stages of life and household sizes and incomes (Section 2.2.1.4 c)). As such, the proposed development will help the Town support the achievement of complete communities by increasing the range and mix of housing options and densities of the existing housing stock (Section 2.2.6.2 c)). The proposal has been designed to ensure the development of high quality compact build form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards (Section 2.2.1.4 e)). As mentioned, the proposed development has been designed to AODA standards,

provides bicycle parking, and provides communal area that contains a community building, a fire pit, open space, and opportunities for recreation and leisure. However, it is noted that the communal area will be privately owned by the residents of the development. These spaces have been designed in a manner that expands convenient access to an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities. Active transportation is promoted within the development as bicycle parking spaces are provided to residents (2.2.1.4. d) i. and iii.). The stormwater management plan for the proposed development will feed into the larger municipal stormwater management plan. It was prepared in a manner that aims to protect the quality and quantity of water in the existing stormwater facilities and systems, and incorporate appropriate low impact development measures (Section 3.2.7.1 b) and e)). As part of the Simcoe Sub-Area, the proposed development assists the County of Simcoe and the Town of Collingwood achieve complete communities within primary settlement areas (Section 6.3.2 c), ensure a high quality built form and public open spaces within primary settlement areas through site design and urban design standards that create attractive and vibrant places that support walking and cycling for everyday activities, and to an extent are transit-supportive as it creates a modest increase to the density in the area (Section 6.3.2 d)) Accordingly, the proposed development is consistent with the Provincial Growth Plan.

The proposed development is consistent with County of Simcoe Official Plan (Ontario Municipal Board Decision dated: December 29, 2016). The subject site is located within the Built Boundary and Collingwood Primary Settlement Area within the County of Simcoe (Schedule 5.1.2 Simcoe Sub Area). Settlements are intended to be developed at higher densities in order to make these areas more economical to service, help to conserve environmentally valuable lands, and to develop as complete communities (Section 3.1.1). The proposed development provides for an appropriate, modest increase to the residential density than what currently exists in this area helping the County achieve this policy. Simcoe County aims to provide a wide range of housing types and costs (Sections 3.1.4 and 3.5.30). The proposed development is to provide a mix of single-detached and semi-detached dwelling units in an area that currently contains single-detached dwelling units on larger lots. As such, the proposed development is helping the County achieve this policy. The County also directs local municipalities (Town of Collingwood) to manage the approvals of planning applications to provide an appropriate range of housing types and densities to meet overall population growth projections, density targets, and intensification targets (Sections 3.2.8, 3.5.9, 3.5.24, 3.5.25). The proposed development provides an appropriate, modest increase to the residential density than what currently exists in the area and adds single detached dwelling units and semi-detached dwelling units (on one lot rather than on individual larger lots) to the housing stock in the area, which is consistent with this policy. The proposed development provides for pedestrian and cycling connections throughout the development and to the surrounding area, bicycle parking area, provides a modest increase to density more supportive of transit than currently exists, adds single detached and semi-detached units on one lot (rather than individual units on large lots), and connects to existing municipal infrastructure. The proposed development also connects to a “Safer Bike Route” on Campbell Street. The combined attributes of the proposed development helps Simcoe County meet the policy in Section 3.2.12. The proposed development provides for modest, appropriate development within an existing residential area, will be on full municipal water and municipal sewage services, and will help the Town of Collingwood develop as a complete community, as described previously. The proposed development is designed to be of high quality urban form and public open spaces through site design and urban design standards that create attractive and vibrant places that support walking, cycling, and to an extent is transit supportive. As such,

the proposed development meets the policy in Sections 3.5.6 and 3.5.28. The proposed development will be providing a minimum of one accessible home and is designed to meet *Accessibility for Ontarians with Disabilities Act* (AODA) standards throughout the development. As such, it is facilitating accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society, which is consistent with Section 4.1.4. As the proposed development is adding single detached dwelling units and semi-detached dwelling units on one lot (rather than individual units per lot) in a manner that is compatible with the existing residential area, it is helping the local municipality (Town of Collingwood) provide for an appropriate range of housing types and densities required to meet the projected needs of current and future residents, which is consistent with Section 4.1.6. Accordingly, the proposed development is consistent with the County of Simcoe Official Plan.

The proposed development is consistent with the Town of Collingwood Official Plan (Consolidated December 2015). The subject site is identified within a “Low Density” area on Schedule ‘C’ (Residential Density). The entire subject site is identified as “Inside of the Built Boundary (Designated/Available Lands)”, and it is also noted that the northern part of the site is designated as within the “Collingwood Intensification area” on Schedule ‘F’ (Urban Structure). The Residential designation provides for a variety of residential uses, including low, medium and high density housing. Low density residential includes single detached dwellings, semi-detached dwellings, duplex dwellings and boarding homes (Section 4.3.2.5.1). As the proposed development includes single detached dwelling units and semi-detached dwelling units on the subject site, it is consistent with the policy in Section 4.3.2.5.1. As such, the proposed development assists the Town with meeting residential intensification targets, which is consistent with the policy in Section 2.5.7. It also meets the development criteria outlined in Section 4.3.2.1.2. The proposed development will connect to existing municipal water and wastewater servicing, provides community infrastructure (outdoor amenity area, community building, landscaped area, walkways, bicycle parking), provides off-street parking, impacts on traffic in the area will be minimal as supported by a traffic impact study (see Section 5.0 of this report), and built form will be consistent with the urban design and character of the community and streetscapes of the surrounding neighbourhood. The proposed development also connects to a “Safer Bike Route” on Campbell Street. The Town requires that adequate buffering, or transitions, are to be provided to its satisfaction. This may include enhanced setbacks, stepping of buildings, enhanced landscaping and/or berming/fencing of sufficient height (Section 4.3.2.4.8). The proposed development addresses the interface between the subject site and the surrounding residential area by providing enhanced landscaping and fencing, and proposing building designs that are consistent with the existing residential neighbourhood.

The Low Density designation is required to have a minimum density of 15 dwelling units per gross hectare and a maximum density not exceeding 20 dwelling units per gross hectare (Section 4.3.2.5.2). The proposed development is at a density of 20 dwelling units per gross hectare. As such, the proposed development is consistent with this policy. The proposed development also provides compact urban form, providing a land-use pattern that encourages efficient use of land and includes walkable neighbourhoods, proximity to transit, and reduced need for infrastructure. It is added that compact urban form can include detached and semi-detached houses on small lots. The proposed development includes pedestrian connections on and off the site, is within a walking distance to transit (Colltrans East Route at Hurontario Street and Campbell Street), and connects to existing municipal infrastructure. As such, the proposed

development is consistent with the policy in Section 2.5.2.2. Stormwater analysis supportive of this planning application addresses managing run-off by storing some water on site and draining overland flow into the available capacity in the municipal system. It also addresses stormwater best practices, levels of protection outlined by the Town, post-development runoff rates, groundwater, infiltration, discharge and inflow, on-site centralized facilities (box culvert), and landscaping and absorption, which is consistent with the policies in Section 3.9.2. Accordingly, the proposed development is consistent with the Town of Collingwood Official Plan.

In summary, the proposed development is consistent with the Provincial Policy Statement (2014), Provincial Growth Plan for the Greater Golden Horseshoe (2017), County of Simcoe Official Plan (Ontario Municipal Board Decision dated: December 29, 2016), and Town of Collingwood Official Plan (Consolidated December 2015). The proposed development represents a modest, appropriate form of intensification in the existing residential area. The proposed development is at a density of 20 dwelling units per gross hectare, which is at the maximum permitted low density range and is consistent with the Town of Collingwood Official Plan. It adds single detached dwelling units and semi-detached dwelling units (on one lot rather than on individual larger lots) to the housing stock in the area providing for additional building types in Collingwood. The proposed development connects to existing municipal sewage services and municipal water services recognizing that this is the preferred form of servicing for settlement areas. The proposed development provides a communal area that contains a community building, a fire pit, open space, and opportunities for recreation and leisure. These spaces have been designed in a manner that expands convenient access to an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities. The proposed development will be providing a minimum of one accessible home and is ensuring that the development meets *Accessibility for Ontarians with Disabilities Act* (AODA) standards throughout the development. The proposed development includes pedestrian connections on and off the site, and is within a walking distance to transit (Colltrans East Route at Hurontario Street and Campbell Street). The proposed development will be providing 16 bicycle parking spaces and connects to “Safer Bike Route” on Campbell Street, and thus will be supporting active transportation in the area. It is also guided by the Town of Collingwood Urban Design Manual (dated: December 2010). Furthermore, the planning applications are technically supported by a Traffic Impact Study, Geotechnical Analysis, Phases 1 and 2 Environmental Assessment, Functional Servicing Report, and Stormwater Management Report.

Therefore, it is our opinion that the development is consistent with the applicable planning policies, is in the public interest, and represents good planning.

7 IMPLEMENTING DOCUMENT

Town of Collingwood Zoning By-law 2010-40 applies to the Subject Site.

7.1 EXISTING ZONING

The Subject Site is zoned as RESIDENTIAL SECOND DENSITY ZONE (R2) which permits one dwelling unit (i.e., single detached, semi-detached) per lot. The south portion of the Subject Site is further zoned as RESIDENTIAL SECOND DENSITY ZONE EXCEPTION 13 (R2-13).

Exception 13 allows the existing lots along Findlay Drive to be serviced with an existing, individual private water supply system and an existing, individual private sanitary system. Once these systems fail, the zoning by-law requires that the lots be connected to a municipal water supply system. The entire Subject Site is planned to be connected to municipal services so this exception is no longer being carried forward as it pertains to the Subject Site.

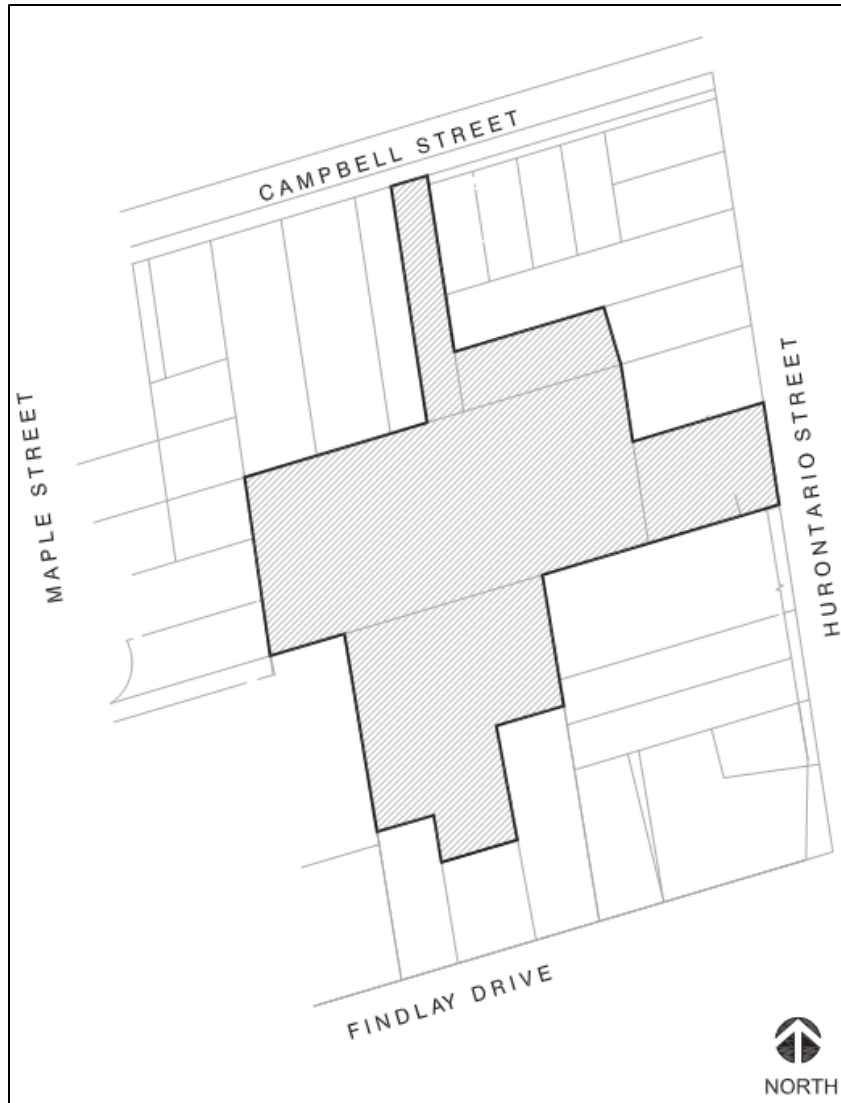
7.2 DRAFT ZONING BY-LAW AMENDMENT

The purpose of the Draft Zoning By-law Amendment to rezone the Subject Site from RESIDENTIAL SECOND DENSITY ZONE (R2) and from RESIDENTIAL SECOND DENSITY ZONE EXCEPTION 13 (R2-13) to the RESIDENTIAL THIRD DENSITY ZONE EXCEPTION XX (R3-XX).

It is recognized that the Residential Third Density Zone permits Cluster or Group Dwelling Units, which is defined in the Town's Zoning By-law to mean "two (2) more permitted detached residential buildings on the same lot" (Section 3.0 of the Zoning By-law). An expansion to this definition, as it pertains to the Subject Site, is requested in the draft zoning by-law amendment to include semi-detached units.

Accordingly, the following site-specific zoning exceptions are being proposed to permit the proposed development:

1. Notwithstanding Section 3.1, the Front Lot Line shall be the Campbell Street front lot line;
2. Notwithstanding Section 3.1, the Dwelling, Group or Cluster shall mean two (2) or more permitted detached and/or semi-detached residential buildings on the same lot;
3. Notwithstanding Section 4.22, there is no maximum number of Detached Dwelling or Semi-Detached units on a lot;
4. Notwithstanding Section 5.3.1.2, the entrance width for group or cluster dwellings, including a private road for a plan of condominium, shall be a minimum of 6 m; and
5. The following development standards to apply to a group or cluster dwellings;
 - i. Minimum Setback from any Lot Line other than the Front Lot Line – 0.8 metres; and
 - ii. Maximum Lot Coverage – 40%.



LEGEND

-  Lands to be rezoned from the Residential Second Density Zone (R2) and from Residential Second Density Zone Exception 13 (R2-13) to the Residential Third Density Zone Exception XX (R3-XX).

MAYOR

CLERK

This is Schedule 'A' to By-law No. 2018-XXX enacted and passed the XX day of XXX 2018.

TOWN OF COLLINGWOOD
Planning Services
DWG Date: May 2018
File No: XXXX

Figure 4: Draft Zoning By-law Amendment Schedule "A"

SUMMARY CONCLUSIONS

Straw Hat Restoration Inc. is proposing an infill development containing 27 single detached dwelling units and 4 semi-detached dwelling units on a one 1.7 hectare lot. The Subject Site is located to the west of Hurontario Street, north of Findlay Drive, and south of Campbell Street, in behind existing single-detached homes.

The proposed development is consistent with the planning policies applicable to the Subject Site, as outlined in the Provincial Policy Statement (2014), the Growth Plan of the Greater Golden Horseshoe (2017), County of Simcoe Official Plan (Ontario Municipal Board Decision dated: December 29, 2016), and the Town of Collingwood Official Plan (Office Consolidation dated: December 2015). It is also guided by the Town of Collingwood Urban Design Manual (dated: December 2010).

The proposed development has the following attributes:

- The proposed development represents a modest, appropriate form of intensification in the existing residential area;
- The proposed development is at a density of 20 dwelling units per gross hectare, which is at the maximum permitted low density range and is consistent with the Town of Collingwood Official Plan;
- It adds single detached dwelling units and semi-detached dwelling units (on one lot rather than on individual larger lots) to the housing stock in the area providing for additional building types in Collingwood;
- The proposed development connects to existing municipal sewage services and municipal water services recognizing that this is the preferred form of servicing for settlement areas;
- The proposed development provides a communal area that contains a community building, a fire pit, open space, and opportunities for recreation and leisure. These spaces have been designed in a manner that expands convenient access to an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities;
- The proposed development will be providing a minimum of one accessible home and is ensuring that the development meets *Accessibility for Ontarians with Disabilities Act* (AODA) standards throughout the development;
- The proposed development includes pedestrian connections on and off the site, and is within a walking distance to transit (Colltrans East Route at Hurontario Street and Campbell Street);
- The proposed development will be providing 16 bicycle parking spaces and connects to “Safer Bike Route” on Campbell Street, and thus will be supporting active transportation in the area; and

- The proposed development is demonstrated to be technically supported in terms traffic impact, geotechnical analysis, environmental site analysis, functional servicing, and stormwater management.

For these reasons, the proposed development represents sound and good planning. Therefore, it is our professional opinion and recommendation that Council should approve the proposed development.

We trust that the foregoing is acceptable. Should you have any further questions, please contact our office.