

PARKING JUSTIFICATION STUDY

**11403, 11453 & 11461 HIGHWAY 26
REVERIE TOWNHOUSES
TOWN OF COLLINGWOOD**

PREPARED FOR:

SHERWOOD HOMES LTD.

PREPARED BY:

**C.F. CROZIER & ASSOCIATES INC.
70 HURON STREET, SUITE 100
COLLINGWOOD, ON L9Y 4L4**

AUGUST 2025

CFCA FILE NO. 1790-5382

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Revision Number	Date	Comments
Rev. 0	August 2025	First Submission

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1.0 INTRODUCTION

1.1. Background

C.F. Crozier and Associates (Crozier) has been retained by Sherwood Homes Ltd. to prepare a Parking Justification Study in support of the Zoning By-law Amendment for the Reverie Townhouse Development at 11403, 11453 & 11461 Highway 26 in the Town of Collingwood. A Traffic Impact Study was first completed by Crozier for the site in November 2019. An updated Traffic Impact Study was prepared in July 2020, which reviewed 201 apartment units and 66 townhouse units. Since 2020, the approved apartment buildings are under construction and the existing signal at the intersection of Highway 26 and Waterfall Lane/Prince of Wales Drive has been modified and is operational.

1.2. Existing Conditions

The subject lands, east of Waterfall Lane, have an area of 2.35 ha (5.81 ac). The site, which does not include the apartment building currently under construction, is bound by Highway 26 to the north and east, Prince of Wales Drive and the apartment buildings to the west, and Brandy Lane Drive to the south. As previously noted, the intersection of Highway 26 and Waterfall Lane/Prince of Wales Drive is signalized.

1.3. Development Proposal

The Site Plan prepared by Stantec Consulting Ltd. (dated August 26, 2025) proposes the development of 124 stacked townhouse units on the east side of Prince of Wales Drive. Access to the development remains via Prince of Wales Drive, with an emergency access to Highway 26 proposed at the far east end of the site. Removeable bollards will restrict access to Highway 26.

At the east and west ends of the townhouse development, a total of 20 bicycle parking spaces are provided. The Site Plan proposed 149 vehicle parking spaces including four barrier-free spaces. 25 of the 149 parking spaces are to be designated as visitor parking. Parking on site is proposed at a rate of 1.2 spaces per unit.

Appendix A includes the Site Plan for reference.

1.4. Purpose and Scope

The purpose of this study is to estimate the peak parking demand of the site and confirm the adequacy of the proposed parking supply. The study reviews the following main aspects from a parking perspective:

- Town of Collingwood Zoning By-Law minimum parking requirements
- Review of Zoning By-laws from other municipalities
- Proxy site surveys in Collingwood
- Transportation Demand Management (TDM) opportunities for reduced peak parking requirements

A Terms of Reference was circulated to the Town of Collingwood and their peer review consultant. The Terms of Reference, peer review comments received from Tatham Engineering and our responses have been included in **Appendix B**.

2.0 ZONING BY-LAW REQUIREMENTS

The following sections review the parking requirements outlined in the Town of Collingwood Zoning By-Law 2010-040 (consolidated March 2025).

2.1. Vehicle Parking Requirements

The Town of Collingwood does not have stacked townhouses as a defined land use within their Zoning By-law. A stacked townhouse functions similar to a standard townhouse as each unit has an independent egress point, but they generally have a smaller floor area and share walls and floors similar to an apartment building. Standard townhouses also generally have dedicated driveways and garages, while stacked townhouses generally have communal shared parking.

As such, the minimum parking requirements for both townhouse and apartment units, as set out in the Zoning By-law 2010-040, were assessed to determine the parking supply requirements for the proposed development.

Table 1 outlines the minimum parking requirement and compares to the proposed parking supply.

Table 1: Town of Collingwood Zoning By-law 2010-040 Minimum Parking Requirements

Stacked Townhouse Units	Parking Provided	Zoning By-law Defined Use	Zoning By-law Requirement	Minimum Parking Required	Surplus/ Deficiency
124 Units	149 spaces	Dwelling, apartment	0.5 spaces per unit plus 0.25 spaces per unit for visitor	93 spaces	+56 spaces
		Dwelling, townhouse	2 spaces per unit	248 spaces	-100 spaces

The Town's Zoning By-law requirement for 124 units under the apartment land use is 93 parking spaces on-site. This results in a surplus of 56 proposed parking spaces. For the townhouse land use, the Town's Zoning By-law required 248 parking spaces, which is 100 more than proposed,

2.2. Bicycle Parking Requirements

The Town of Collingwood Zoning By-law 2010-040 outlines the required number of bicycle parking spaces for a number of uses. Table 5.13.1.1 within the By-law states that the number of bicycle spaces required for "any group or cluster dwellings in excess of 5 dwelling units" is "0.5 bicycle spaces per dwelling unit to a total maximum of 20 bicycle parking spaces."

As the Site Plan proposes a total of 20 bicycle parking spaces, the Zoning By-law requirement is met.

3.0 PARKING JUSTIFICATION

To justify the proposed parking supply, the peak parking demand associated with the proposed development was forecasted using a variety of methodologies.

3.1. External Zoning By-Laws

The City of Barrie is currently updating their Zoning By-law and the Town on New Tecumseth recently completed an update to theirs. Additionally, the Town of Shelburn last updated their Zoning By-law in 2012.

3.1.1. City of Barrie

The current City of Barrie Zoning By-law (2009-141) requires a parking rate of 1.5 spaces per dwelling unit for any residential building containing more than 3 dwelling units. Under the current By-law there have been four By-law amendments which reduce the parking requirement for stacked townhouse units. These developments are:

- 700 Mapleview Drive East (1.25 per dwelling unit)
- 101 Kozlov Street (1.15 per dwelling unit)
- 189 Summerset Drive (1.27 per dwelling unit)
- 244 Ardagh Road (1.25 per dwelling unit)

The City of Barrie is currently working on updating their Zoning By-law. The most recent draft (September 2024) proposed both minimum and maximum parking requirements based on districts within the city. The following rates for any dwelling unit are proposed:

- Urban Growth Centre – 0.6 residential spaces per dwelling unit, 0.1 visitor spaces per dwelling unit
- Strategic Growth Areas and Intensification Corridors – 0.7 spaces per dwelling unit, 0.1 visitor spaces per dwelling unit
- All other Lands – 1 parking space per dwelling unit, 0.2 visitor space per dwelling unit

While it is recognized that the location of the Reverie Townhouses is likely not considered an urban growth center for the Town of Collingwood, it is noted that overall lower parking rates are being considered.

Table 2 compares the existing and proposed Zoning By-law requirements for the site based on the City of Barrie's By-laws.

Table 2: City of Barrie Zoning By-law Comparison

Stacked Townhouse Units	Parking Provided	Zoning By-law	By-law Requirement	Minimum Parking Required	Surplus/ Deficiency
124 Units	149 spaces	2009-141 (more than 3 units)	1.5 spaces per dwelling unit	186 spaces	-37 spaces
		Draft By-law (Intensification Corridor)	0.8 spaces per dwelling unit	124 spaces	+25 spaces
		Draft By-law (all other lands)	1.2 spaces per dwelling unit	149 spaces	0 spaces

Based on the current Zoning By-law the site would be deficient by 37 spaces, while the draft By-law requirement would result in a surplus of 25 parking spaces if considered part of an intensification corridor, or meeting the requirements when considered under 'all other lands'.

3.1.2. Town of New Tecumseth

The Town of New Tecumseth released an updated Zoning By-law (2021-128) in September 2021. The Zoning By-law groups Block and Stacked Townhouse units alongside apartment units for parking requirements, separate from single detached, semi-detached and street townhouse dwellings.

The By-law requires 0.25 spaces per unit for visitors and a residential requirement of 1.5 spaces per stacked townhouse unit and 0.75 per bachelor apartment unit. Street townhouses require 2 parking spaces per dwelling unit, similar to the Town of Collingwood's Zoning By-law.

Table 3 compares the apartment and stacked townhouse Zoning By-law requirements for the site based on the Town of New Tecumseth's By-laws.

Table 3: Town of New Tecumseth Zoning By-law Comparison

Stacked Townhouse Units	Parking Provided	Zoning By-law	By-law Requirement	Minimum Parking Required	Surplus/ Deficiency
124 Units	149 spaces	Bachelor Apartment	0.75 spaces per unit plus 0.25 spaces per unit for visitor	124 spaces	+28 spaces
		Stacked Townhouse	1.5 spaces per unit plus 0.25 spaces per unit for visitor	217 spaces	-68 spaces

Based on the parking requirement for bachelor apartments, the site would provide a surplus of 28 spaces, while based on the stacked townhouse requirement, the site would be deficient by 68 parking spaces.

3.1.3. Town of Shelburne

The Town of Shelburne's Zoning By-law was consolidated in May 2012. The By-law requires 1.0 space per unit for a variety of residential uses. **Table 4** compares the apartment and stacked townhouse Zoning By-law requirements for the site based on the Town of New Tecumseth's By-laws.

Table 4: Town of Shelburne Zoning By-law Comparison

Stacked Townhouse Units	Parking Provided	Zoning By-law	By-law Requirement	Minimum Parking Required	Surplus/ Deficiency
124 Units	149 spaces	Single Detached, Townhouse, Accessory, Converted, Semi-Detached, Duplex and Triplex Dwellings	1 space for each dwelling unit	124 spaces	+28 spaces
		Apartment Dwelling Units and Dwelling Units over Commercial Uses	1 space for each dwelling unit	124 spaces	+28 spaces

Based on the parking requirements, the site would provide a surplus of 28 spaces.

3.1.4. Summary

As previously stated, the Town of Collingwood does not currently define stacked townhouses or provide a specific parking rate for them in the Zoning By-law. Stacked townhouses are expected to have similar parking demands to apartment units. Under Collingwood and New Tecumseth's Zoning By-law for apartments, the proposed supply exceeds the required supply. While standard townhouses are provided more spaces under the By-laws. Residents of the stacked townhouses will be provided a single parking space for their unit.

The rate proposed in the updated Zoning By-law for the City of Barrie, for multiple units outside of the intensification corridor, is the same as what is proposed for this site. In the Town of Shelburne, the development would provide surplus parking over the By-law requirement, regardless of the defined unit type.

3.2. Surrogate Sites

To assess peak parking demands within the Town of Collingwood, parking surveys conducted in 2023 and 2024 were consulted. Residential apartments located at 417 Peel Street, 538 Tenth Street and 172 Eighth Street were assessed. As stacked townhouses share physical and demographic similarities to apartment units, it was assumed that they are appropriate surrogates for the proposed development. It is noted that these sites are not part of Collingwood's affordable housing supply. Details relating to the parking surveys and the recorded peak demand are provided in the following sections.

3.2.1. 417 Peel Street

Parking counts were undertaken by Ontario Traffic Inc. on Friday, December 1, 2023, and Saturday, December 02, 2023, between 6:00 p.m. and 1:00 a.m. 417 Peel Street is composed of three existing rental apartment buildings with a total of 156 units, of which 148 were occupied at the time of the survey. The site contains 159 tenant parking spaces and 39 visitor parking spaces. **Table 5** summarizes the observed parking rates per unit.

Table 5: 417 Peel Street Parking Demand

Date	Occupied Tenant Parking Rate	Occupied Visitor Parking Rate	Total Occupied Parking Rate
Friday December 1, 2023	0.81	0.23	1.04
Saturday December 2, 2023	0.77	0.20	0.97
Peak Demand	0.81	0.23	1.04

Using the number of cars parked and the number of dwelling units of the surrogate site, the peak parking demand rates were found. The peak parking demand ratio for the tenant and visitor uses was found to be 0.81 and 0.23 spaces per unit, respectively. The total peak demand was found to be 1.04 spaces per unit. **Appendix C** includes the parking survey data.

Table 6 presents the peak parking demand for the proposed site based on the proxy site peak parking demand rates.

Table 6: Peak Demand Forecast per 417 Peel Street Survey Data

Land Use	Peak Parking Rates	Number of Units	Peak Parking Required	Proposed Parking
Tenant	0.81	124	101 spaces	-
Visitor	0.23	124	29 spaces	-
Total			130 spaces	149 spaces
Surplus/Deficiency			+19 spaces	

The 417 Peel Street proxy site survey data forecasts a parking supply surplus of 19 spaces compared to the peak parking demand for the proposed development.

3.2.2. 528 Tenth Street

Parking counts were undertaken by Ontario Traffic Inc. on Friday, March 22, 2024, and Saturday, March 23, 2024, between 6:00 p.m. and 1:00 a.m. 528 Tenth Street is composed of a single existing rental apartment building with 37 units, of which 35 were occupied at the time of the survey. It is noted that there is no street parking allowed along the frontage on Tenth Street.

The site contains 40 parking spaces, 2 accessible space (assumed visitor) and 6 visitor parking spaces. **Table 7** summarizes the observed parking rates per unit.

Table 7: 528 Tenth Street Parking Demand

Date	Occupied Tenant Parking Rate	Occupied Visitor Parking Rate	Total Occupied Parking Rate
Friday March 22, 2024	0.74	0.11	0.85
Saturday March 23, 2024	0.80	0.09	0.89
Peak Demand	0.80	0.11	0.91

Using the number of cars parked and the number of dwelling units of the surrogate site, the peak parking demand rates were found. The peak parking demand ratio for the tenant and visitor uses was found to be 0.80 and 0.11 spaces per unit, respectively. The total peak demand was found to be 0.91 spaces per unit. **Appendix C** includes the parking survey data.

Table 8 presents the peak parking demand for the proposed site based on the proxy site peak parking demand rates.

Table 8: Peak Demand Forecast per 528 Tenth Street Survey Data

Land Use	Peak Parking Rates	Number of Units	Peak Parking Required	Proposed Parking
Tenant	0.80	124	100 spaces	-
Visitor	0.11	124	14 spaces	-
Total			114 spaces	149 spaces
Surplus/Deficiency			+35 spaces	

The 528 Tenth Street proxy site survey data forecasts a parking supply surplus of 35 spaces during the peak parking demand for the proposed development.

3.2.3. 172 Eighth Street

Parking counts were undertaken by Ontario Traffic Inc on Friday, March 22, 2024, and Saturday, March 23, 2024, between 6:00 p.m. and 1:00 a.m. 172 Eighth Street is composed of a single existing condominium apartment building with a total of 90 units, all of which were occupied at the time of the study. There is no street parking allowed along the frontage on Eighth Street.

The site contains 90 parking spaces, 2 accessible (assumed to be visitor) and 41 visitor parking spaces. **Table 9** summarizes the observed parking rates per unit.

Table 9: 172 Eighth Street Parking Demand

Date	Occupied Tenant Parking Rate	Occupied Visitor Parking Rate	Total Occupied Parking Rate
Friday March 22, 2024	0.76	0.13	0.89
Saturday March 23, 2024	0.72	0.09	0.81
Peak Demand	0.76	0.13	0.89

Using the number of cars parked and the number of dwelling units of the surrogate site, the peak parking demand rates were found. The peak parking demand ratio for the tenant and visitor uses was found to be 0.76 and 0.13 spaces per unit, respectively. The total peak demand was found to be 0.89 spaces per unit. **Appendix C** includes the parking survey data.

Table 10 presents the peak parking demand for the proposed site based on the proxy site peak parking demand rates.

Table 10: Peak Demand Forecast per 172 Eighth Street Survey Data

Land Use	Peak Parking Rates	Number of Units	Peak Parking Required	Proposed Parking
Tenant	0.76	124	95 spaces	-
Visitor	0.13	124	17 spaces	-
Total			112 spaces	149 spaces
Surplus/Deficiency			+37 spaces	

The 172 Eighth Street proxy site survey data forecasts a parking supply surplus of 37 spaces during the peak parking demand for the proposed development.

3.2.4. Summary

It is noted that based on the proxy data collected, the residential demand was found to be less than the proposed residential supply of parking spaces. The visitor parking demand, apart from Friday December 1st at 417 Peel Street, was found to be equal or less than the proposed visitor supply.

4.0 TRANSPORTATION DEMAND MANAGEMENT (TDM)

Transportation Demand Management (TDM) measures aim to reduce automobile dependence and promote alternate and active modes of transportation at the site to overall decrease vehicle dependency and create a more sustainable transportation system.

4.1. Transit Services

The Collingwood Crosstown transit route currently operated 7 days a week between 6.30 a.m. and 11 p.m. The route has stops at both Pretty River Academy and Lighthouse Point, in the vicinity of the development. Buses run every hour and provides connection to the main terminal in downtown Collingwood, which connects to four other transit routes. The crosstown route also provides direct connection to the YMCA, Hospital and Georgian College. **Appendix D** includes a map of the transit systems in Collingwood.

4.2. Active Transportation

While no pedestrian and cycling facilities are currently available along the site frontage, the Site Plan illustrates a proposed 3 m wide multi-use trail along the site frontage. Internal to the larger site, trail connections are proposed to the Cranberry Marsh Trail, which provides further connectivity to the wider Collingwood Trail network.

As previously noted, bicycle parking is proposed on site, providing a total of 20 bike parking spaces. Internal to the site 2.0 m sidewalks provide connectivity throughout and connect to the proposed multi-use trail on Highway 26.

5.0 CONCLUSIONS

The analysis contained within this report has resulted in the following key findings:

- The site proposes parking at a rate of 1.2 spaces per stacked townhouse unit resulting in a parking supply of 149 parking spaces.
- The Town of Collingwood By-Law 2010-040 requires standard townhouse units to provide parking at a rate of 2 spaces per units and apartments at a rate of 0.75 spaces per unit. These rates equate to a deficiency of 100 spaces for standard townhouse units and a surplus of 56 spaces for apartment units when applied to the stacked townhouse units.
- The current City of Barrie Zoning By-law (2009-141) requires a parking rate of 1.5 spaces per dwelling unit for any residential building containing more than 3 dwelling units.
 - The most recent draft By-law for the City of Barrie recommends a minimum parking rate of 0.8 parking spaces per unit in intensification corridors and 1.2 spaces per unit for all dwelling types in other areas of the city.
 - Based on the proposed Zoning By-law the development in Collingwood would meeting the zoning by-law requirement set for areas outside of the intensification corridor.
- The Town of New Tecumseth released an updated Zoning By-law (2021-128) in September 2021.
 - The By-law requires 0.25 spaces per unit for visitors and a residential requirement of 1.5 spaces per stacked townhouse unit and 0.75 per bachelor apartment unit.
 - Based on the parking requirement for bachelor apartments, the site would provide a surplus of 28 spaces, while based on the stacked townhouse requirement the site would be deficient by 68 parking spaces
- The Town of Shelburne Zoning By-law (38-2007) requires the same parking rate for apartment and townhouse units.
 - Based on the By-law requirement of 1.0 space per unit, the development in Collingwood would provide a surplus of 28 spaces.
- To forecast the peak parking demand of the proposed residential development, parking survey data at three apartment surrogate sites in Collingwood was analyzed:
 - The survey at 417 Peel Street recorded a peak parking demand of 1.04 spaces per unit. Applying this rate to the proposed development, results in a surplus of 19 parking spaces compared to the proposed parking supply.
 - The survey at 528 Tenth Street recorded a peak parking demand of 0.91 spaces per unit. Applying this rate to the proposed development, results in a surplus of 353 parking spaces compared to the proposed parking supply.
 - The survey at 172 Eighth Street recorded a peak parking demand of 0.89 spaces per unit. Applying this rate to the proposed development, results in a surplus of 37 parking spaces compared to the proposed parking supply.

- The site is within walking distance to the Collingwood Crosstown transit route, will provide 20 bicycle parking spaces and proposes sidewalk connectivity throughout. A multi-use path is proposed for Highway 26 along the site frontage.

The analysis contained within this report was completed using the Site Plan prepared by Stantec (dated August 26, 2025). Any minor revisions to the Site Plan are not expected to affect the conclusions contained within this report. In conclusion, the proposed development can be supported from a parking perspective, with a rate of 1.0 residential spaces and 0.2 visitor spaces per stacked townhouse unit.

Respectfully submitted by,

C.F. CROZIER & ASSOCIATES INC.



Kerianne Hagan, P.Eng.
Project Engineer, Transportation

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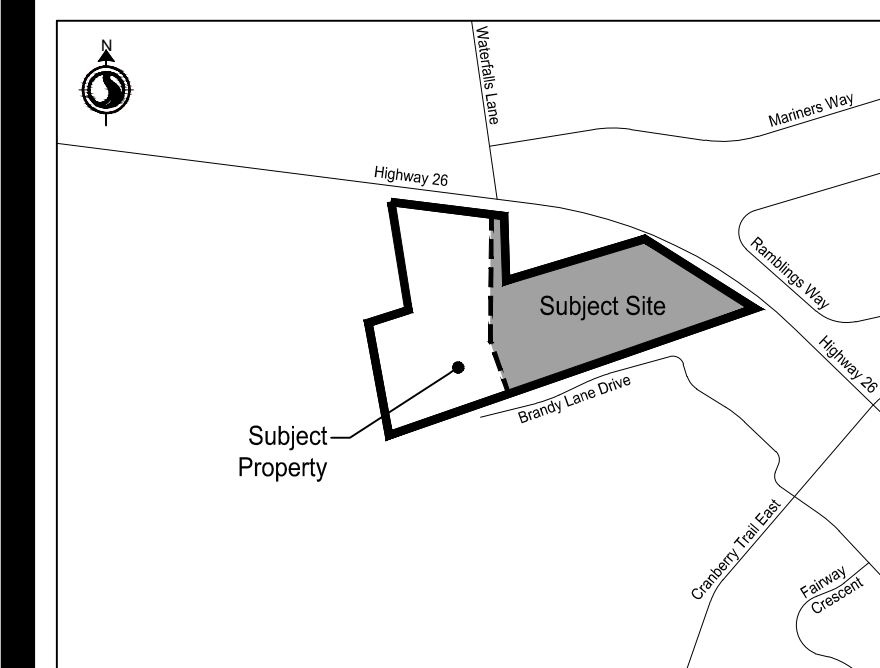
APPENDIX A

Site Plan (Stantec, August 26, 2025)

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Key Map NTS.



Details of Development

SITE DETAILS	REQUIRED	PROVIDED
ZONING	RESIDENTIAL THIRD DENSITY (TOWNHOUSE) WITH SITE SPECIFIC PROVISIONS (R3-33)	
MINIMUM LOT AREA	NIL	23468.7m ²
MINIMUM LOT FRONTAGE	NIL	140.6m
MINIMUM FRONT YARD	4.5m	5.0m
MINIMUM EXTERIOR SIDE YARD	4.5m	N/A
MINIMUM INTERIOR SIDE YARD	1.8m	1.9m, 5.1m
MINIMUM REAR YARD	7.5m	7.8m
MAXIMUM HEIGHT	12.0m	9.0m
DENSITY (INCLUDING ROADS/PARKING)	N/A	53 UNITS/ha (124 UNITS)
DENSITY (EXCLUDING WITH ROADS/PARKING)	N/A	68 UNITS/ha (124 UNITS)
MAXIMUM FSI	3.5	0.55
MAXIMUM LOT COVERAGE	45.0% (10560.9m ²)	30.6% (7183.4m ²)
MINIMUM LANDSCAPED OPEN SPACE	35.0% (8214.0m ²)	38.1% (8962.0m ²)
OFF-STREET PARKING	149 SPACES	197 SPACES
BARRIER FREE PARKING	3 SPACES (1 TYPE 'A', 2 TYPE 'B')	4 SPACES (2 TYPE 'A', 2 TYPE 'B')
BICYCLE PARKING	6 SPACES	20 SPACES

Parking Calculation

STACKED TOWNHOUSES:
1 SPACES PER UNIT PLUS 0.2 SPACES PER UNIT FOR VISITOR PARKING
(124 UNITS x 1 SPACES) + (124 UNITS x 0.2 SPACES)
= 124 SPACES + 25 SPACES
= 149 SPACES

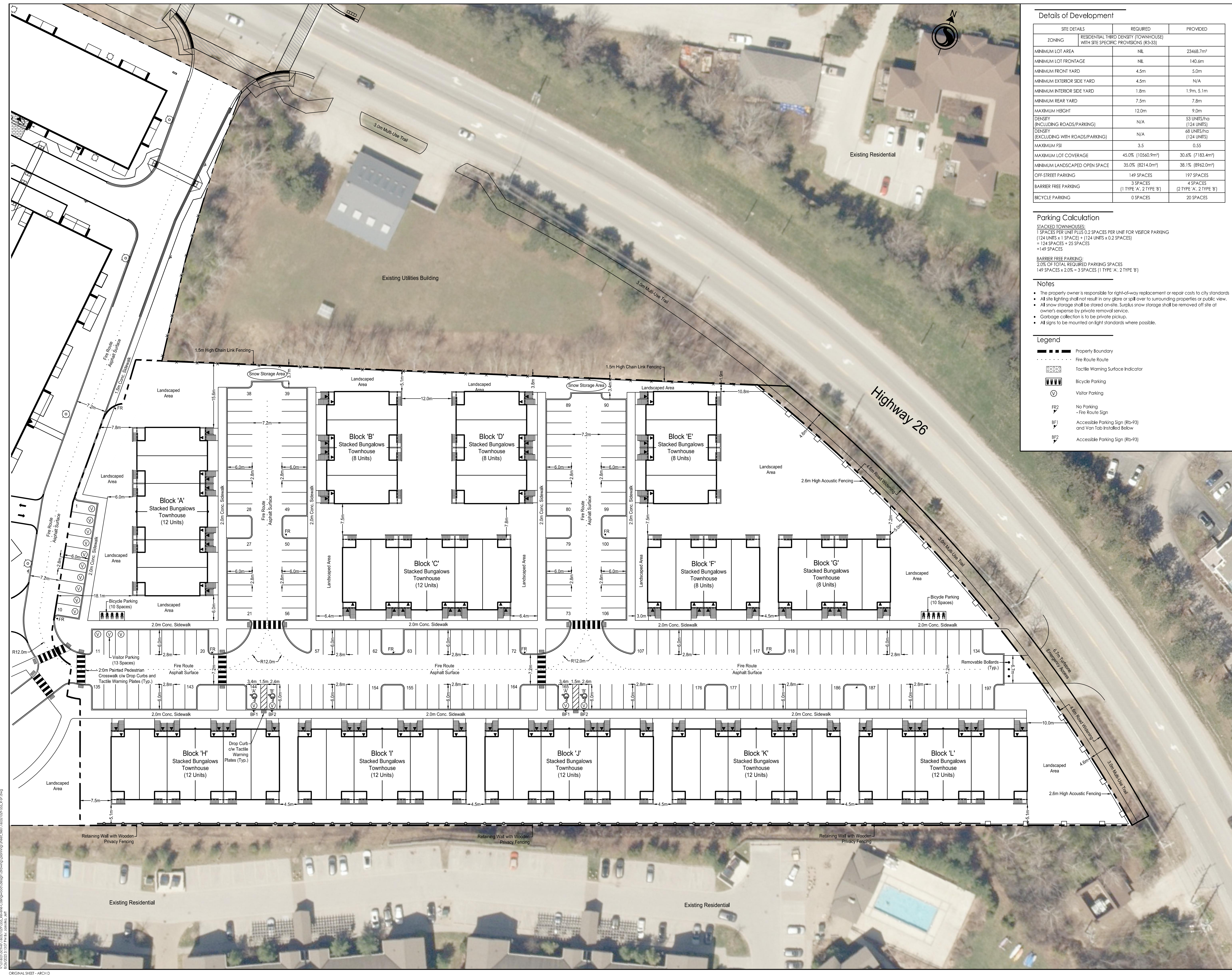
BARRIER FREE PARKING:
2.0% OF TOTAL REQUIRED PARKING SPACES
149 SPACES x 2.0% = 3 SPACES (1 TYPE 'A', 2 TYPE 'B')

Notes

- The property owner is responsible for right-of-way replacement or repair costs to city standards
- All site lighting shall not result in any glare or spill over to surrounding properties or public view.
- All snow storage shall be stored on-site. Surplus snow storage shall be removed off site at owner's expense by private removal service.
- Garbage collection is to be private pickup.
- All signs to be mounted on light standards where possible.

Legend

- Property Boundary
- Fire Route Route
- Tactile Warning Surface Indicator
- Bicycle Parking
- Visitor Parking
- No Parking - Fire Route Sign
- Accessible Parking Sign (Rb-93) and Van Tab Installed Below
- Accessible Parking Sign (Rb-93)



Revision	By	Appd	Date
ISSUED FOR I&A AND OPA	JJ	KR	2025.08.26
			YYYY.MM.DD
File Name: 160321029-555_R-SP	JJ	KR	2024.09.30
	Dwn.	Dsgn.	Chkd.
			YYYY.MM.DD

Permit-Seal

Client/Project
REID'S HERITAGE HOMES

REVERIE
11403 HIGHWAY 26
COLLINGWOOD, ON

Title

SITE PLAN

Project No. 160321029-555 Scale 1:400

Revision 1 Sheet 1 of 1 Drawing No. SP-1

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 ORIGINAL SHEET - ARCH D

APPENDIX B

Terms of Reference

AUGUST 26, 2025

CFC FILE: 1790-5382

Town of Collingwood
545 Tenth Line North
Collingwood, ON L9Y 0W1

**RE: TERMS OF REFERENCE PEER REVIEW COMMENTS
11403, 11453 & 11461 HIGHWAY 26 WEST
REVERIE TOWNHOUSES, TOWN OF COLLINGWOOD, SIMCOE COUNTY**

The following are the Terms of Reference provided to the Town of Collingwood, followed by the peer review comments provided by Tatham Engineering and our responses.

Traffic Opinion Letter

- A Traffic Impact Study for the development was completed in July 2020, which assessed the intersection of Highway 26 and Waterfall Lane/Prince of Wales Drive under signalized conditions in the 2033 horizon. Operations were forecasted to be acceptable, with a LOS 'C', minimal delays and all 95th percentile queueing contained in the available storage.
- The change in trip generation from the 66 townhouses assessed in the 2020 TIS and the proposal for 124 stacked townhouses is 29 two-way a.m. trips and 33 two-way p.m. trips. The TOL will review the change in trip generation and qualitatively discuss the impact to the signalized intersection.

Comment: Review the signalized intersection using Synchro for the 2033 horizon to properly document the impact of the additional units as compared to the previous site plan. The letter should also review the impact to the stop-controlled intersection.

Response: Synchro assessment of the 2033 conditions based on the updated trip generation has been provided. As the 2020 TIS only reviewed the signalized intersection of Highway 26 and Prince of Wales/ Waterfall Lane, our updated assessment has done the same. We are unsure of the stop-controlled intersection this comment refers to.

- The TOL will provide commentary on the changes to the site plan and will review items such as parking stall dimensions, aisle widths, cycling and pedestrian facilities.
- Please advise if vehicle maneuverability drawings will need to be prepared for the site.

Comment: Vehicle swept path assessments will be required, but can be submitted at the SPA stage.

Response: Acknowledged. Swept paths will be provided at the SPA stage.

Parking Justification Study

- The revised site plan proposed 137 parking spaces for the 124 townhouse units, which is a rate of 1.1 spaces per unit, 1 for residential and 0.1 for visitors.
- The Town's Zoning By-law required 2 spaces per single detached, semi-detached and townhouse unit. Stacked townhouses however are not independently defined in the By-law but are similar in function to both townhouses and apartments, as they share both walls and floors but have independent egress points. The Town's By-law requires 0.5 per apartment unit and 0.25 per unit for visitors.
- The PJS will review the By-Law requirements and proposed parking.
- The PJS will review Transportation Tomorrow vehicle ownership data and zoning requirements of comparable municipalities.

Comment: Ensure that rates adopted by other municipalities are reflective of the proposed use as appropriate. Also reference parking demand data provided in ITE Parking Generation Manual, 6th Edition.

Response: Noted.

- The PJS will review proxy site surveys collected by Crozier in 2023 at 417 Peel Street and in 2024 at 528 Tenth Street and 172 Eighth Street in Collingwood. The rate of parking demand of these apartment buildings will be compared against the development to determine an appropriate parking rate.

Comment: Give that 417 Peel Street was fairly new, the occupancy at the time of the surveys should be documented in the report as a low occupancy will skew the parking demand results. If the occupancy at the time of the surveys is not know, we recommend new surveys for 417 Peel Street. For 172 Eighth Street, ensure that the underground parking was included in the parking surveys.

Response: At the time of the parking survey, 417 Peel Street has 148 of 156 units occupied. For 172 Eighth Street, underground parking was included in the parking survey.

- The PJS will review TDM opportunities and assess measures that may further support a reduced parking supply.

Comment: Make sure proposed TDM measures are feasible and appropriate given the location of the site and the characteristics of the transportation network serving the area.

Response: Noted.

J:\1700\1790-Skydevco Inc\5382-11403 11453 & 11461 Hwy 26 W\Reports\Transportation\5382_Traffic Opinion Letter\2025.08.26_Traffic Opinion Letter.doc

Kerianne Hagan

From: Sheldon Hancock <shancock@collingwood.ca>
Sent: March 12, 2025 8:50 AM
To: Kerianne Hagan
Subject: RE: Silver Creek (Reverie) Townhomes - Terms of Reference

Follow Up Flag: Follow up
Flag Status: Completed

Good morning Kerianne,

I have forwarded this to our peer reviewer for review.

Thanks,

Sheldon Hancock C.E.T.
Engineering Technologist, Growth & Development
t: 705-445-1030 Ext. 4218
www.collingwood.ca



From: Kerianne Hagan <khagan@cfcrozier.ca>
Sent: Friday, March 7, 2025 3:51 PM
To: Sheldon Hancock <shancock@collingwood.ca>
Subject: Silver Creek (Reverie) Townhomes - Terms of Reference

EXTERNAL EMAIL: This email originated outside of the Town's email system. Do not click any links or open any attachments unless you trust the sender and know the content is safe. If in doubt, please contact the helpdesk at x4357.

Good Afternoon Sheldon,

I hope this email finds you well and enjoying some sunshine today.

Crozier has been retained to support the OPA and ZBA applications for the updated development plan for 11403 Highway 26. The plan revises the previous proposal for 66 townhouse units and instead proposes 124 stacked townhouse units. The previously approved apartment buildings are under construction and the stop light at the intersection of Highway 26 and Waterfall Lane/Prince of Wales Drive is active. We have prepared the following Terms of Reference for your acceptance regarding the preparation of a Traffic Opinion Letter and Parking Justification Study for the development.

Traffic Opinion Letter

- A Traffic Impact Study for the development was completed in July 2020, which assessed the intersection of Highway 26 and Waterfall Lane/Prince of Wales Drive under signalized conditions in the 2033 horizon. Operations were forecasted to be acceptable, with a LOS 'C', minimal delays and all 95th percentile queueing contained in the available storage.
- The change in trip generation from the 66 townhouses assessed in the 2020 TIS and the proposal for 124 stacked townhouses is 29 two-way a.m. trips and 33 two-way p.m. trips. The TOL will review the change in trip generation and qualitatively discuss the impact to the signalized intersection.
- The TOL will provide commentary on the changes to the site plan and will review items such as parking stall dimensions, aisle widths, cycling and pedestrian facilities.
- Please advise if vehicle maneuverability drawings will need to be prepared for the site.

Parking Justification Study

- The revised site plan proposed 137 parking spaces for the 124 townhouse units, which is a rate of 1.1 spaces per unit, 1 for residential and 0.1 for visitors.
- The Town's Zoning By-law required 2 spaces per single detached, semi-detached and townhouse unit. Stacked townhouses however are not independently defined in the By-law but are similar in function to both townhouses and apartments, as they share both walls and floors but have independent egress points. The Town's By-law requires 0.5 per apartment unit and 0.25 per unit for visitors.
- The PJS will review the By-Law requirements and proposed parking.
- The PJS will review Transportation Tomorrow vehicle ownership data and zoning requirements of comparable municipalities.
- The PJS will review proxy site surveys collected by Crozier in 2023 at 417 Peel Street and in 2024 at 528 Tenth Street and 172 Eighth Street in Collingwood. The rate of parking demand of these apartment buildings will be compared against the development to determine an appropriate parking rate.
- The PJS will review TDM opportunities and assess measures that may further support a reduced parking supply.

Please let me know if you have any questions or comments regarding the proposed Term of Reference. We appreciate your review.

Thank you and have a wonderful day,

Kerianne

Kerianne Hagan, EIT

Engineering Intern, Transportation

Office: 705.434.3407

Collingwood | Milton | Toronto | Bradford | Guelph

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APPENDIX C

Parking Survey Data

Ontario Traffic Inc - Parking Occupancy Counts

Location: 417 Peel Street, Collingwood

Time	Parked Vehicles							
	Friday, December 01, 2023				Saturday, December 02, 2023			
	Tenant	Visitor	Accessible	Reserved	Tenant	Visitor	Accessible	Reserved
18:00 to 18:30	77	25	0	1	79	26	1	1
18:30 to 19:00	80	26	0	1	84	27	1	1
19:00 to 19:30	86	25	0	1	89	25	1	1
19:30 to 20:00	91	24	0	1	92	25	1	1
20:00 to 20:30	92	28	0	1	95	27	1	1
20:30 to 21:00	92	30	1	1	96	27	1	1
21:00 to 21:30	101	31	1	1	97	27	1	1
21:30 to 22:00	106	34	1	1	99	28	1	1
22:00 to 22:30	107	33	1	1	99	27	1	0
22:30 to 23:00	111	33	1	1	103	29	1	0
23:00 to 23:30	114	32	1	1	108	29	1	0
23:30 to 24:00	115	28	1	1	108	29	1	0
00:00 to 00:30	116	26	1	1	109	29	1	0
00:30 to 01:00	118	24	1	1	112	28	1	0
Available Parking Spaces =	159	39	6	2	159	39	6	2

118	34	1	1	112	29	1	1
-----	----	---	---	-----	----	---	---

154	143
-----	-----

148 Occupied

1.04 Total rate with visitor parking

0.97 Total rate with visitor parking



Ontario Traffic Inc - Parking Occupancy Counts

Time	Friday, March 22, 2024					Saturday, March 23, 2024		
	B - 172 Eighth St (Galleries)					B - 172 Eighth St (Galleries)		
	Visitor - Surface		Tenant - Underground	Visitor - Surface		Tenant - Underground		
	General	Accessible		General	Accessible			
18:00	to	18:30	9	0	59	8	0	62
18:30	to	19:00	10	0	61	7	0	60
19:00	to	19:30	10	0	61	7	0	61
19:30	to	20:00	11	0	62	7	0	63
20:00	to	20:30	12	0	62	7	0	64
20:30	to	21:00	11	0	63	8	0	64
21:00	to	21:30	10	0	64	8	0	64
21:30	to	22:00	10	0	64	7	0	65
22:00	to	22:30	9	0	65	7	0	65
22:30	to	23:00	9	0	65	6	0	65
23:00	to	23:30	8	0	67	6	0	65
23:30	to	00:00	8	0	68	7	0	65
00:00	to	00:30	8	0	68	7	0	65
00:30	to	01:00	8	0	68	7	0	65
Parking Spaces =			41	2	90	41	2	90

Rooms 90
Occupancy 90
Residential 90
Accessible 2
Visitor 41

Friday Peak	11:30-1	8-8:30	Maximum	Residential	Rates	Units
Residential	68	Visitor	12	80	0.76	0.13
Saturday Peak	9:30-1	multiple	Maximum		Rates	Units
Residential	65	Visitor	8	73	0.72	0.09
				Residential		
				Visitor		



Ontario Traffic Inc - Parking Occupancy Counts

Time	Friday, March 22, 2024			Saturday, March 23, 2024		
	A - 528 Tenth St (L'Alpin Apartments)			A - 528 Tenth St (L'Alpin Apartments)		
	Tenant		Visitor	Tenant		Visitor
	General	Accessible		General	Accessible	
18:00 to 18:30	22	1	1	20	1	1
18:30 to 19:00	23	1	2	17	1	1
19:00 to 19:30	24	2	2	19	1	1
19:30 to 20:00	24	2	1	22	1	1
20:00 to 20:30	25	2	1	24	1	1
20:30 to 21:00	25	2	1	24	2	1
21:00 to 21:30	25	2	1	24	2	0
21:30 to 22:00	25	2	1	26	2	0
22:00 to 22:30	26	2	1	27	2	0
22:30 to 23:00	26	2	1	27	2	1
23:00 to 23:30	26	2	1	28	2	1
23:30 to 00:00	26	2	1	28	2	1
00:00 to 00:30	26	2	1	27	2	1
00:30 to 01:00	26	2	1	27	2	1
Parking Spaces	40	2	6	40	2	6

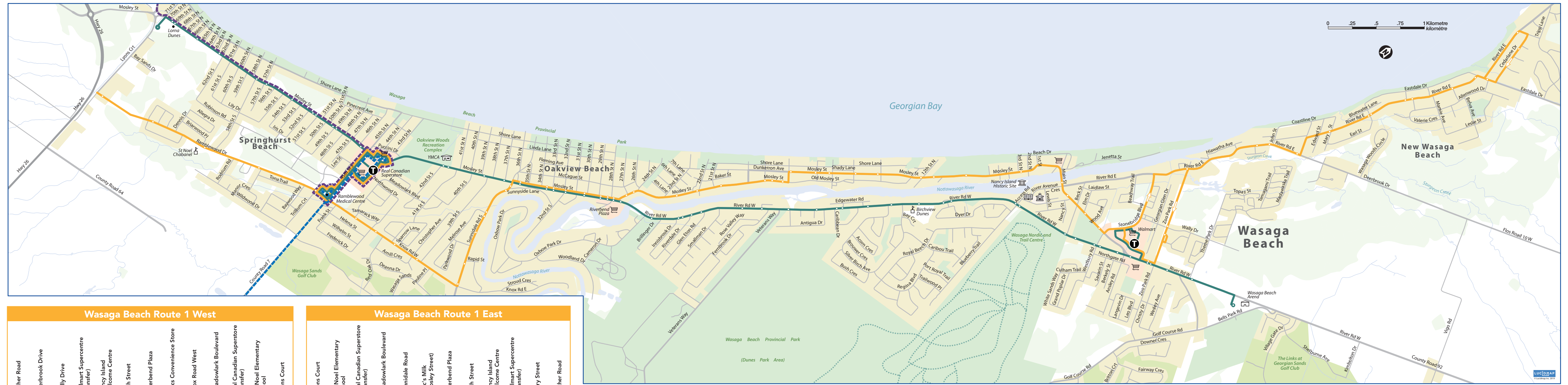
Rooms 37
Occupancy 35
Residential 40
Accessible 2
Visitor 6

					Rates	Units
Friday Peak	10pm-1am	7:00-7:30	Maximum	Residential		0.74
Residentail	26 Visitor		4	30 Visitor		0.11
Saturday Peak	11pm-12	multiple	Maximum		Rates	Units
Residentail	28 Visitor		3	31		0.80
				Residential		0.09
				Visitor		



APPENDIX D

Collingwood Transit System Map



Wasaga Beach Route 1 West

Archer Road	Deerbrook Drive	Wally Drive	Walmart Supercentre (Transfer)	Nancy Island Welcome Centre	18th Street	Riverbend Plaza	Macs Convenience Store	Knox Road West	Meadowbank Boulevard	Real Canadian Superstore (Transfer)	St. Noel Elementary School	Lyons Court
7:15	7:20	7:25	7:30	7:35	7:38	7:40	7:41	7:42	7:44	7:45	7:53	8:00
8:45	8:50	8:55	9:00	9:05	9:08	9:10	9:11	9:12	9:14	9:15	9:23	9:30
10:15	10:20	10:25	10:30	10:35	10:38	10:40	10:41	10:42	10:44	10:45	10:53	11:00
11:45	11:50	11:55	12:00	12:05	12:08	12:10	12:11	12:12	12:14	12:15	12:23	12:30
1:15	1:20	1:25	1:30	1:35	1:38	1:40	1:41	1:42	1:44	1:45	1:53	2:00
2:45	2:50	2:55	3:00	3:05	3:08	3:10	3:11	3:12	3:14	3:15	3:23	3:30
4:15	4:20	4:25	4:30	4:35	4:38	4:40	4:41	4:42	4:44	4:45	4:53	5:00
5:45	5:50	5:55	6:00	6:05	6:08	6:10	6:11	6:12	6:14	6:15	6:23	6:30
7:15	7:20	7:25	7:30	7:35	7:38	7:40	7:41	7:42	7:44	7:45	7:53	8:00

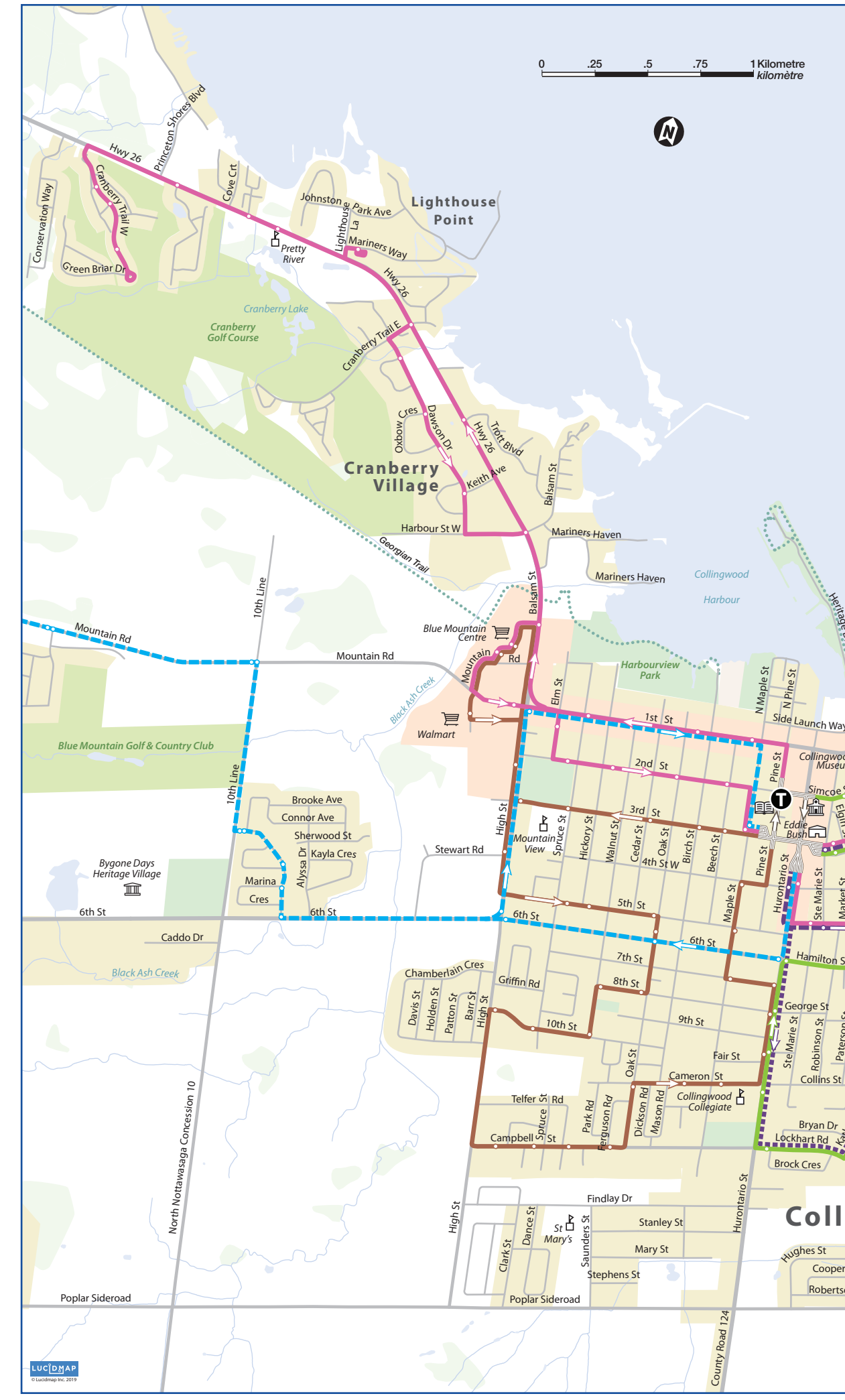
Wasaga Beach Route 1 East

Lyons Court	St. Noel Elementary School	Real Canadian Superstore (Transfer)	Meadowbank Boulevard	Summitdale Road	Mac's Milk (Mosley Street)	Riverbend Plaza	18th Street	Nancy Island Welcome Centre	Walmart Supercentre (Transfer)	Mary Street	Archer Road
8:00	8:02	8:05	8:07	8:10	8:11	8:15	8:18	8:20	8:25	8:34	8:45
9:30	9:32	9:35	9:37	9:40	9:41	9:45	9:48	9:50	9:55	10:04	10:15
11:00	11:02	11:05	11:07	11:10	11:11	11:15	11:18	11:20	11:25	11:34	11:45
12:30	12:32	12:35	12:37	12:40	12:41	12:45	12:48	12:50	12:55	1:04	1:15
2:00	2:02	2:05	2:07	2:10	2:11	2:15	2:18	2:20	2:25	2:34	2:45
3:30	3:32	3:35	3:37	3:40	3:41	3:45	3:48	3:50	3:55	4:04	4:15
5:00	5:02	5:05	5:07	5:10	5:11	5:15	5:18	5:20	5:25	5:34	5:45
6:30	6:32	6:35	6:37	6:40	6:41	6:45	6:48	6:50	6:55	7:04	7:15
8:00	8:02	8:05	8:07	8:10	8:11	8:15	8:18	8:20	8:25	8:34	8:45

Legend

- Collingwood Crosstown Route
- Collingwood East Route
- Collingwood West Route
- Collingwood Wasaga Beach Link
- Collingwood Wasaga Beach Link 5-6pm
- Blue Mountain Transit Link
- Wasaga Beach Route 1
- Wasaga Beach Route 2
- Clearview Stayner Route
- Clearview Wasaga Beach Link
- Multiple Routes

- Transit Hub
- Bus Stops
- Arena
- Community Centre
- Hospital
- Library
- Municipal Building
- Museum
- Point of Interest
- School
- Shopping Centre



Collingwood Crosstown Route

Terminal	YMCA	Hospital	Elliot & St. Clair	Sunset Point	Terminal	MONDAY - SUNDAY	Balsam St. @ Blue Mountain Centre	Lighthouse Point	Cranberry Links	Georgian Bay Conference Centre	Pretty River Academy	Dawson & Oxbow	Blue Mountain Centre	Oak & Second	Terminal
--	--	--	--	--	6:25	6:34	6:36	6:38	6:41	6:42	6:45	6:47	6:50	6:55	--
7:00	7:02	7:03	7:06	7:12	7:25	7:34	7:36	7:38	7:41	7:42	7:45	7:47	7:50	7:55	8:00
8:00	8:02	8:03	8:06	8:12	8:25	8:34	8:36	8:38	8:41	8:42	8:45	8:47	8:50	8:55	9:00
9:00	9:02	9:03	9:06	9:12	9:25	9:34	9:36	9:38	9:41	9:42	9:45	9:47	9:50	9:55	10:00
10:00	10:02	10:03	10:06	10:12	10:25	10:34	10:36	10:38	10:41	10:42	10:45	10:47	10:50	10:55	11:00
11:00	11:02	11:03	11:06	11:12	11:25	11:34	11:36	11:38	11:41	11:42	11:45	11:47	11:50	11:55	12:00
12:00	12:02	12:03	12:06	12:12	12:25	12:34	12:36	12:38	12:41	12:42	12:45	12:47	12:50	12:55	1:00
1:00	1:02	1:03	1:06	1:12	1:25	1:34	1:36	1:38	1:41	1:42	1:45	1:47	1:50	1:55	2:00
2:00	2:02	2:03	2:06	2:12	2:25	2:34	2:36	2:38	2:41	2:42	2:45	2:47	2:50	2:55	3:00
3:00	3:02	3:03	3:06	3:12	3:25	3:34	3:36	3:38	3:41	3:42	3:45	3:47	3:50	3:55	4:00
4:00	4:02	4:03	4:06	4:12	4:25	4:34	4:36	4:38	4:41	4:42	4:45	4:47	4:50	4:55	5:00
5:00	5:02	5:03	5:06	5:12	5:25	5:34	5:36	5:38	5:41	5:42	5:45	5:47	5:50	5:55	6:00
6:00	6:02	6:03	6:06	6:12	6:25	6:34	6:36	6:38	6:41	6:42	6:45	6:47	6:50	6:55	7:00
7:00	7:02	7:03	7:06	7:12	7:25	7:34	7:36	7:38	7:41	7:42	7:45	7:47	7:50	7:55	8:00
8:00	8:02	8:03	8:06	8:12	8:25	8:34	8:36	8:38	8:41	8:42	8:45	8:47	8:50	8:55	9:00

YELLOW TIMES ARE NOT IN SERVICE ON WEEKENDS

SOUTH GEORGIAN BAY REGIONAL TRANSIT RIDERS GUIDE

Effective January 2019

Blue Mountain - Clearview - Collingwood - Wasaga Beach

Wasaga Beach Route 2 West

Wasaga Stars Arena	Walmart Supercentre	Blueberry Trail	Lauderdale Boulevard	Riverbend Plaza	Rec Plex	Real Canadian Superstore (Transfer)	57th Street	Lorna Dune
6:55	7:05	7:08	7:11	7:14	7:18	7:20	7:22	7:25
7:55	8:05	8:08	8:11	8:14	8:18	8:20	8:22	8:25
8:55	9:05	9:08	9:11	9:14	9:18	9:20	9:22	9:25
9:55	10:05	10:08	10:11	10:14	10:18	10:20	10:22	10:25
10:55	11:05	11:08	11:11	11:14	11:18	11:20	11:22	11:25
11:55	12:05	12:08	12:11	12:14	12:18	12:20	12:22	12:25
12:55	1:05	1:08	1:11	1:14	1:18	1:20	1:22	1:25
1:55	2:05	2:08	2:11	2:14	2:18	2:20	2:22	2:25
2:55	3:05	3:08	3:11	3:14	3:18	3:20	3:22	3:25
3:55	4:05	4:08	4:11	4:14	4:18	4:20	4:22	4:25
4:55	5:05	5:08	5:11	5:14	5:18	5:20	5:22	5:25
5:55	6:05	6:08	6:11	6:14	6:18	6:20	6:22	6:25
6:55	7:05	7:08	7:11	7:14	7:18	7:20	7:22	7:25
7:55	8:05	8:08	8:11	8:14	8:18	8:20	8:22	8:25

Wasaga Beach Route 2 East

Lorna Dune	54th Street	Real Canadian Superstore (Transfer)	Rec Plex	Riverbend Plaza	Lauderdale Boulevard	Blueberry Trail	Foodland	Pioneer Gas Station
7:30	7:32	7:35	7:38	7:40	7:43	7:46	7:49	7:55
8:30	8:32	8:35	8:38	8:40	8:43	8:46	8:49	8:55
9:30	9:32	9:35	9:38	9:40	9:43	9:46	9:49	9:55
10:30	10:32	10:35	10:38	10:40	10:43	10:46	10:49	10:55
11:30	11:32	11:35	11:38	11:40	11:43	11:46	11:49	11:55
12:30	12:32	12:35	12:38	12:40	12:43	12:46	12:49	12:55
1:30	1:32	1:35	1:38	1:40	1:43	1:46	1:49	1:55
2:30	2:32	2:35	2:38	2:40	2:43	2:46	2:49	2:55
3:30	3:32	3:35	3:38	3:40	3:43	3:46	3:49	3:55
4:30	4:32	4:35	4:38	4:40	4:43	4:46	4:49	4:55
5:30	5:32	5:35	5:38	5:40	5:43	5:46	5:49	5:55
6:30	6:32	6:35	6:38	6:40	6:43	6:46	6:49	6:55
7:30	7:32	7:35	7:38	7:40	7:43	7:46	7:49	7:55
8:30	8:32	8:35	8:38	8:40	8:43	8:46	8:49	8:55

Collingwood West Route

Terminal	Blue Mountain Centre	Wai-Mart	8th & Oak	Tenth & High	Oak & Cameron	Collingwood Collegiate	Terminal
6:30	6:36	6:38	6:43	6:45	6:49	6:51	6:55
7:00	7:06	7:08	7:13	7:15	7:19	7:21	7:25
7:30	7:36	7:38	7:43	7:45	7:49	7:51	7:55
8:00	8:06	8:08	8:13	8:15	8:19	8:21	8:25
8:30	8:36	8:38	8:43	8:45	8:49	8:51	8:55
9:00	9:06	9:08	9:13	9:15	9:19	9:21	9:25
10:00	10:06	10:08	10:13	10:15	10:19	10:21	10:25
11:00	11:06	11:08	11:13	11:15	11:19	11:21	11:25
12:00	12:06	12:08	12:13	12:15	12:19	12:21	12:25
1:00	1:06	1:08	1:13	1:15	1:19	1:21	1:25
2:00	2:06	2:08	2:13	2:15	2:19	2:21	2:25
2:30	2:36	2:38	2:43	2:45	2:49	2:51	2:55
3:00	3:06	3:08	3:13	3:15	3:19	3:21	3:25
...and every 30 minutes to...							
6:00	6:06	6:08	6:13	6:15	6:19	6:21	6:25
7:00	7:06	7:08	7:13	7:15	7:19	7:21	7:25
8:00	8:06	8:08	8:13	8:15	8:19	8:21	8:25
SATURDAY							
6:30	6:36	6:38	6:43	6:45	6:49	6:51	6:55
7:00	7:06	7:08	7:13	7:15	7:19	7:21	7:25
...and every 30 minutes to...							
11:30	11:36	11:38	11:43	11:45	11:49	11:51	11:55
12:00	12:06	12:08	12:13	12:15	12:19	12:21	12:25
12:30	12:36	12:38	12:43	12:45	12:49	12:51	12:55
1:00	1:06	1:08	1:13	1:15	1:19	1:21	1:25
...and every 30 minutes to...							
6:00	6:06	6:08	6:13	6:15	6:19	6:21	6:25
7:00	7:06	7:08	7:13	7:15	7:19	7:21	7:25
8:00	8:06	8:08	8:13	8:15	8:19	8:21	8:25
SUNDAY							
7:00	7:06	7:08	7:13	7:15	7:19	7:21	7:25
8:00	8:06	8:08	8:13	8:15	8:19	8:21	8:25
...and every 60 minutes to...							
12:00	12:06	12:08	12:13	12:15	12:19	12:21	12:25
1:00	1:06	1:08	1:13	1:15	1:19	1:21	1:25
...and every 60 minutes to...							
7:00	7:06	7:08	7:13	7:15	7:19	7:21	7:25
8:00	8:06	8:08	8:13	8:15	8:19	8:21	8:25

Collingwood East Route

Terminal	Bay Haven	Sunset Manor	Hospital	Jean Vanier	Collingwood Collegiate	YMCA	Omaria & St. Marie	Terminal
6:30	6:36	6:38	6:41	6:44	6:47	6:50	6:52	6:55
7:00	7:06	7:08	7:11	7:14	7:17	7:20	7:22	7:25
7:30	7:36	7:38	7:41	7:44	7:47	7:50	7:52	7:55
8:00	8:06	8:08	8:11	8:14	8:17	8:20	8:22	8:25
8:30	8:36	8:38	8:41	8:44	8:47	8:50	8:52	8:55
9:00	9:06	9:08	9:11	9:14	9:17	9:20	9:22	9:25
10:00	10:06	10:08	10:11	10:14	10:17	10:20	10:22	10:25
11:00	11:06	11:08	11:11	11:14	11:17	11:20	11:22	11:25
12:00	12:06	12:08	12:11	12:14	12:17	12:20	12:22	12:25
1:00								

