

PLANNING JUSTIFICATION REPORT

ZONING BY-LAW AMENDMENT &
REVISION TO DRAFT PLAN OF SUBDIVISION

780 TENTH LINE

Town of Collingwood

Date:

February 2026

Prepared for:

Rayville Developments (Legacy) Inc.

Prepared by:

Kory Chisholm, BES, M.Sc., MCIP, RPP

MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC)

113 Collier Street

Barrie ON L4M 1H2

T: 705 728 0045 Ext. 224

F: 705 728 2010

Our File 23367B

TABLE OF CONTENTS

| | | |
|------|--|----|
| 1.0 | INTRODUCTION | 1 |
| 2.0 | SITE DESCRIPTION AND SURROUNDING LAND USES | 2 |
| 3.0 | PROPOSAL | 3 |
| 3.1 | Pre-Consultation | 3 |
| 3.2 | Existing Draft-Approved Plan of Subdivision | 3 |
| 3.3 | Proposed Revised Draft Plan | 4 |
| 3.4 | Rationale for Revisions to Draft Plan | 4 |
| 3.5 | Residential Density Calculations..... | 5 |
| 3.6 | Proposed Zoning By-law Amendment..... | 7 |
| 4.0 | PLANNING ANALYSIS | 12 |
| 4.1 | The Planning Act..... | 12 |
| 4.2 | Provincial Planning Statement (2024) | 15 |
| 4.3 | County of Simcoe Official Plan (2016) | 18 |
| 4.4 | 2004 Town of Collingwood Official Plan (2019 Consolidation)..... | 21 |
| 4.5 | Town of Collingwood Zoning By-law (2010-040) | 26 |
| 5.0 | TECHNICAL STUDIES | 45 |
| 5.1 | Compatibility & Mitigation Study - Air Quality, Dust and Odour Study | 45 |
| 5.2 | Archaeological Report..... | 45 |
| 5.3 | Functional Servicing Report..... | 46 |
| 5.4 | Preliminary Stormwater Management Report..... | 47 |
| 5.5 | Environmental Impact Study | 48 |
| 5.6 | Tree Inventory and Preservation Plan | 49 |
| 5.7 | Geotechnical Investigation | 50 |
| 5.8 | Hydrogeological Report | 50 |
| 5.9 | Golf Spray Analysis | 51 |
| 5.10 | Noise Impact Study | 51 |
| 5.11 | Phase 1 ESA | 52 |
| 5.12 | Transportation Impact Study | 53 |
| 5.13 | Architectural Design Guidelines and Urban Design Report | 53 |
| 6.0 | SUMMARY & CONCLUSIONS | 55 |

FIGURES

| | |
|-----------|--|
| Figure 1 | Site Location |
| Figure 2 | Aerial Context |
| Figure 3 | Current Approved Draft Plan |
| Figure 4 | Proposed Draft Plan of Subdivision |
| Figure 5 | NVCA regulatory mapping |
| Figure 6 | County of Simcoe Official Plan – Land Use Designations |
| Figure 7 | Town of Collingwood Official Plan – Land Use Designations |
| Figure 8 | Town of Collingwood Official Plan – Environmental Protection |
| Figure 9 | Town of Collingwood Official Plan – Residential Density |
| Figure 10 | Town of Collingwood Official Plan – Trail System |
| Figure 11 | Town of Collingwood Official Plan – Urban Structure |
| Figure 12 | Town of Collingwood Zoning By-law |

APPENDICES

| | |
|------------|--|
| Appendix A | Proposed Zoning By-law Amendment Text and Schedule |
|------------|--|

1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC”) has been retained by the Owner, Rayville Developments (Legacy) Inc. (Rayville), to review the planning merits of and prepare a Planning Justification Report in support of applications for a Zoning By-law Amendment (the “proposed ZBA”) and Revision to Draft Plan of Subdivision (the “proposed Draft Plan Revision” or “proposed revision”), for the property located at 780 Tenth Line in the Town of Collingwood (the “Subject Lands”).

It is noted MHBC was also previously retained by the previous Owners (2577336 Ontario Limited) who had made the first application for the proposed ZBA and proposed Draft Plan Revision in May 2024. A Statutory Public Meeting was held on October 7th, 2024, with 1st submission technical review comments were received following the Public Meeting.

After Rayville acquired the Subject Lands, a second submission for proposed ZBA and proposed Draft Plan Revision was made on July 16th, 2025, and a second Public Meeting was held on October 20th, 2025. Second submission circulation comments were received between September 2025 and January 2026.

This report has been updated for the third submission based on the latest round of comments, a revised Draft Plan dated February 2nd, 2026, and refinements to the proposed site-specific zoning.

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

This Section of the Report provides a brief overview of the current use of the Subject Lands as well as surrounding and nearby uses and property characteristics.

The Subject Lands are located at 780 Tenth Line in the Town of Collingwood (the “Subject Lands”). The legal description is North Half of Lot 43, Concession 11, Geographic Township of Nottawasaga, Town of Collingwood, County of Simcoe. The Subject Lands are 40.66 hectares in size and fronts onto the Tenth Line. The location of the Subject Lands is identified in **Figure 1** and **Figure 2**. The Subject Lands are located within the Town of Collingwood Settlement Area Boundary, outside of the existing built boundary. The majority of the Subject Lands are further identified as Greenfields (Lands for Urban Uses).

The Subject Lands are generally flat with a gradual slope from the south-west to the north-east. The lands were previously utilized for agricultural production but are currently underutilized. A single detached farmhouse dwelling and barn used to be located on-site but have since been demolished. A forested area is located in the north-west corner of the site. The northeast corner of the site was formerly occupied by a driving range operated by the Blue Mountain Golf and Country Club.

The Subject Lands are designated “Residential” and “Environmental Protection” in the Town’s Official Plan Schedule A – Land Use Plan. They are currently zoned as follows in the Town’s Zoning By-law:

- Residential Third Density Exception Forty (R3-40);
- Residential Fourth Density Exception Six (R4-6);
- Community Services Exception Two (CS-2);
- Environmental Protection (EP); and,
- Recreation (REC).

Adjacent and nearby uses to the Subject Lands are as follows:

North: Recreation uses – Blue Mountain Golf and Country Club.

East: Existing residential development located within the Town’s Built Boundary.

South: Town’s Fisher Fields (soccer fields - recreation uses); vacant land; natural areas; and rural residential land uses.

West: Vacant lands; agricultural fields; forested areas; and a licensed mineral aggregate extraction operation.

3.0 PROPOSAL

3.1 Pre-Consultation

Pre-consultation on the proposed revisions to the draft plan of subdivision and the proposed Zoning By-law Amendment applications commenced with the Town of Collingwood planning department in 2019. Multiple formal pre-consultation meetings and discussions between the project team and the Town's planning department occurred throughout 2019, 2020, 2021 and early 2022.

Through pre-consultation it was agreed that a number of technical reports and studies would be required to be submitted as part of the application. These reports and studies are summarized in **Section 5** of this report. A number of the studies have been updated following the previous 2014 submission, the submission in May 2024, and the latest submission in July 2025. It is noted that the 2014 Regional Stormwater Management Report, 2014 Regional Sanitary Servicing Report, and 2014 Geotechnical Investigation were not required to be updated as the study recommendations remain valid.

Furthermore, it was agreed that a Notice of Butternut Impact, and the Enhancement and Landscaping Plan for Stormwater Pond would not be required for submission as part of this application and instead can continue to be required as a condition of Draft Plan Approval.

3.2 Existing Draft-Approved Plan of Subdivision

The existing Plan of Subdivision approved for the Subject Lands is a lot and block plan split into two phases. Phase 1 permits the development of 39 single detached residential unit lots, 8 townhouse units over two blocks, 117 to 190 apartment units in one apartment block (based on min/max Town OP density permissions), two walkway/emergency access blocks, and one school or 117 to 187 apartment units on one block (based on min/max Town OP density permissions). Phase 2 permits 400 residential units over 36 residential blocks, one walkway/emergency access block, four temporary turning circle blocks, three 10 metre dedication blocks, two park blocks, one environmental protection block, one stormwater management block, two blocks for a road widening along the Tenth Line, five walkway blocks, and seven 0.30 metre reserve blocks. The current approved Draft Plan of Subdivision is shown on **Figure 3**.

3.3 Proposed Revised Draft Plan

The proposed Revised Draft Plan dated February 2, 2026 includes a total of 275 single detached unit lots, 184 townhouse lots, three park blocks, a school block, an environmental protection block, a high density residential Apartment Block (113-185 units), seven open space blocks (including three walkway blocks, one emergency exit block, two view corridor blocks, and one golf course buffer block), and a stormwater management block. Three future right of way blocks are also provided for future street connections to neighboring lands to the north and south when they develop. A road widening continues to be accommodated along the Tenth Line frontage. The overall unit count when compared to the existing approved Draft Plan of Subdivision has increased slightly with additional density in the single detached dwelling and townhouse lots. The apartment block maintains the same density levels. The proposed revised draft plan of subdivision is shown on **Figure 4**. Details of the proposed residential lots are as provided in **Table 1**.

Table 1: Single Detached and Townhouse Lot Sizes

| Lot Size and Type | Number of Lots | Percentage of Unit Count |
|------------------------------|----------------|--------------------------|
| 50' (15.24m) Single Detached | 94 | 20.5% |
| 40' (12.20m) Single Detached | 181 | 39.4% |
| 24.5' (7.5m) Townhouse | 184 | 40.1% |
| TOTAL | 459 | 100% |

3.4 Rationale for Revisions to Draft Plan

The rationale for the changes proposed through the revised Draft Plan relative to the draft-approved Draft Plan stem from an effort to achieve a more functional and efficient design of the site. The introduction of a more grid like street network will facilitate a more efficient and interconnected development concept achieving additional density and more parkland.

The diversification of housing types will aid the Town in achieving a range and mix of housing types to meet the needs of current and future residents. The revised concept plan provides single detached lots with two different frontages (12.2 metre and 15.24 metre) as well as 7.5 metre townhouse frontages.

The proposed revised Draft Plan of Subdivision has been revised to include the following elements:

- Added a third park block adjacent to a reconfigured stormwater management block;
- Increased the amount of parkland provided by 1.05 hectares to now provide 5% across the Site;
- Added two view corridor open space blocks;

- Provided the golf course buffer as a single continuous block rather than three separate blocks;
- Diversification of residential unit types, including two primary frontage sizes of single detached lots, and a variety of unit types (single detached lots, townhouses and apartments);
- Provided greater certainty on the relative mix of single-detached and townhouse units and the overall unit count by lotting out all single-detached lots and townhouse units;
- Increased the overall unit count for the low/medium density residential development as currently approved. Maintained the overall density for the apartment block;
- Shifted and redistributed density in response to comments from the Town;
- Realigned the road network to provide for a more efficient grid-like road pattern while maintaining some bends on the collector road to provide traffic calming measures. The proposed collector road Street "A" is curvilinear in nature to assist in calming traffic, and has been increased to 26m wide, as requested by the town;
- Provided additional distance from the first internal street to the entrance on Tenth Line for improved safety and additional vehicular queuing space;
- Added a centre median at the primary site entrance;
- Reoriented lots flanking road stubs to face the internal street rather than the road stub;
- Reduced the amount of irregularly shaped and inefficient corner lots.

Overall, the proposed revised Draft Plan of Subdivision provides for a more efficient road pattern with curves for traffic calming, reduces the amount of irregularly shaped and inefficient corner lots, and increases the overall unit count while providing for a more efficient development of the Subject Lands. This has been achieved while also adding a third park, significantly increasing the overall amount of parkland.

3.5 Residential Density Calculations

The minimum density for the Low-Medium Density Residential exception one designation on the Subject Lands as permitted by the Town of Collingwood Official Plan (OPA 35) is 15 dwelling units per gross hectare, and the maximum permitted density is 25 units per gross hectare. In discussions with Town staff, it was advised that density for the single-detached and townhouse dwellings is to be calculated across the entire area designated Low-Medium Density Residential within the Subject Lands.

With the revised Draft Plan, the Subject Lands, excluding the apartment, school, EP, golf course buffer and road widening, comprise 32.926 hectares of land within the proposed subdivision. With a combined 459 single-detached dwellings and townhouse dwellings proposed within the revised Draft Plan, this equates to a proposed density of 13.94units

per gross hectare for the Low-Medium Density Residential designation portion of the Subject Lands.

It should be noted that the current draft-approved Draft Plan, with a combined 447 single-detached and townhouse dwellings across an area of 32.955 hectares (applying the same exclusions), would achieve a density of just 13.56 units per gross hectare for the Low-Medium Density Residential designation portion of the Subject Lands.

For the revised Draft Plan to meet the minimum Low-Medium Density Residential density of 15 units per gross hectare, a total of 494 residential units would be required between the single-detached dwellings and townhouse dwellings combined. This represents a shortfall of 35 residential units.

In order to make up for this shortfall and achieve the minimum required density, Rayville has committed to providing rough-ins for an Additional Residential Unit (ARU) within the basements of at least 35 single-detached dwellings within the development. Further details regarding the proposed ARU rough-ins are listed below:

- Provision for a separate principal entry into the lower basement ARU through a side yard door, a door at a walk-out grade in the rear yard, or a separate interior stairwell with door and landing if required.
- Egress windows as per the Ontario Building Code.
- Rough-in plumbing provisions for a 3 Piece bathroom.
- Interconnected smoke detectors for the ARU.
- ARU rough-ins will only be provided in single-detached models with two-car garages and driveways to ensure any ARU is provided at least one parking space with at least two remaining for the principal dwelling, in accordance with the Town's Zoning By-Law 2010-040.
- The individual homeowners would take out a permit to finish the ARU at which time ARU kitchen designs can be fully understood with the plumbing location specific to the appliances, fixtures, cabinet, and layout.

It should be noted that there is potential for the development to achieve greater than the minimum density over time as it is likely that there will be some homeowners without the rough-ins who will still choose to construct an ARU in the future.

The minimum density for the High Density designation on the Subject Lands as permitted by the Town of Collingwood Official Plan (OPA 35) is 55 dwelling units per gross hectare, and the maximum permitted density is 90 units per gross hectare. The proposed apartment block is 2.056 hectares in size and the school block is 2.126 hectares in size.

Table 2, below, outlines four scenarios that calculate the low (55 units per gross hectare) and high (90 units per gross hectare) ranges of density permitted in the High-Density Designation by the Town's Official Plan to account for the fact that the proposed apartment block has yet to be designed. Scenarios one and two calculate the permitted densities for just the apartment block. In the event that the School Board does not require the school block for institutional purposes, the school block would be utilized for additional

high density residential development. Scenarios three and four calculate the permitted densities for the apartment block and the school block combined.

Table 2: High Density Designation – Low and High Density Scenarios

| Scenario | Developable Area (Gross) | Density (uph) | Unit Count |
|--|--------------------------|---------------|------------|
| Scenario 1 – Low Density – Apartment Block Only | 2.056 hectares | 55 uph | 113 units |
| Scenario 2 – High Density – Apartment Block Only | 2.056 hectares | 90 uph | 185 units |
| Scenario 3 – Low Density – Apartment and School Blocks | 4.182 hectares | 55 uph | 230 units |
| Scenario 4 – High Density – Apartment and School Blocks | 4.182 hectares | 90 uph | 376 units |

The resulting low and high densities based on the Town’s density policy require a minimum of 113 units and a maximum of 185 units for the apartment block. In the event the school block is also utilized for residential development, the entire High Density Designation lands would contain a minimum of 230 units and a maximum of 376 units.

3.6 Proposed Zoning By-law Amendment

In order to permit development of the proposed uses in the proposed locations on-site, a Zoning By-law Amendment is required to amend the existing site-specific zoning on the Subject Lands. As previously noted, the Subject Lands are currently zoned:

- Residential Third Density Exception Forty (R3-40);
- Residential Fourth Density Exception Six (R4-6);
- Community Services Exception Two (CS-2);
- Environmental Protection (EP); and,
- Recreation (REC).

Section 4.6 of this report outlines the permitted uses and zoning provisions for the above noted zones.

Table 3, below, summaries the requested amendments to the Town of Collingwood Zoning By-law for the Subject Lands to permit the development of the subdivision layout for the proposed revised Draft Plan of Subdivision. The proposed R3-40 exception Zone would:

- Permit, for corner lots, any part of a Building to project a maximum of 3.3 metres into a required Front Yard towards a Daylight Triangle, so long as it is set back a minimum of 1.2 metres to the lot line associated with a Daylight Triangle.
- Permit, for corner lots, an unenclosed step or set of stairs to project an additional 1.5m into a required Exterior Side Yard, so long as it is set back a minimum of 1.2 metres to the lot line.

- Permit a minimum size of sight triangles of 3.0 metres by 3.0 metres.
- Permit a maximum lot coverage of 41% for 2-storey single detached dwellings on interior lots without an ARU and 45% for 2-storey single detached dwellings on interior lots with an ARU.
- Permit a maximum lot coverage of 46% for bungalow single detached dwellings on interior lots with or without an ARU.
- Permit a maximum front yard driveway coverage of 61% for pie-shaped single-detached dwellings.
- Permit a maximum front yard driveway coverage of 70% for interior unit townhouses, 65% for end unit townhouses, and 62% for corner unit townhouses.
- Permit a maximum Front Yard non-driveway hard ground surface coverage of 11% for pie-shaped single-detached lots.
- Permit a maximum Front Yard non-driveway hard ground surface coverage of 5% for interior unit townhouse lots, 8% for end unit townhouse lots, and 9% for corner unit townhouse lots.
- Permit a minimum landscaped open space of 29% for interior unit bungalow townhouse dwellings.
- Permit a maximum entrance width of 61% of the lot frontage for townhouse dwellings, but in no case can it be greater than 5.0 metres.
- Introduce site-specific definitions for “Pie-Shaped Lot”, “Daylight Triangle” and “Lot Frontage”.

Table 3: Proposed Zoning By-law Amendment

| Existing Zone | Proposed Zoning By-law Amendments | |
|---|---|--|
| | Existing Zoning Provisions | Proposed Zoning Provisions |
| Residential Third Density Exception Forty (R3-40) | <p>Maximum lot Coverage:</p> <p>45% for a bungalow single-detached dwelling.</p> <p>40% for a non-bungalow single-detached dwelling.</p> <p>45% for a non-bungalow townhouse dwelling.</p> <p>45% for lots containing ARUs.</p> | <p>Maximum 46% lot coverage for bungalow single detached dwellings on interior lots with or without an ARU.</p> <p>Maximum 41% lot coverage for 2-storey single detached dwellings on interior lots without an ARU and 45% lot coverage for 2-storey single detached dwellings on interior lots with an ARU.</p> |
| | <p>Maximum 50% of the yard area may be used for a driveway. An additional 20% may be covered with other hard ground surfacing material.</p> | <p>Maximum 61% front yard driveway coverage for pie-shaped single detached dwellings.</p> <p>Maximum front yard driveway coverage of 70% for interior townhouse dwellings, 65% for end unit townhouse dwellings, and 62% for corner unit townhouse dwellings.</p> |
| | <p>Maximum 20% Front Yard non-driveway hard ground surfacing material coverage.</p> | <p>Maximum Front Yard non-driveway hard ground surface coverage of 11% for interior single-detached lots and 12% for corner single-detached lots.</p> <p>Maximum Front Yard non-driveway hard ground surface coverage of 5% for interior unit townhouse lots, 8% for end unit townhouse lots, and 9% for corner unit townhouse lots.</p> |
| | <p>Maximum entrance width of 50% of the lot frontage.</p> | <p>Maximum entrance width 61% of the lot frontage for townhouse dwellings, but in no</p> |

| Existing Zone | Proposed Zoning By-law Amendments | |
|---|---|--|
| | Existing Zoning Provisions | Proposed Zoning Provisions |
| | | case can it be greater than 5.0m. |
| | | |
| | Unenclosed porch, unenclosed step or set of stairs permitted a maximum projection of 1.5m into a required yard, but shall be no closer than 1.2m to any lot line. | For corner lots, any part of a Building is permitted to project into a required Front Yard towards a daylight triangle a maximum of 3.3m, so long as it is set back at least 1.2m to the lot line associated with a daylight triangle. For corner lots, an unenclosed step or set of stairs is permitted to project an additional 1.5m into a required Exterior Side Yard, so long as it is set back a minimum of 1.2m to the lot line. |
| | Minimum Landscaped Open Space of 35% for all single-detached and townhouse dwellings. | Minimum Landscaped Open Space of 29% for interior unit bungalow Townhouse dwellings. |
| | Minimum Sight Triangle of 6.0m x 6.0m minimum | Minimum Sight Triangle of 3.0m x 3.0m |
| Residential Fourth Density Exception Six (R4-6) | No amendments proposed | |
| Community Services Exception Two (CS-2) | No amendments proposed | |
| Environmental Protection (EP) | No amendments proposed | |
| Recreation (REC) | No amendments proposed | |

In addition to the above noted proposed amendments to the Residential Third Density Exception Forty (R3-40) Zone, the proposed ZBA seeks to introduce the following site-specific definitions:

| | |
|--------------------------|---|
| Pie-Shaped Lot | An irregularly shaped lot in which the width of the lot gradually narrows towards the front lot line. |
| Daylight Triangle | <p>A triangular area within a street which is adjacent to a corner lot and formed by a straight line connecting two points along the street lines, each point a prescribed distance from the point of intersection of the street lines or their projection thereof.</p> <p>The prescribed distance shall be informed by the Town of Collingwood Development Standards.</p> <p>The new lot line created by way of a daylight triangle shall be deemed part of the front lot line for the purpose of zoning interpretation.</p> |
| Lot Frontage | The horizontal distance between the interior side and/or exterior side lot lines, measured 6.0m back from and parallel to the chord of the front lot line. |

New mapping amendments to the Zoning By-law Schedule are also proposed to reflect the updated land use layout and lot and block configurations.

The draft Zoning By-law Amendment Text and Schedule are included in **Appendix A**.

4.0 PLANNING ANALYSIS

The following is a review of the land use policy framework related to the Proposed Development on the Subject Lands..

4.1 The Planning Act

The *Planning Act* set out the foundation for land use planning in Ontario and describes how land uses may be controlled. With respect to Draft Plans of Subdivision, Section 51 (24) of the *Planning Act* outlines specific criteria to be considered by an approval authority including:

- a) *The effect of the proposal on matters of Provincial Interest.*

The proposed Draft Plan Revision will have no detrimental effect on matters of Provincial Interest as outlined in Section 2 of the *Planning Act* and as detailed in Section 4.2 of this report.

- b) *Whether the subdivision is premature or in the public interest.*

The Subject Lands are located within the Town of Collingwood settlement area, are designated, zoned and draft plan approved for residential use and can be fully serviced. The proposed development conforms to Provincial Policy (as demonstrated in this Section and Section 4.2 of this report), has appropriate access from an existing municipal road, and includes a school within the proposed development. It is the opinion of the undersigned that for these reasons, as well as others, the proposal is not premature, and it is in the public interest.

- c) *Whether the plan conforms to the official plan and adjacent plans of subdivision (if any).*

The Subject Lands are currently designated for “Low-Medium Density Residential” development with a portion designated for “High Density” in the Town of Collingwood Official Plan. The proposed development conforms to the Town’s Official Plan polices, as demonstrated in Section 4.5 of this report. The Subject Lands are surrounded by a golf course to the north and other lands not currently for urban uses to the west and majority of the south. The proposed road network provides for future connections to all surrounding parcels and ties in with the existing road network and plan of subdivision east of the Subject Lands.

- d) *The suitability of the land for the purposes for which it is to be subdivided.*

The Subject Lands are generally flat, and the majority have no significant vegetation. The proposed development has been appropriately designed according to the configuration and topography of the site and existing road and infrastructure networks. The on-site forested area has been excluded from the development area and is proposed to be protected.

- e) *The number, width, location and proposed grades and elevations of highway, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them.*

The Subject Lands are accessed from the Tenth Line which is classified as an arterial road in the Town of Collingwood Official Plan. Arterial roads are sized and designed to accommodate a greater volume of traffic and provide sufficient transportation paths to and from the Subject Lands. The proposed roads are designed to meet appropriate Town engineering standards, and the applications are supported by a Transportation Impact Study prepared by Tatham Engineering.

- f) *The dimensions and shapes of the proposed lots.*

The proposed lots and blocks are appropriate in size to accommodate the intended uses. The proposed revised Draft Plan of Subdivision reduces the amount of irregularly shaped and inefficient corner lots which provides for a more efficient development and use of the Subject Lands.

- g) *The restriction on the lands to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land.*

There are no known restrictions affecting the Subject Lands. A portion of Subject Lands that are proposed for environmental protection are located within a regulated area of the Nottawasaga Valley Conservation Authority. No development is proposed in this location. The Nottawasaga Valley Conservation Authority regulatory mapping is shown in **Figure 5**.

- h) *Conservation of natural resources and flood control.*

The Subject Lands are not located within a floodplain area.

- i) *The adequacy of utilities and municipal services.*

The Subject Lands can be fully and properly serviced with the existing and planned infrastructure as confirmed in the Functional Servicing Report.

- j) *The adequacy of school sites*

A 2.13-hectare school block is proposed as part of the development. The proposed school block is in nearly the same location although it has moved slightly east to accommodate the Street 'K' alignment with Fisher Fields. It is also slightly larger than the 2.07-hectare school block provided in the existing approved draft plan of subdivision. It is assumed by the undersigned that this block size, location and configuration was previously reviewed by the School Board through the previous draft plan approval process. The School Board will be circulated on the ZBA and Draft Plan Revision applications and will have the opportunity to provide further comments through this process.

- k) *The area of land, if any, exclusive of highways, to be conveyed or dedicated for public purposes.*

Three proposed park blocks totaling 1.905 hectares, three walkway blocks and two view corridor blocks are located throughout the proposed development. These blocks will be dedicated to the Town for public purposes.

- l) *The extent to which the plans' design optimizes the efficient use and conservation of energy.*

The proposed plan utilizes a low-medium, and high residential density that is located within the Town of Collingwood settlement area boundary and includes opportunities for active transportation. A school block is included within the development which is within walking distance of the residential uses. This proposed revised draft plan has been designed to utilize land and infrastructure as efficiently as possible. For example, the proposed revised Draft Plan has been designed with a more efficient road and lot pattern while providing curves for traffic calming measures, reducing the amount of irregularly shaped and inefficient corner lots, and increasing the overall unit count while providing for a more efficient development of the Subject Lands. This has been achieved while also adding a third park for the development, increasing the overall amount of parkland to 5%.

- m) *The interrelationship between the design and site plan control matters.*

The proposed single detached and townhouse units in the subdivision are reflective of low-medium residential density and are not subject to Site Plan Control while the apartment block is reflective of high residential density. Sufficient land has been established on the proposed residential lots and blocks for the proper development of the planned uses. The road pattern and block/lot layouts have been redesigned with a more efficient road pattern while reducing the amount of irregularly shaped corner lots when compared to the previous approved Draft Plan. It is anticipated that the high density block and school block will both require future site plan control applications when specific development concepts for those blocks are brought forward in the future.

The Act also requires that the subdivision is to have regard for the health, safety, convenience, accessibility for persons with disabilities, and welfare of the present and future inhabitants of the municipality. It is submitted that all of these matters were

properly addressed in the design of the site and specifics respecting these matters are outlined throughout this report.

4.2 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS 2024) came into effect on October 20, 2024, and is a province wide planning policy document that provides policies that all planning decisions shall be consistent with, and is therefore applicable to the Subject Lands. The PPS 2024 replaced both the Provincial Policy Statement 2020 and the Growth Plan for the Greater Golden Horseshoe 2020.

The intent of the PPS 2024 is to guide land use planning in Ontario to build strong, healthy, livable and safe communities by promoting efficient, cost-effective development and land use patterns, protecting resources for economic or environmental benefit and directing development away from areas of public health or safety risk.

The PPS 2024 includes policies regarding Settlement Areas, which the Subject lands are within. Section 2.3.1 of the PPS states settlement Areas shall be the focus of growth and development. Development within the Settlement Areas shall be based on a density and mix of land uses which efficiently use land and resources, optimize existing and planned infrastructure and public services, and support active transportation and transit. The Site is located within the Town of Collingwood Settlement Area and will provide for a mix of land uses, provides for an efficient land use pattern, will be developed with full municipal services and is within an area designated, zoned and draft plan approved for residential development.

Section 3.5 of the PPS 2024 provides policy direction on land use compatibility to ensure major facilities and sensitive land uses are planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures. An existing licensed mineral aggregate operation is located to the north-west of the Subject Lands and an Air Quality, Dust and Odour Study and Noise and Vibration Feasibility Study were completed for the proposed development and included in the last submission. Concerns due to emissions of dust and odour at the Subject Lands were not anticipated. Further, no significant sources of vibration were identified and no adverse impacts from surrounding vibration were anticipated. An updated Noise has been completed and accompanies the submission. A summary of the findings of the new Noise Impact Study is provided in Section 5.10.

Section 2.8 of the PPS 2024 addresses employment policies by requiring an appropriate mix and range of employment and institutional uses. The proposed plan of subdivision includes a 2.13-hectare school block. This institutional use provides local employment opportunities.

The PPS 2024 also addresses matters relating to housing (Section 2.2). Generally, the PPS directs planning authorities on how to provide for an appropriate range and mix of housing options and densities, municipal wide for current and future residents, and

provides policies for this. These policies include permitting and facilitating all forms of housing required to meet social and health well-being requirements and all forms of intensification and redevelopment, and promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit. The proposed development contributes to the Town's supply and range of housing and efficiently utilizes land and infrastructure. The proposal has been pre-planned in an area where public services facilities exist or are planned, including the school, and active transportation is facilitated through the property.

Section 3.9 of the PPS 2024 includes policies to promote healthy, active and inclusive communities through the planning of public streets, spaces and facilities so they are safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity. The PPS 2024 also promotes the planning of and providing for a range of publicly accessible built and natural settings for recreation. These can include facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources. The Subject Lands assist in promoting healthy, active communities by providing active transportation routes such as sidewalks and linkage pathways throughout the development. The road pattern has been designed with traffic calming measures incorporated to ensure safety of pedestrians, active transportation users and the community. Three public parks and two view corridor blocks are situated throughout the development that will assist in providing a range of public spaces for the surrounding community.

Section 3.1 of the PPS 2024 requires Infrastructure and public service facilities to be provided in a coordinated, efficient and cost-effective manner. These services are required to consider the impacts of climate change while accommodating projected needs and must be financially viable over their life cycle. The Subject Lands are included within the Town of Collingwood settlement area, which has comprehensively planned infrastructure and public service facility needs in an efficient and cost-effective manner over the projected planning period.

Per Section 3.6, sewage and water services are to be planned to accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing services and provided in a manner that is sustainable, feasible, financially viable, and protects human health and safety and the natural environment. Full municipal sewage and water services are the preferred form of servicing for settlement areas. The Subject Lands will be serviced by full municipal sewage and water services and will be developed in an efficient manner to ensure long term sustainability and viability.

Section 3.6 of the PPS 2024 also identifies policies for planning for stormwater management which includes addressing contaminant loads, minimizing changes in water balance and volumes, mitigating risks to the environment, human safety and property damage, maximizing the extent and function of vegetative surfaces and promoting best practices. All of these matters have been addressed in the stormwater management solution for the property. Details of the stormwater management system will be further articulated in the detailed engineering drawings as a condition of draft plan approval. A Preliminary Stormwater Management Report has been completed for the proposed development and concludes that it can meet the stormwater management objectives. The Preliminary Stormwater Management Report is reviewed in Section 5.4 of this report.

In accordance with the Transportation policies of Sections 3.2 and 3.3 of the PPS 2024, the proposed development is to be accessed by vehicles primarily from the Street 'A' connection to Tenth Line. The collector road alignment has been designed to integrate with the existing Tenth Line to the east and provides road stub connections to Fisher Fields and other future potential developments to the north, west and south. The road corridor network through the Subject Lands has been designed in a grid pattern, with some traffic calming measures and walkway blocks to promote a safe and efficient road pattern for pedestrian and vehicular traffic movement.

Section 4 of the PPS provides policies for the Wise Use and Management of Resources, including natural heritage, water and cultural heritage and archaeology. It is required that various natural heritage features are protected for the long term and the ecological function and the biodiversity of various natural heritage systems should be maintained, restored, and where possible, improved, recognizing linkages between and among natural heritage feature areas. Azimuth Environmental prepared a Scoped Environmental Impact Study (EIS) in May 2024 for the first submission, followed by an Interim EIS Field Program Summary which accompanied our previous submission in July 2025 and outlined updates on the additional fieldwork that had been completed and was scheduled to be completed. Azimuth subsequently completed the additional fieldwork and prepared an EIS Addendum and proposed Wetland Offsetting Strategy in October 2025, both of which accompany this submission and are summarized in Section 5.5 of this report.

Section 4.2 of the PPS 2024 requires that the quality and quantity of water be protected, improved or restored through a number of measures. Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored. No technical report identified any sensitive surface water or ground water features to on the Subject Lands.

Section 4.6 of the PPS 2024 requires that significant built heritage resources and significant cultural heritage landscapes shall be conserved. Furthermore, development and site alteration are not permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved. A Stage 1 Archaeology Study was conducted for the Site which extensively reviewed the potential for archaeological and cultural heritage resources. The report has identified that the Subject Lands exhibited the potential to yield archaeological deposits of Cultural Heritage Value or Interest and provided a number of recommendations, including that further archaeological assessment of the study area was warranted with a Stage 2 Archaeological Assessment. As a result, the Stage 2 Archaeological Assessment was completed in 2023 to assess the site for archaeological resources. No archaeological resources were encountered during the study, and the study concluded no further archaeological assessment of the site is required. The Stage 1 and Stage 2 Archaeological Studies have been reviewed in detail in Section 5.2 of this report.

Section 5.2 of the PPS 2024 contains policies regarding the protection of Natural Hazards and Human-Made Hazards. In general, development shall be directed outside these areas. The Subject Lands are not located in any flooding or erosion hazards as confirmed by the technical reports.

Based on a comprehensive review of the proposal and the policies of the PPS, it is the opinion of the undersigned that the proposed ZBA and Draft Plan Revision applications are consistent with the PPS 2024.

4.3 County of Simcoe Official Plan (2016)

The County of Simcoe Official Plan (County OP) was adopted by the County of Simcoe Council on November 25, 2008, and was fully approved by the Ontario Municipal Board in December 2016. The County OP designates the Subject Lands as settlement area in accordance with Schedule 5.1. See **Figure 6**.

The County OP's Growth Management Strategy directs a significant portion of growth and development to settlements where it can be effectively serviced, with emphasis on primary settlement areas. Section 3.1 of the County OP recognizes Collingwood as a primary settlement area within the County and the Subject Lands are identified as Greenfields located within the Town's settlement area.

The County OP's Growth Management Strategy also directs the development of communities with diversified economic functions and opportunities, and a diverse range of housing options. The proposed development includes a school block which will provide employment opportunities and includes low, medium and high density housing options across the development including single detached dwellings, townhouse and apartments. This variety will assist in meeting the County OP goals in providing a range of housing options to the community.

In addition, per Section 3.2.4, the majority of population and employment growth will be directed to settlement areas with full municipal water services and municipal sewage services with limited growth permitted in settlement areas that are serviced by other forms of water and sewage services. Collingwood is serviced with municipal water and municipal sewage services.

The County OP provides policies for development within and adjacent to natural heritage features. The proposed development is supported by the findings of additional fieldwork completed by Azimuth which are outlined in their October 2025 EIS Addendum. Also in October 2025, Azimuth prepared a Wetland Offsetting Strategy. Both documents accompany this submission and are summarized in Section 5.5 of this report.

The EIS has also confirmed the on-site woodland in the north-west corner of the site does not meet the criteria to be a significant woodland as defined by the County OP. It is noted the proposed plan encroaches within the woodland slightly, although the minimal removals are not anticipated to result in impacts to the overall function of the feature in accordance with Section 3.3.15.

Section 3.3.19 of the County OP requires that a number of technical studies be prepared for large scale development. A Stormwater Management Report is required in order to protect, improve or restore the quality and quantity of water resources and related natural heritage systems. The report is to address the impacts of the development on: stormwater

runoff volumes; water quality; erosion and sedimentation; and environmental features, including fish habitat. A Preliminary Stormwater Management Report has been completed for the Subject Lands and concludes that the proposed development can meet the stormwater management objectives. The Preliminary Stormwater Management Report is summarized in Section 5.4 of this report.

Furthermore, per Section 3.3.20, a Traffic Impact Study is 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. The study is to assess 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. A Transportation Impact Study has been prepared by Tatham Engineering for the development and has been reviewed in Section 5.12 of this report and concludes that the traffic generated by the proposed development can be supported by the boundary road network, with the noted recommended improvements outlined in Section 5.12 of this report.

Section 3.5 of the County OP outlines specific objectives for development within settlements including, among others, promoting the development of compact urban forms, the efficient use of land and the provisions of water, sewer, transportation, and other services, the development of mixed use settlements, and promoting development forms and patterns which minimize land consumption and servicing costs. The County OP further encourages settlement areas to develop as complete communities with a diverse mix of land uses, a range and mix of housing types, high quality public open space and easy access to local services.

The draft plan revisions resulting from the proposed development will contribute to the County OP policy objectives for settlement areas. By increasing the density within the same net residential area of the existing approved Draft Plan, the overall development is able to provide additional housing in a more compact and efficient urban form, minimize land consumption, provide additional parkland space, make more efficient use of land and municipal infrastructure (including water, sewer and transportation infrastructure) and reduces servicing costs by spreading those costs over more units. The proposed development will also contribute to the Town of Collingwood developing as a complete community as it will provide for a diverse mix of residential land uses, and a range and mix of housing types, parkland and open space.

Section 3.5.24 of the County OP outlines density targets for local municipalities within the County. The site is within a designated greenfield area in the Town of Collingwood and must be planned to achieve a minimum density target of 50 residents and jobs combined per hectare.

The developable area, excluding the EP block, golf course buffer block and road widening block, is 37.108 hectares. The persons and jobs calculations are summarized in the tables below using persons per unit and ARU and home occupation assumptions provided by Town planning staff in their comments dated November 17, 2025. As shown in **Table 4**, if the school block is developed as a school, the site is estimated to accommodate between 36.76 and 39.80 residents and jobs combined per hectare. As shown in **Table 5**, if the

school block is developed for apartments instead, the site is estimated to accommodate between 41.28 and 47.46 residents and jobs combined per hectare.

It should be noted that the County's greenfield density target of 50 residents and jobs combined per hectare is to be calculated as an average across the Town's entire greenfield area, meaning it not required to be achieved on an individual basis. Furthermore, the site is in effect penalized by having a SWM block and by providing 5% parkland as these areas are to be included in the density calculation despite providing benefits to the broader area.

It is submitted that the proposed development further assists the Town in meeting the County's minimum density requirements for greenfield areas, in comparison to the existing approved draft plan, while maintaining compatibility with surrounding and existing residential development.

Table 4: Residents and Jobs Per Hectare if School Block Developed for a School

| Unit Type | Units | Persons Per Unit | Residents & Jobs |
|-------------------------------|---------|------------------|------------------|
| Single Detached | 275 | 2.39 | 657 |
| Townhouse | 184 | 2.15 | 396 |
| 10% ARUs | 46 | 1.57 | 72 |
| 10% home occupations | 46 | - | 46 |
| Apartment | 113-185 | 1.57 | 177-290 |
| School Block | - | - | 16 |
| Total | 664-736 | - | 1,364-1477 |
| Per Hectare (37.108 Hectares) | - | - | 36.76-39.80 |

Table 5: Residents and Jobs Per Hectare if School Block Developed for Apartments

| Unit Type | Units | Persons Per Unit | Residents & Jobs |
|-------------------------------|---------|------------------|------------------|
| Single Detached | 275 | 2.39 | 657 |
| Townhouse | 184 | 2.15 | 396 |
| 10% ARUs | 46 | 1.57 | 72 |
| 10% home occupations | 46 | - | 46 |
| Apartment | 113-185 | 1.57 | 177-290 |
| School Block | 117-191 | 1.57 | 184-300 |
| Total | 781-927 | - | 1532-1761 |
| Per Hectare (37.108 Hectares) | - | - | 41.28-47.46 |

Section 3.5.30 of the County OP requires that local municipal official plans and zoning by-laws facilitate the provision of a range of housing types along with a mix of affordable housing, those housing types include detached, semi-detached, townhouse and apartment units. The proposed ZBA and revisions to the draft plan of subdivision will facilitate the provision of a full range of housing types in a more compact and efficient lay out. This will allow for a higher proportion of smaller unit/lot types are more affordable and help spread servicing costs over more units.

Based on a comprehensive review of the proposal and applicable policies of the County OP, it is the opinion of the undersigned that the proposed ZBA and Draft Plan Revision applications conform with the policies of the County of Simcoe Official Plan.

4.4 2004 Town of Collingwood Official Plan (2019 Consolidation)

Collingwood Town Council adopted a new Collingwood Official Plan on December 11, 2023. The Town's new Official Plan was subsequently approved by the County of Simcoe Council on September 24, 2024; however, it remains subject to 16 appeals and is partially in effect.

Additionally, the working copy of the new Official Plan includes the following transition policy in Section 1.2j which states:

"This Plan recognizes that there are existing development approvals that have not yet been built. It is important to state that where there is a conflict between this Plan and any existing development approval, the existing development approval shall prevail. Further, there are development applications in process at the Town. All development applications deemed complete by the Town prior to the approval of this Plan shall be subject to the Official Plan policies in place at the time the development application was deemed complete by the Town. Amendments, extensions or revisions to existing approvals that require applications under the Planning Act after the adoption and approval of this Plan shall be subject to the policies of this Plan."

As confirmed with Town staff the Town OP policy framework that was in effect when the initial applications were made and deemed complete in May 2024 will continue to apply. Therefore, the Town's 2004 Official Plan (consolidated in January 2019) continues to apply and has been reviewed further below.

Additionally, Official Plan Amendment 33 ("OPA 33") to the Town OP was approved by the County of Simcoe on February 10, 2015. OPA 33 includes new/updated residential and growth policies, and updated Land Use and Residential Density schedules.

The Subject Lands are designated "Residential" and "Environmental Protection" and are located within the Mountain Road West Corridor Secondary Plan Boundary in the Town OP Schedule A – Land Use Plan. See **Figure 7**.

Schedule B – Environmental Protection – Natural Heritage Resource Areas identifies fish in the watercourse that traverses the western corner of the site. See **Figure 8**.

Schedule C – Residential Density designates the south-east corner of the Subject Lands for High Density. This area reflects the apartment and school blocks on the proposed revised Draft Plan. The remainder of the residential portion of the Subject Lands is designated for a mix of low-medium density residential. See **Figure 9**.

Schedule D – Transportation Plan identifies the Tenth Line as a Collector Road. Schedule D1 – Collingwood Trail System identifies the portion of Tenth Line that is directly adjacent to the Subject Lands and north to Mountain Road as a future pedestrian trail. The portion of Tenth Line that is south of the Subject Lands to Sixth Street is identified as an existing pedestrian trail. A future pedestrian trail and a snowmobile trail is identified on the Subject Lands. See **Figure 10**. It is noted that through correspondence with Town staff, no snowmobile trail is planned on the Subject Lands. It is understood that an existing snowmobile trail traverses along the southern boundary of the adjacent golf course lands as well as the Subject Lands however the 2025/2026 winter snowmobile season will be the last season the snowmobile trail will traverse these privately owned lands.

Schedule E – Municipal Service Areas identifies the Subject Lands as being within Municipal Service Area 2.

Schedule F – Urban Structure identifies that the Subject Lands are located within the Town of Collingwood settlement area boundary but outside of the Build Boundary. The lands are further identified as Greenfields (lands for urban uses). See **Figure 11**.

Section 4.3 of the Town OP contains policies for the Residential designation and outlines the goals and objectives for the residential area. The goals and objectives are concentrated around the following themes: Provincial and County Policies, Complete Community, Neighbourhoods, People's Needs and Quality and Choice. Upon review of this policy context, it is submitted that the proposal conforms to the applicable policies.

Section 4.3.2.7.4 provides the High Density Residential Exceptions (OPA#35) for the Linksview Subdivision. The exception requires that the Subject Lands achieve a minimum density of 55 dwelling units per gross hectare and a maximum density of 90 units per gross hectare, with a maximum building height of four storeys. The development proposes a school block and apartment block within the High Density Residential lands. To ensure conformity with the density policies, the apartment block proposes a minimum of 113 units to a maximum of 185 units and would have a building height of no more than four storeys. The apartment block will be subject to the site plan control process in the future when a more specific development concept is known.

Section 4.3.2.8.3 provides the policies for the Low-Medium Density Residential exception one designation, which also applies to the Subject Lands. Within this designation, the permitted uses shall be limited to single-detached dwellings, semi-detached dwellings, and townhouse dwellings. A density range of 15 (minimum) to 25 (maximum) units per gross hectare is permitted. In terms of residential development, single detached and townhouses are proposed within the Low-Medium Density Residential lands. With 459 single detached and townhouse dwellings combined, the development provides a density of 13.94 units per gross hectare is proposed in the Low-Medium Density Residential lands. While the development provides a higher unit count and corresponding density than the existing draft-approved Plan of Subdivision, the site is in effect penalized by having a SWM block and by providing 5% parkland as these areas are to be included in the density calculation despite providing benefits to the broader area. It is important to note that this density range does not take into account any potential ARUs. Provision for ARU rough-ins will be provided in the basements of at least 35 single detached dwellings. If constructed, the ARUs would increase the site density to 15 units combined per gross hectare.

Section 4.3.2.4.2 recognizes that the achievement of permitted density ranges is contingent upon appropriate servicing infrastructure and capacity being available. It is acknowledged the Town is in the process of establishing a new servicing allocation policy and as the policy is currently proposed, the proposed development will be required to receive servicing allocation at the time of draft plan approval. An analysis of the Proposed Development against the Town's Servicing Criteria Allocation Policy (SCAP) was provided to the Town in October 2025. It is understood the SCAP scoring will be discussed further at the detailed design stage as well as discussions related to front ending of required external infrastructure improvements advances with the Town.

The OP policies further identify that before an amendment is made to the Town OP or the Zoning By-law, it should be demonstrated that the following is addressed subject to the appropriate studies listed in Section 4.3.2.12 of the Town OP:

That no undue transportation difficulties will ensue from the proposed development;

A Transportation Impact Study has been completed for the Site and has been reviewed in Section 5.12 of this report. The TIS concludes that the traffic generated by the proposed development can be supported by the boundary road network, with the noted recommended improvements outlined in Section 5.12 of this report.

That the proposed method of servicing is in accordance with the engineering standards of the municipality and the Ministry of the Environment;

A Functional Servicing Report has been completed for the Subject Lands which concludes that the proposed development can be adequately serviced and meet the stormwater management objectives. The FSR has been reviewed in Section 5.3 of this report.

That adequate community facilities including recreational and educational facilities are available to service the proposed use;

The proposed development includes three parks throughout the plan that offer 1.90 hectares of parkland and a 2.13-hectare school block. Other recreational facilities include the Town's existing sports facility, Fisher Fields located directly south of the Subject Lands, and a privately operated golf course directly to the north. The Subject Lands are also within proximity to larger recreational facilities including Georgian Bay, the Niagara Escarpment and multiple ski hills and resorts that all service the regional area. The Town of Collingwood is serviced by a number of existing elementary and secondary schools, and the Georgian College South Georgian Bay Campus.

That the proposed development is appropriate for the site, compatible with surrounding land uses and/or long-range development planned for the area; and,

The Site has already been draft approved for residential development including lots for single detached dwellings, townhouses and an apartment block. The draft plan has been revised to provide for a more efficient road pattern, reduce the amount of irregularly shaped and inefficient corner lots, and increase the overall unit count while providing for

a more efficient development of the Subject Lands. This has been achieved while also adding a third park, and two new view corridor blocks which have the potential to be transformed into walkway connections in the future. It is submitted that the proposed built form is compatible with the surrounding community.

That all requirements of the Official Plan have been met.

The Subject Lands are designated residential, and all of the proposed uses are permitted. The Town OP has been reviewed, and it is submitted that the proposed development conforms to the policies included within the Town OP.

Section 3.0 of the Town OP contains General Development criteria, including goals, objectives and policies. The goals and objectives provide a framework for directing growth in a logical and orderly manner while safeguarding the Town's environmental and economic well-being and small-town atmosphere. The revised Draft Plan supports logical, compatible and orderly growth and development while preserving the environmental lands on site.

Section 3.3 of the Town OP contains a policy regarding Development Staging. Council shall ensure that the timing, location and nature of all new development is such that the demand for public uses and municipal services is not excessive. The proposed development is located within a previously draft plan approved subdivision with available and planned services. Section 3.5.3 of the Town OP states that no new development should be permitted unless adequate municipal water, sanitary sewer and storm sewer facilities are available. The proposed development would connect to the existing and planned municipal services along Tenth Line. A Functional Servicing Report has been completed for the Subject Lands which concludes that the proposed development can be adequately serviced and meet the stormwater management objectives. The FSR has been reviewed in Section 5.3 of this report. Rayville is also working with landowners from surrounding developments to prepare a cost sharing agreement that would bring the necessary water, sanitary sewer, and storm sewer facility services to the Subject Lands.

Section 3.6.2 provides policies regarding Municipal Service Area 2 which consists of predominantly vacant lands adjacent to Service Area 1 and represents the area beyond the built boundary to which municipal services can most easily/efficiently be extended to facilitate new development. The lands in Service Area 2 are already designated for urban uses and many also have draft approved plans of subdivision. The Town OP states development may proceed in Service Area 2 on the basis of engineering studies confirming the feasibility, location and magnitude of required servicing extensions and when Council is satisfied that it can generate sufficient revenue to recover the full cost of the required water supply, sanitary sewage disposal and/or stormwater management drainage facilities. A Functional Servicing Report has been completed for the Site and has been reviewed in Section 5.3 of this report.

Section 3.8 provides policies regarding the goals and objectives for Urban Design Standards. These policies have been reviewed and incorporated into the design of the single detached dwellings and townhouse units. Architectural Design Guidelines and an Urban Design Report have been prepared as part of the application submission and are

reviewed in Section 5.13 of this report. These documents identify a number of design techniques that will be implemented to ensure attractive urban/streetscape design.

A variety of building types and façade treatments will ensure vibrant and visually cohesive streetscapes. Public-facing facades are animated and priority corner lots with enhanced architectural treatment have been incorporated into the design to provide for a higher quality urban form throughout the development. Front porches and window and entrance placement facilitate active and highly visible streets and public spaces. Garages will either be flush with the main entry features (such as a porch) or recessed to ensure they do not visually dominate. The development achieves a well-connected street pattern with sidewalks and added walkways for enhanced pedestrian and cyclist convenience. A substantial amount of parkland (achieving 5%) is provided in three locations throughout the site, in proximity to all residents. The stormwater management pond will incorporate a naturalized approach to design through its layout and plantings. Streets and parks will feature tree plantings and high-quality street furniture, lighting, fencing and signage.

Section 8.2.1.2 of the Town OP outlines criteria for Council's consideration when reviewing proposed Zoning By-law Amendments. It is submitted that the proposed ZBA meets these criteria, as it will not have a deleterious traffic, stormwater or other impact on adjacent uses, is not hazardous in nature, will not pollute water or soil or otherwise threaten the environment, conforms with the policies of the *Planning Act*, Town OP and County OP, and is the subject of a comprehensive application package containing all studies and plans requested by the Town as part of pre-consultation.

Section 11.5 of the Town OP outlines the policies for the Mountain Road West Corridor Secondary Plan. The Town OP secondary plan establishes the preferred land use pattern, road network, servicing approach and method of stormwater management for the area, as well as a policy framework which minimizes the potential impact of new development on natural heritage resources particularly Silver Creek. The policies of Section 11.5 have been considered in the review of this application. The Subject Lands are currently zoned and draft plan approved for residential development and the purpose of these applications is to achieve a more functional and efficient design of the site. The introduction of a more grid like street network will facilitate a more efficient and interconnected development concept that facilitates additional density and more parkland. Furthermore, the various technical reports that have been completed for this application give full consideration to the transportation needs/demands, the environment, the stormwater management requirements, and municipal water and sewer services for the area. The technical reports are summarized in Section 5 of this report.

Based on a comprehensive review of the proposal and applicable policies of the Town OP, it is the opinion of the undersigned that the proposed ZBA and Draft Plan Revision applications conform with the policies of the Town of Collingwood Official Plan.

4.5 Town of Collingwood Zoning By-law (2010-040)

The Town of Collingwood Zoning By-law (2010-040) (Town ZBL) came into effect in 2010 and zones the Subject Lands as follows (see **Figure 12**):

- Residential Third Density Exception 40 (R3-40);
- Residential Fourth Density Exception 6 (R4-6);
- Community Services Exception 2 (CS-2);
- Recreation (REC); and,
- Environmental Protection (EP)

The permitted uses within the R3-40 zone include single detached dwellings, semi-detached dwellings, and townhouse dwellings. The development within the R3-40 zone proposes single detached and townhouse dwellings. The existing R3-40 zone provisions and the proposed site-specific provisions are provided in **Table 6**. The proposed zoning amendments are provided in bold in the table.

Table 6: Proposed Zoning Requirements – Residential Third Density Exception Forty (R3-40) Provisions

| Zoning Provisions | R3 Single Detached Required | R3 Townhouses Required | Proposed Revised Draft Plan | Proposed ZBA |
|------------------------------------|-----------------------------|----------------------------|---|---------------------------|
| Minimum Lot Area (m ²) | 325 | 225 for a street townhouse | 389 – Single Detached 239 – Townhouses | No amendments proposed |
| Minimum Lot Frontage (m) | 10.0 | 7.5 for a street townhouse | 10.0 – Single Detached 7.5 – Townhouses Measured 6.0m back from and parallel to the chord of the front lot line. | Amendment proposed |
| Minimum Front Yard (m) | 4.5 | 4.5 | 4.5 | No amendments proposed |

| Zoning Provisions | R3 Single Detached Required | R3 Townhouses Required | Proposed Revised Draft Plan | Proposed ZBA |
|---------------------------------|--|--|--|----------------------------|
| Minimum Exterior Side Yard (m) | 4.5 | 4.5 | 4.5 | No amendment proposed |
| Minimum Interior Side Yard (m) | 1.2 | 1.8 for end units | 1.2 | No amendments proposed |
| Minimum Rear Yard (m) | 7.5 | 7.5 | 7.5 | No amendments proposed |
| Special Yard Encroachments (m) | An unenclosed porch, unenclosed step or set of stairs may project into a required Front Yard or Exterior Side Yard a maximum of 1.5m, but no closer than 1.2m to any lot line. | An unenclosed porch, unenclosed step or set of stairs may project into a required Front Yard or Exterior Side Yard a maximum of 1.5m, but no closer than 1.2m to any lot line. | For corner lots, any part of a Building may project a maximum of 3.3m into a required Front Yard towards a Daylight Triangle, so long as it is set back a minimum of 1.2m to a lot line associated with a Daylight Triangle. For corner lots, an unenclosed step or set of stairs is permitted to project an additional 1.5m into a required Exterior Side Yard, so long as it is set back a minimum of 1.2m to the lot line. | Amendment proposed |
| Maximum Height (m) | 12.0 | 12.0 | 12.0 | No amendments proposed |
| Maximum Lot Coverage (bungalow) | 45% | N/A | 46% for Bungalow Single | Amendments proposed |

| Zoning Provisions | R3 Single Detached Required | R3 Townhouses Required | Proposed Revised Draft Plan | Proposed ZBA |
|---|--|--|--|----------------------------|
| Maximum Lot Coverage (other than a bungalow) | 40% | 45% | Detached Dwelling on interior lot with or without an ARU. | |
| Maximum Lot Coverage (for lots containing ARUs) | 45% | 45% | 41% for 2-Storey Single Detached Dwelling on interior lot without an ARU. | |
| Minimum Landscaped Open Space | 35% | 35% | 29% - interior unit bungalow Townhouses | Amendment proposed |
| Sight Triangles (Section 4.16) | 6m x 6m sight triangles at all intersections | 6m x 6m sight triangles at all intersections | 3.0m x 3.0m | Amendment proposed |
| Maximum Entrance Widths (Section 5.3) | 6.5m or 50% of the lot frontage, whichever is the lesser | 6.5m or 50% of the lot frontage, whichever is the lesser | Complies – Single Detached 61% of the lot frontage, up to 5m - Townhouses | Amendment proposed |
| Driveway Coverage (Section 5.6) | A maximum of 50% of the yard may be used for a driveway. | A maximum of 50% of the yard may be used for a driveway. | 61% - pie-shaped Single Detached lots 70% - interior unit Townhouses 64% - end unit Townhouses 62% - corner unit Townhouses | Amendments proposed |

| Zoning Provisions | R3 Single Detached Required | R3 Townhouses Required | Proposed Revised Draft Plan | Proposed ZBA |
|---|-----------------------------|------------------------|---|----------------------------|
| Maximum Non-Driveway Hard Ground Surface Coverage in Front Yard (Section 5.6) | 20% | 20% | 11% - pie-shaped Single Detached lots 12% - corner Single Detached lots 5% - interior unit Townhouses 8% - end unit Townhouses 9% - corner unit Townhouses | Amendments proposed |

The permitted uses within the R4-6 zone include the uses permitted in the Residential Fourth Density zone, which includes apartments, group or cluster, senior citizen housing, retirement home, nursing facility, and a community garden. The R4-6 zone includes a zoning exception that limits the maximum height to 15 metres. The development within the R4-6 zone is proposed to be apartments. The existing R4-6 zone provisions and the proposed development provisions are provided in **Table 7**. No zoning amendments are proposed for the existing R4-6 zone.

Table 7: Proposed Zoning Requirements – Residential Fourth Density Exception Six (R4-6) Provisions

| Zoning Provisions | R4-6 Provisions Apartment | Proposed Revised Draft Plan |
|------------------------------------|---------------------------|-----------------------------|
| Minimum Lot Area (m ²) | Nil | 2.056 hectares |
| Minimum Lot Frontage (m) | 30.0 | 75.2 m |
| Minimum Front Yard (m) | 7.5 | 7.5 |
| Minimum Exterior Side Yard (m) | 7.5 | 7.5 |
| Minimum Interior Side Yard (m) | 7.5 | 7.5 |
| Minimum Rear Yard (m) | 7.5 | 7.5 |
| Maximum Height (m) | 15.0 | 15.0 |
| Maximum Lot Coverage | 40% | 40% |

| Zoning Provisions | R4-6 Provisions Apartment | Proposed Revised Draft Plan |
|-------------------------------|---------------------------|-----------------------------|
| Minimum Landscaped Open Space | 40% | 40% |

The permitted uses within the CS-2 zone are limited to a school or uses permitted under the Residential Fourth Density Exception Six (R4-6) Zone. The CS-2 zone includes a zoning exception that limits the maximum height to 15 metres. No zoning amendments are proposed for the CS-2 zone.

The permitted uses within the REC zone include a range of recreation type uses including:

- Adventure game
- Agricultural activity
- Ambulance service Arena
- Assembly hall
- Boat slip
- Cemetery
- Cemetery, Pet
- Community centre
- Community garden
- Conservation
- Curling rink
- Day care centre
- Dwelling, portion of a non-residential building
- Fairground
- Flood control works
- Golf course
- Golf driving range
- Marina
- Mini-golf course
- Museum
- Park, private

Public parks are the land use proposed within the REC zones. No zoning amendments are proposed from standards of the REC zone.

The proposed ZBA application includes the following proposed amendments to the current approved zoning:

- 1) Amendments to the current approved zoning schedule on the Subject Lands to reflect the draft plan's updated lot and block layouts;
- 2) Amendment to the R3 requirements and other provisions of By-law 2010-040 in accordance with Table 8 of this report.
- 3) Inclusion of site-specific definitions for Pie-Shaped Lot, Daylight Triangle, and Lot Frontage.

A Draft Zoning By-law and schedule have been prepared and included as **Appendix A** to this report.

Rationale for the proposed R3-40 Zone exceptions is provided in **Table 8** below.

Table 8: Rational for Proposed New R3-40 Zone Exceptions

| Proposed R3-40 Zone Provision | Context and Justification |
|--|---|
| Site-specific Definition for Pie-Shaped Lot: | A site-specific definition for pie-shaped lots is proposed because pie-shaped lots are the only |

| | |
|--|---|
| <p>An irregularly shaped lot in which the width of the lot gradually narrows towards the front lot line.</p> | <p>single-detached lots in the subdivision which will require increased driveway coverage in the front yard. As an exception is required to permit increased front yard driveway coverage for pie-shaped single detached lots only, the ZBA proposes to define pie-shaped lots as no such definition currently exists in Collingwood's Comprehensive Zoning By-law 2010-040.</p> |
| <p>Site-specific Definition for Daylight Triangle:</p> <p>A triangular area within a street which is adjacent to a corner lot and formed by a straight line connecting two points along the street lines, each point a prescribed distance from the point of intersection of the street lines or their projection thereof.</p> <p>The prescribed distance shall be informed by the Town of Collingwood Development Standards.</p> <p>The new lot line created by way of a daylight triangle shall be deemed part of the Front Lot Line for the purpose of zoning interpretation.</p> | <p>This site-specific definition for daylight triangle is proposed for the following reasons:</p> <ul style="list-style-type: none"> • For the purpose of zoning, it is unclear if the diagonal lot line which forms a daylight triangle is considered part of the front lot line or the exterior side lot line. By-law 2010-040 defines the front lot line for corner lots as the shortest lot line dividing the lot from the street; however, we do not believe it is the intent of By-law 2010-040 to consider the diagonal lot line which forms a daylight triangle as the front lot line alone. • By-law 2010-040 currently does not define daylight triangle and the proposed ZBA references them, requiring a definition. • The proposed site-specific definition would establish that the lot line created by a daylight triangle is to be deemed to form only part of the front lot line, not be the entire front lot line. • The proposed definition appropriately defers to the Town of Collingwood Development Standards for required daylight triangle dimensions. |
| <p>Site-specific definition for Lot Frontage:</p> <p>The horizontal distance between the interior side and/or exterior side lot lines, measured 6.0m back from and parallel to the chord of the Front Lot Line.</p> | <p>By-law 2010-040 currently requires that Lot Frontage be measured along the front lot line</p> <p>Many other municipalities require that it be measured offset from the front lot line, often at the minimum front yard setback or even further back.</p> <p>Measuring the Lot Frontage along the front lot line as By-law 2010-40 requires generates three primary issues:</p> <ol style="list-style-type: none"> 1. It artificially reduces the Lot Frontage for both pie shaped lots and corner lots, particularly those corner lots abutting the collector road, which are impacted by larger daylight triangle requirements. |

| | |
|---|---|
| | <ol style="list-style-type: none"> 2. It artificially increases the percentage Lot Frontage occupied by residential driveways in the case of both pie-shaped lots which are narrow at the front lot line but gradually widen out further back on the lot, and corner lots impacted by daylight triangles. 3. It is generally limiting for lot utilization and efficiency. <p>The proposed exception to measure Lot Frontage 6.0m back from and parallel to the chord of the Front Lot Line is considered appropriate and good planning as it will:</p> <ul style="list-style-type: none"> • Eliminate issue 1 above. • Significantly improve issue 2 above. • Provide a more flexible application of Lot Frontage, supporting the optimization and efficient use of lots/land, addressing issue 3. • Corner lots and pie-shaped lots will retain significant landscaped areas in their exterior side and rear yards, respectively. • Measured this way, all single-detached and townhouse lots will meet the minimum lot frontage requirements. • All the other municipalities in Simcoe County including the Cities of Barrie and Orillia measure lot frontage set back a distance from the front lot line. • Per the Urban Design Report and Architectural Design Guidelines, corner lots will be designed to address both street frontages and demonstrate design excellence. |
| <p>Front Yard Encroachments:</p> <p>In the case of corner lots, any part of a Building is permitted to project a maximum of 3.3m into a required Front Yard towards a Daylight Triangle, so long as it is set back at least 1.2m to the lot line associated with a daylight triangle.</p> | <p>By-law 2010-040 permits unenclosed porches to project a maximum of 1.5m into a required front yard setback, but no closer than 1.2m to the lot line.</p> <p>Some corner lots on the draft plan will have corners of the dwelling units slightly encroaching within the 4.5m front yard and porches which will project more than 1.5m into the required front yard due to the angled lot lines associated with daylight triangles at street intersections.</p> |

| | |
|--|---|
| | <p>The proposed exception, in the case of corner lots, would permit any part of a Building to project a maximum of 3.3m into a required Front Yard towards a daylight triangle, so long as it is set back at least 1.2m to a lot line associated with a daylight triangle. The Urban Design Report also confirms buildings and structural features will be located entirely outside of any daylight triangles.</p> <p>The proposed exception is considered appropriate and good planning for the following reasons:</p> <ul style="list-style-type: none"> • The general intent of By-law 2010-040 is maintained as all porches will remain at least 1.2m from the lot line associated with a daylight triangle. • All single detached dwellings and townhouses will otherwise be in compliance with the required exterior side and front yard setbacks. • Additional landscape boulevard within the municipal right of way will further separate any building from the traveled/paved portion of a street. • No impacts to sight lines or safety would be generated as a result of this exception. • The exception supports good urban design with active street-facing architectural elements closer to the street so garage walls do not dominate. • Per the Urban Design Report and Architectural Design Guidelines, corner lots will be designed to address both street frontages and demonstrate design excellence. |
| <p>Exterior Side Yard Encroachments:</p> <p>In the case of corner lots, an unenclosed porch, step or set of stairs is permitted to project an additional 1.5m into a required Exterior Side Yard, so long as it is set back a minimum of 1.2m to the lot line.</p> | <p>By-law 2010-040 permits unenclosed porches, steps or sets of stairs to project a maximum of 1.5m into a required exterior side yard setback, but no closer than 1.2m to the lot line.</p> <p>The exception, in the case of corner lots, would permit unenclosed steps or sets of stairs to project an additional 1.5m into a required Exterior Side Yard, so long as it is set back a minimum of 1.2m to the lot line. This would permit steps or sets of stairs to encroach a total of 3.0m into an exterior side yard.</p> |

| | |
|--|---|
| | <p>The proposed exception is considered appropriate and good planning for the following reasons:</p> <ul style="list-style-type: none"> • With the wrap-around porches already projecting 1.5m into the required exterior side yard on corner lots, the standard provision would leave no additional projection allowance for steps coming off the porch. • By permitting unenclosed steps or sets of stairs to project an additional 1.5m into a required exterior side yard, it allows porches they are associated with to fully utilize a 1.5m exterior side yard projection which better addresses the street promotes efficient use of land. • It allows for corner units with principal entrances facing the exterior side yard to have porch steps directly in line with the residence's door, also facing the exterior side yard. • The general intent of By-law 2010-040 is maintained as all steps or sets of stairs will remain at least 1.2m from the exterior side lot line. |
| <p>Minimum Sight Triangle:</p> <p>When determining the size of a Sight Triangle, the length of measurement from the point of intersection of a street shall be a minimum of 3.0m.</p> | <p>The exception seeks to permit a minimum Sight Triangle of 3.0m x 3.0m.</p> <p>We note that while applied differently, Sight Triangles and Daylight Triangles are measured in the same way and ultimately serve a similar function.</p> <p>In accordance with the Town's engineering standards, the revised Draft Plan provides 3.0m x 3.0m Daylight Triangles at local-to-local intersections and 5.0m x 5.0m Daylight Triangles at local-to-collector intersections. The proposed reduction to the minimum Sight Triangle requirement will align with the Town's engineering standards for Daylight Triangles, which the Draft Plan complies with.</p> <p>We also note that the separate proposed exception for Daylight Triangles will ensure all buildings are located no closer than 1.2m to any Daylight Triangle.</p> <p>The proposed Sight Triangle reduction will not result in visual obstructions, or any issues related to street</p> |

| | |
|--|--|
| | <p>safety or lot/site functionality. It is therefore considered appropriate and good planning.</p> |
| <p>Maximum Lot Coverage for Dwelling:</p> <ul style="list-style-type: none"> • 46% (Bungalow Single Detached dwellings on interior lot with or without an ARU) • | <p>By-law 2010-040 permits a maximum lot coverage of 45% for bungalow single detached dwellings with or without an ARU.</p> <p>The exception seeks to permit a maximum lot coverage of 46% for bungalow single detached dwellings on interior lots with or without an ARU. on interior lots</p> <p>It is important to note that this exception captures a select few single detached bungalow models with lot coverages just over 45% (measuring 45.09%). Permitting 46% lot coverage will ensure there is a sufficient buffer for any steps or stairs coming off the front porch.</p> <p>There are several other single detached bungalow models on interior lots in the subdivision which fall well below the requested maximum coverage and the standard 45% coverage that By-law 2010-040 allows.</p> <p>The exception is considered appropriate and good planning for the following reasons:</p> <ul style="list-style-type: none"> • The exception captures a select few single detached bungalow models with lot coverages just over 45% (measuring 45.09%). • The exception to increase the maximum lot coverage from 45% to 46% is minor and it will ensure any steps or stairs coming off the front porch can be accommodated. • There are several other single detached bungalow models on interior lots in the subdivision which fall well below the requested maximum coverage and the standard 45% coverage that By-law 2010-040 allows. • The exception does not apply to any bungalows on corner lots, as they will all remain under 45% lot coverage. • The exception provides flexibility across the site to provide a variety of bungalow single detached models and sizes (with bungalows |

| | |
|---|--|
| | <p>generally requiring larger footprints) while setting an appropriate cap. It supports the inclusion of building massing and front porches extending closer to the street than the garage, applying good urban design principles.</p> <ul style="list-style-type: none"> • It supports compact development patterns and efficient use of residential lots. • The increased coverage will not impact site functionality or the owner's use or enjoyment of their lot. • The stormwater management plan for the subdivision has taken the increased lot coverages into account. • The minimum rear yard setback will be maintained. • All lots will continue to provide ample landscaped areas in the front, rear and side yards. • All single detached dwellings will meet or exceed the minimum 35% landscaped open space requirement. |
| <p>Maximum Lot Coverage for Dwelling:</p> <ul style="list-style-type: none"> • 41% (2-Storey Single Detached Dwelling on interior lot without an ARU) • 45% (2-Storey Single Detached Dwelling on interior lot with an ARU) | <p>By-law 2010-040 permits a maximum lot coverage of 40% for 2-storey single detached dwellings with or without an ARU.</p> <p>The exception seeks to permit a maximum lot coverage of 41% for 2-storey single detached dwellings on interior lots without an ARU and intends to carry forward the currently permitted 45% lot coverage for 2-storey single detached dwellings on interior lots with an ARU.</p> <p>This exception to permit 41% lot coverage for 2-storey single detached dwellings on interior lots without an ARU captures a select few 2-storey single detached models with lot coverages measuring exactly 40%. Permitting 41% lot coverage will ensure there is a sufficient buffer for any steps or stairs coming off the front porch.</p> <p>There are several other single detached 2-storey models on interior lots in the subdivision which fall well below the requested maximum coverage and the standard 40% coverage that By-law 2010-040 allows.</p> |

| | |
|---|--|
| | <p>The exception is considered appropriate and good planning for the following reasons:</p> <ul style="list-style-type: none"> • The exception captures a select few 2-storey single detached models with lot coverages measuring exactly 40%. • The additional 1% coverage allowance will ensure any steps or stairs coming off the front porch can be accommodated. The dwelling units themselves will not exceed 40% coverage. • There are several other 2-storey single detached models on interior lots in the subdivision which fall well below the requested maximum coverage and the standard 40% coverage that By-law 2010-040 allows. • The exception does not apply to any 2-storey models on corner lots, as they will all remain under 40% lot coverage. • The increased lot coverage from 40% to 41% is minor and will not be perceivable from the street or from the perspective of the homeowner or neighbours. • The increased coverage will not impact site functionality or the owner's use or enjoyment of their lot. • The stormwater management plan for the subdivision has taken the increased lot coverages into account. • All lots will continue to provide ample landscaped areas in the front, rear and side yards. • All single detached dwellings will meet or exceed the minimum 35% landscaped open space requirement. |
| <p>Maximum Front Yard Coverage for Driveways:</p> <ul style="list-style-type: none"> • 61% (Single Detached dwellings on pie-shaped lots) • 70% (Townhouse – interior unit) | <p>By-law 2010-040 permits driveways to occupy up to 50% of the front yard area.</p> <p>The proposed exceptions would increase the maximum percentage of the front yard that can be occupied by driveway to 61% for single-detached dwellings on pie-shaped lots, 70% for interior unit</p> |

| | |
|---|---|
| <ul style="list-style-type: none"> • 64% (Townhouse – end unit) • 62% (Townhouse – corner unit) | <p>townhouses, 64% for end unit townhouses, and 62% for corner unit townhouses.</p> <p>It is important to note that there are many lots and models in the subdivision which will fall well below the requested maximum coverages. This exception captures those lots and house models which result in the largest driveway coverages, mainly:</p> <ul style="list-style-type: none"> • Pie-shaped single detached lots which by their nature have smaller, narrower front yard areas and as a consequence the driveway takes up a larger share of the front yard area. • The Villa townhouse models which are proposed to have wider driveways, the design of which allows two cars to functionally be parked width wise within each driveway, helping to alleviate on-street parking demand which is a common challenge in areas with higher concentrations of Townhouses. Rayville has successfully implemented this approach in other subdivisions such as Brookside Crossing and Eaglecrest Avenue in Huntsville. • Corner lots which have smaller front yard areas due to daylight triangles but much larger exterior side yards. <p>The exceptions are appropriate and desirable for the following reasons:</p> <ul style="list-style-type: none"> • They support compact development patterns and efficient use of residential lots with narrower lot frontages. • They enable the inclusion of covered porches and entranceways which may project beyond the garage, closer to the street, in accordance with good urban design principles. • They support the pie-shaped lots which may be narrower near the street but widen out towards the rear. Only single detached lots which are pie-shaped require the exception. • Sufficient area in the front yard will remain for landscaping, in addition to that which is |
|---|---|

| | |
|--|---|
| | <p>provided in the municipal boulevards and public parks.</p> <ul style="list-style-type: none"> • All lots, with the exception of bungalow townhouses, will continue to meet the overall minimum 35% landscaped open space requirement. • Dwelling designs feature porches and porticos which are flush or projecting beyond the garages, allowing for habitable/active space to overlook the street and be visually prominent, mitigating the presence of the garages and driveways. • Driveways will be paired where possible which also pairs front yards, maximizing the continuous areas of front yard landscaping along a street. • Driveway hardscape detailing can be introduced to visually separate two paired asphalted driveways. • The proposed development is supported by a Stormwater Management Report which considers the impervious areas associated with driveways. |
| <p>Maximum Front Yard Non-Driveway Hard Ground Surface Coverage:</p> <ul style="list-style-type: none"> • 11% (Single Detached dwellings on pie-shaped lots) • 5% (Townhouse – interior unit) • 8% (Townhouse – end unit) • 9% (Townhouse – corner unit) | <p>By-law 2010-040 permits a maximum of 20% of the front yard area to be covered in non-driveway hard ground surface material, over and above the maximum 50% driveway coverage.</p> <p>Reductions to the maximum 20% non-driveway hard ground surface coverage are proposed, specific to interior, end and corner unit townhouses and pie-shaped single detached lots, with the effect of setting lower more restrictive caps than By-law 2010-040 currently allows.</p> <p>The exceptions are appropriate and desirable for the following reasons:</p> <ul style="list-style-type: none"> • They help offset/mitigate the increased driveway coverages from a visual and front yard imperviousness perspective. • They ensure front yards are not entirely hardscaped and that vegetation cover is maintained. |

| | |
|--|--|
| | <ul style="list-style-type: none"> • They will continue to provide sufficient hardscape allowances for walkways from the driveway to the porch / front door. |
| <p>Maximum Entrance Width:</p> <ul style="list-style-type: none"> • 61% of the Lot Frontage, up to 5.0m (Townhouse) | <p>The proposed exception would permit driveways associated with Townhouse units to have a maximum width of 61% of the lot frontage, to a maximum driveway width of 5.0m, whereas By-law 2010-040 currently permits up to 50%.</p> <p>It should be noted that many of the townhouses will feature narrower driveways and that this exception addresses the Villa townhouse models with the wider single car paired driveways.</p> <p>This exception is considered appropriate and good planning for the following reasons:</p> <ul style="list-style-type: none"> • It facilitates wider paired driveways for the Villa townhouse models, which are proposed to have wider driveways, the design of which allows two cars to functionally be parked width wise within each driveway, helping to alleviate on-street parking demand which is a common challenge in areas with higher concentrations of Townhouses. As mentioned, Rayville has successfully implemented this approach in other subdivisions such as Brookside Crossing and Eaglecrest Avenue in Huntsville. • It maintains an appropriate cap of 5m of width so that townhouse driveway widths do not scale up with corner lots. • The exception supports a functional driveway design which will benefit the homeowner. • The exception is appropriate for the housing type and will not negatively impact the character of the streetscape. • Sufficient landscaped space will remain in the front yards for the planning of sod, garden trees, etc. • Dwelling designs feature porches and porticos which are flush or projecting beyond the garages, allowing for habitable/active space to overlook the street and be visually prominent, mitigating the widths of the garages and driveways. |

| | |
|---|---|
| | <ul style="list-style-type: none"> • Per the Architectural Design Guidelines, the pairing of townhouse driveways reduces the number of driveway access points and results in the pairing of front yards which maximizes the continuous width of landscaped yards between driveways along a street. • Driveway hardscape detailing can be introduced to visually separate two paired asphalted driveways. • Per the Urban Design Report and Architectural Design Guidelines, garage walls will incorporate complementary design and articulation, and may feature masonry wing walls or projecting columns to provide a recessed appearance. Garage doors will be of high quality and may include glazing. • The proposed development is supported by a Stormwater Management Report which considers the impervious areas associated with the wider driveways. |
| <p>Minimum Landscaped Open Space:</p> <p>29% (interior bungalow Townhouse lots)</p> | <p>The proposed exception would permit a minimum landscaped open space of 29% for interior bungalow townhouse lots whereas By-law 2010-040 requires a minimum of 35%.</p> <p>It should be noted that the lots when built will achieve at least 37% landscaped open space; however, the request is made to provide additional allowances in the event a backyard deck/porch and/or shed is built by future homeowners.</p> <p>This exception is considered appropriate and good planning for the following reasons:</p> <ul style="list-style-type: none"> • Numerically, a reduction from 35% to 29% landscaped open space can be considered minor and should not be felt when applied across the lot as a whole. • The reduction is only required for and only applies to bungalow townhouses which have larger, deeper footprints in order to accommodate bedrooms and additional bathrooms on the ground floor. • The dwelling units themselves will be under 35% lot coverage. • A reduction to 29% landscaped open space will allow for a 10m² backyard deck and/or |

| | |
|--|--|
| | <p>garden shed should the owner choose to add them.</p> <ul style="list-style-type: none"> • All other townhouse units, and all single-detached dwellings will meet and in many cases far exceed the minimum landscaped open space requirement. • The effect of the request is mitigated by the exception to set a lower cap on front yard non-driveway hard ground surface material. • All units will continue to comply with the minimum rear yard setback. |
|--|--|

It is submitted that the proposed ZBA and Draft Plan Revision comply with all other general provisions of the By-law.

Based on the above, it is concluded that the proposed ZBA and Draft Plan Revision applications are in keeping with and comply with the Town of Collingwood Zoning By-law, as proposed to be amended.

5.0 TECHNICAL STUDIES

The following provides a brief summary of the technical studies prepared for the proposed Zoning By-law Amendment and revised Draft Plan of Subdivision.

5.1 Compatibility & Mitigation Study - Air Quality, Dust and Odour Study

As part of the May 2024 submission, a Compatibility / Mitigation assessment was completed by SLR Consulting (Canada) Ltd., examining the potential for air quality, dust, odour, and noise emissions from nearby industrial land uses at the Subject Lands.

Based on the review completed, the proposed development is anticipated to be compatible with the surrounding land uses from an air quality perspective. Concerns due to emissions of dust and odour at the Subject Lands were not anticipated. No significant sources of vibration were identified and no adverse impacts from surrounding vibration were anticipated. The Subject Lands were not anticipated to limit surrounding existing, or future industries and their ability to obtain/maintain their required Ministry of the Environment, Conservation & Parks (MECP) and/or Ministry of Natural Resources and Forestry (MNRF) permits and/or approvals.

5.2 Archaeological Report

A Stage 1 Archaeological Background Assessment was completed by Amick Consultants Limited and included in the May 2024 submission. The study area has been identified as a property that exhibits potential to yield archaeological deposits of Cultural Heritage Value or Interest (CHVI). The objectives of the Stage 1 Background Study were met and in accordance with the results of this investigation, the following recommendations were made:

1. Further archaeological assessment of the study area is warranted;
2. The Provincial interest in archaeological resources with respect to the proposed undertaking remains to be addressed;
3. The proposed undertaking has a potential for archaeological resources and a Stage 2 Archaeological Assessment is recommended;
4. A pedestrian survey at an interval of 5 metres between individual transects is recommended for any areas where ploughing is viable that have been subject to agricultural tillage in the past;
5. A test pit survey at 5 metre intervals between individual test pits is recommended in all areas that are not viable to be ploughed and are at a less than (<) 20 degree change in elevation;

6. The steepness of any slopes within the study area must be determined through a Property Inspection since slopes at an angle of greater than (>) 20 degrees have low archaeological potential and may be excluded from Stage 2 Property Assessment;
7. The footprints of existing or former structures within the study area can only be identified and be excluded from Stage 2 Property Assessment if confirmed by a licensed archaeologist through a Property Inspection and employing the required standards to document such areas;
8. Areas of disturbance can only be identified and be excluded from Stage 2 Property Assessment if confirmed by a licensed archaeologist through a Property Inspection and employing the required standards to document such areas;
9. Low-lying and wet areas can only be identified and be excluded from Stage 2 Property Assessment if confirmed by a licensed archaeologist through a Property Inspection and employing the required standards to document such areas;
10. No soil disturbances or removal of vegetation shall take place within the study area prior to the acceptance of a report recommending that all archaeological concerns for the study area have been addressed and that no further archaeological studies are warranted into the Provincial Registry of Archaeological reports maintained by MHSTCI.

A subsequent Stage 2 Archaeological Background Assessment was completed by Amick Consultants Limited and included in the May 2024 submission. The Stage 2 assessment consisted of intensive fieldwork investigations through five metre test pits and pedestrian survey. No archaeological sites or resources were encountered during the Stage 2 survey of the study area. Consequently, the following recommendations were made:

1. No further archaeological assessment of the study area is warranted.
2. The Provincial interest in archaeological resources with respect to the proposed undertaking has been addressed.
3. The proposed undertaking is clear of any archaeological concern.

5.3 Functional Servicing Report

C.F. Crozier & Associates Inc. previously prepared a Functional Servicing and Stormwater Management Report which was included in the May 2024 submission.

Tatham Engineering (Tatham) was subsequently retained to prepare a new Functional Servicing Report (FSR) for the revised development, which was included in the July 2025 submission. The FSR concludes that the proposed development can be adequately serviced and meet the stormwater management objectives. The following recommendations were provided in the report:

Sanitary Servicing & Potable Water Supply

1. The Linksview Subdivision will require the construction of external upgrades to the municipal water distribution network, including upgrades to the Stewart Street Booster Pumping Station and installation of trunk water mains along Tenth Line

- and Sixth Street. Based on the review of the current uncommitted capacity of the water treatment plant and upgrades currently underway, capacity exists to service the proposed development.
2. An internal water distribution network will be constructed to service the proposed development. The network will include the installation of an oversized trunk watermain within the Street A right-of-way, local mains, services to each lot/block, valves and fire hydrants.
 3. The Linksview Subdivision will require the construction of external upgrades to the municipal sanitary sewer network, including the construction of a trunk sanitary sewer along Mountain Road and extension of a local sanitary sewer along Tenth Line. Based on the review of the current uncommitted capacity of the wastewater treatment plant, capacity exists to service the proposed development.
 4. An internal sanitary sewer system consisting of 200 mm diameter pipes and maintenance holes will be constructed through the internal streets.

Utilities

1. Existing utilities including hydro, gas, telephone and cable services are available in the immediate vicinity and provide feasible connection opportunities for the proposed development. Connection strategies will be provided during the detailed design phase.

Stormwater Management

1. An internal storm sewer system is proposed to collect and convey surface water runoff for the development and discharge to the proposed stormwater management facility. The overland flow routes, mainly consisting of the internal road allowances, will convey flows exceeding the capacity of the storm sewer system to the wet pond SWM facility. The proposed SWMF will provide both quality treatment and extended detention.

5.4 Preliminary Stormwater Management Report

C.F. Crozier & Associates Inc. previously prepared a Functional Servicing and Stormwater Management Report which was included in the last submission.

Tatham Engineering (Tatham) was subsequently retained to complete a Preliminary Stormwater Management Report (SWM Report) for the proposed development, which was included with the July 2025 submission.

Tatham's SWM Report was prepared to address circulation comments received in November 2024. The SWM plan ensures the development can be constructed in accordance with the Regional Stormwater Management Report previously completed by C.F. Crozier & Associates in 2014 and Taylor's Design Brief previously completed by C.C. Tatham & Associates Ltd. in 2016 while conforming to the applicable Town and Provincial guidelines.

The SWM Report can be summarized as follows:

- The proposed SWMF provides sufficient quantity control to meet the flow targets (C.F. Crozier, 2014) and Taylor’s Creek peak design flows (C.C. Tatham, 2016).
- The proposed SWMF has been designed to provide the requisite water quality treatment and erosion control. The proposed provides enhanced level water quality treatment with a 24hr draw down time during the 25mm event.
- The proposed stormwater management facility will be further optimized during detailed design.
- Construction and maintenance of siltation and erosion control facilities and implementation of erosion and sediment control best management practices are proposed during and after site servicing and building construction.
- The siltation, erosion and sediment control best practices will reduce the transportation of sediment from the site, improve the stormwater quality and mitigate any environmental impacts to the surrounding area.

5.5 Environmental Impact Study

Azimuth Environmental Consultants Inc. (Azimuth) previously prepared a Scoped Environmental Impact Study (EIS) in May 2024 for the first submission as an update to the EIS that Azimuth completed in 2014 for the original application.

Azimuth Environmental prepared a Scoped Environmental Impact Study (EIS) in May 2024 for the first submission, followed by an Interim EIS Field Program Summary which accompanied our previous submission in July 2025 and described updates on the additional fieldwork that had been completed and was scheduled to be completed.

Azimuth subsequently completed the additional fieldwork and prepared an EIS Addendum and proposed Wetland Offsetting Strategy in October 2025. Both documents are enclosed with this submission.

The EIS Addendum was prepared in response to the NRSI November 2024 peer review comments and September 2025 letter based on additional field studies undertaken in 2025, and an updated impact assessment relating to the revised Draft Plan. The EIS Addendum outlines several measures to mitigate impacts to the woodland, which will be implemented through an edge management plan which is anticipated to be required as a Draft Plan condition.

Other conclusions of the EIS Addendum include:

- No additional/previously unidentified plant SAR or other species of conservation concern were identified during the supplementary spring 2025 plant survey.
- No impacts are anticipated to bat habitat function within woodlands as bat snag trees were found to be concentrated within the woodland interior. To protect

individual bats, Azimuth recommended tree removals should be avoided between April 1st through September 30th.

- Four (4) butternut live stems were identified during Azimuth's 2024 field program, three of which were considered Category 1 non-retainable. A Butternut Health Assessment (BHA) was conducted and submitted to the MECP on October 6th, 2025. The proposal to remove one (1) Category 2 tree remains eligible for an ESA exemption and it is anticipated that timely filing of a notice in advance of site works and compliance with other commitments under the Regulation would suitably offset impacts to Butternut within the study area.
- Azimuth observed Monarch butterflies on the property; however, the proposed development it not expected to impact habitat given the 10-metre naturalized buffer near the north property line.
- Amphibian breeding activity was detected within the study are; however, they did not meet the minimum criteria for SWH for Amphibian Breeding Habitat.
- Azimuth reviewed the property for presence of rock piles and none of the observed rock piles were determined to have potential to function as reptile hibernacula for snakes.

The Wetland Offsetting strategy outlines Azimuth's methodology to refine wetland limits adjacent to the proposed development as well as outline a wetland compensation strategy in conformity with the NVCA's ecological offsetting policies. It is subject to NVCA review.

A wetland staking exercise occurred with NVCA, Azimuth ecologist, and the surveyor on August 29, 2025, that included the three (3) MAM2-5 features within the development limit. All three minor meadow marsh features are proposed for removal, totalling 0.44 hectares. In addition, 0.88 hectares of the corresponding 30-metre buffer areas are proposed for removal.

It is Azimuth's opinion that the removals would be eligible for wetland compensation, and that payment toward NVCA implementation of wetland creation/restoration projects would achieve a net gain for the proposed wetland losses. Rayville proposes to proceed with a cash-in-lieu compensation payment at a rate of \$120,000 per hectare in accordance with the NVCA's ecological offsetting guidelines. NVCA has accepted this wetland offsetting strategy.

5.6 Tree Inventory and Preservation Plan

SLR Consulting (Canada) Ltd. (SLR) previously completed a Tree Inventory and Preservation Plan for the Subject Lands. SLR worked with Aboud & Associates Inc. in November 2021 to undertake an inventory of trees that could be injured or destroyed by the proposed revised draft plan. The Tree Inventory and Protection Plan was prepared as an appendix to SLR's 2022 Environmental Impact Study.

Aboud & Associates Inc. has subsequently prepared an updated Tree Preservation Plan based on the latest revised Draft Plan, and it is included with this submission.

5.7 Geotechnical Investigation

Peto MacCallum Ltd. prepared a Geotechnical Investigation, dated October 21, 2014 for the original draft plan of subdivision application on the Subject Lands. A new Geotechnical Investigation was not required to be prepared for submission with this application. The purpose of the 2014 Geotechnical Investigation was to determine the subsurface conditions at the site, and based on this information, provide comments and geotechnical engineering recommendations to assist in the planning and design of earthworks, building foundations, SWM pond, site servicing and pavements. A number of comments and recommendations are provided throughout the report relating to site grading and engineered fill, site servicing, stormwater management, pavement design and construction, geotechnical review and construction inspection and testing.

5.8 Hydrogeological Report

A Hydrogeological Report was completed by C.F. Crozier & Associates Inc. (Crozier) for the Subject Lands. Previous hydrogeological investigations have been undertaken on the subject lands. The 2022 hydrogeological report was included in the May 2024 submission and stands as a supplemental update in which more information has been collected surrounding the proposed stormwater management facility block as well as Phase 1 of the development which is to be located within the western third of the property. The extended coverage of monitoring wells has also aided in the development of site wide design constraints related to the seasonal high groundwater elevation.

Based on the field work and analysis completed, the following conclusions were made:

- The seasonally high ground water elevation at the site is expected to be below 1.50 m throughout most of the site.
- The seasonally high groundwater level in a small area located around BH11 may be artesian during the spring months but below grade for most of a typical year.
- Water would not be encountered in the area around BH11 unless excavation were to extend below to dry confining layer as evidenced by test pit construction previously completed by Crozier.
- Large scale dewatering during construction will likely not be required. Low rate sump pumping from open excavations to remove accumulated rainfall following rain events may be required.
- The hydraulic conductivity of the native soils is consistent with that of sandy silt and sandy clay materials.

5.9 Golf Spray Analysis

A Golf Spray Analysis was prepared by Baker Turner Inc. in 2021 and included with the May 2024 submission, serving as an update to the Golf Spray Analysis report that was originally prepared in 2014. The 2021 report evaluated the existing layout of the course with respect to errant shots and potential danger to the occupants of homes currently being planned as part of the proposed development of the Subject Lands.

Holes 14 to 18 run parallel to the southern boundary of the Blue Mountain Golf and Country Club. The Golf Spray Analysis provided the following recommendations:

- The current alignment of golf holes 14, 15, 16 and 18, present areas of danger within the proposed residential lots and parts of the proposed park
- While the hedgerow will intercept the majority of errant golf shots, it cannot be relied on to protect all areas. The hedge row will however greatly reduce the number of errant shots entering adjacent developed areas thus providing added protection to residents and reducing liability to the golf course.
- The 10 metre buffer provided by the developer represents 16.6 percent of the setback requirement.
- Realignment of holes 15, 16 and parts of 18 would appear to be feasible at modest cost without adversely affecting the playability of the golf course.
- In establishing mitigation design changes to the golf course, there may be some latitude in reducing setbacks based on site conditions such as the density of the hedgerow, prevailing winds and the angle of play. This might allow for setbacks of greens for instance to be not less than 50 metres.
- Notwithstanding that the Golf Spray Analysis report was originally prepared in 2014, the golf course and the land use proposed for the adjacent lands remains the same. The new concept plan for the proposed development incorporates the 10 meter buffer zones recommended.

The Golf Spray Analysis was peer reviewed by MBTW Golf Design, which concluded:

“Based on our analysis, there is a small safety encroachment into the Draft Plan, specifically within the 10m buffer. The recent changes to the golf hole and the long-term preservation of the hedgerow along the south boundary will mitigate any safety concerns with the 15th hole. In our opinion, this 10m buffer is a sufficient safety mitigation for the future residential lots.”

The 10m buffer has been retained in the revised draft plan and no further analysis is required.

5.10 Noise Impact Study

As part of the previous submission an Environmental Noise and Vibration Feasibility Study was completed by SLR Consulting (Canada) Ltd. The report was completed to assess potential noise and vibration impacts on the current subdivision plan of the proposed development. Based on the results of the assessment, the proposed development was

anticipated to be compatible with the surrounding land uses from a noise and vibration perspective.

Tatham Engineering had prepared a new Noise Impact Study which was included in the July 2025 submission. The study accompanies this submission.

For transportation noise, traffic noise from Tenth Line and Sixth Street was modelled for projected 2035 volumes. Outdoor living areas were found to meet noise limits. No barriers or warning clauses are recommended for outdoor living areas. Based on indoor noise levels at the façades of apartment Block 313 and townhouse Block 290, a Warning Clause Type C in agreements and provision for future air conditioning are recommended.

In terms of stationary noise, the primary generator is the Winters Aggregate Pit located west of the site. The predicted sound levels met the Class 4 limit at the points of reception within the development. It was recommended that those units which exceed 50dBA be provided with central air conditioning and require Warning Clause Type E and F in agreements.

A Class 4 Area is a an MECP noise classification intended for locations where existing industrial activity results in elevated noise levels. The designation permits higher noise limits at sensitive receptors than Class 1 or Class 2 locations subject to additional control measures and warning clauses. As defined by MECP, the Class 4 designation criteria are as follows:

- Is an area intended for development with new noise sensitive land use(s) that are not yet built;
- Is in proximity to existing, lawfully established stationary source(s); and
- Has formal confirmation from the land use planning authority with the Class 4 area classification which is determined during the land use planning process.

The proposed development meets the first two criteria; however, we acknowledge that a Class 4 designation must be formally confirmed by the Town. Tatham has since prepared a formal Class 4 request supported by the findings and recommendations of the Noise Impact Study and submitted it to the Town for review and confirmation.

5.11 Phase 1 ESA

A Phase 1 Environmental Site Assessment (Phase 1 ESA) was first prepared by Azimuth Environmental Consulting Inc. (Azimuth) in 2014 for the original draft plan of subdivision application.

A new Phase 1 ESA was prepared by Azimuth (dated June 6, 2025) and was included with the July 2025 submission. Based on the results of the Phase 1 ESA, including a review of available historical records, a site inspection, an interview with Site personnel, and a receipt of regulatory agency search requests, no significant sources of environmental impairment were identified with the site.

5.12 Transportation Impact Study

C.F. Crozier & Associates Inc. previously prepared a Traffic Impact Study which was included in the last submission.

Tatham Engineering (Tatham) was subsequently retained to complete a new Transportation Impact Study (TIS) for the revised development. The new TIS was included with the July 2025 submission. The intersections of Tenth Line with Mountain Road, Georgian Meadows and Sixth Street were analyzed under existing (2025) and future (2030, 2035 and 2040) horizon periods. The TIS concludes that the traffic generated by the proposed development can be supported by the boundary road network, with the following recommended improvements:

2030 Horizon:

- Implement a southbound right turn lane at the intersection of Tenth Line and Georgian Meadows Drive / Street A.

2035 Horizon:

- Implement a northbound left turn lane (30m storage) and southbound left turn lane (15m storage), eastbound and westbound left turn lanes, and traffic signal control (including northbound advanced green phase) at the intersection of Tenth Line and Georgian Meadows Drive / Street A.

2040 Horizon:

- No recommended improvements.

The TIS also confirms that sight lines along Tenth Line at the proposed site access exceeded the TAC design guidelines for minimum stopping and intersection sight distances.

Signage, curbs, intersection control types, and on-street parking will be reviewed through the detailed design, and in consultation with Town staff.

5.13 Architectural Design Guidelines and Urban Design Report

John G. Williams Limited, Architect was retained to prepare Architectural Design Guidelines and an Urban Design Report for the proposed development. The Architectural Design Guidelines and Urban Design Report were first submitted in July 2025 and have been updated in accordance with the revised Draft Plan and the review comments from the previous submission.

The purpose of the Urban Design Report is to establish a development vision, design principles and show how the proposed development complies with the Towns' policy documents and is appropriate to its local context;

- is environmentally sustainable;

- respects the natural heritage features of the area;
 - creates an attractive and safe public realm;
 - supports active transportation and recreational activities.
- To describe revisions made to the development proposal in response to Town urban design comments.
 - To assess the development proposal against the design guidelines found within the Collingwood Urban Design Manual and provide a comprehensive summary of how the proposed development addresses urban design matters.
 - To demonstrate that the proposed building sitings and architecture will reinforce an attractive, high quality development with a Craftsman style character.
 - To demonstrate variety among dwelling designs within an established vocabulary of architectural styles, forms, materials and details.
 - To provide the high level urban design framework that will inform the more built form specific Architectural Design Guidelines (February 10, 2026).

The purpose of the Architectural Design Guidelines is to establish a development vision, design principles, detailed design guidelines, and an implementation strategy to direct the creation of a sustainable and vibrant new residential development that:

- is appropriate to its local context;
- is environmentally sustainable;
- respects the natural heritage features of the area;
- creates an attractive and safe public realm;
- supports active transportation and recreational activities.

The Architectural Design Guidelines and the associated Urban Design Report build upon the framework of design objectives and concepts established within the Town of Collingwood's Urban Design Manual (December 2010) and shall be read in conjunction with that document.

6.0 SUMMARY & CONCLUSIONS

Based on the analysis outlined throughout this report and the conclusions of other supporting documents, it is submitted that the proposed Zoning By-law Amendment to rezone the Subject Lands to new R3 Exception Zones and the proposed revisions to the existing Draft Approved Plan of Subdivision, are in the public interest and represent good planning for the following reasons:

1. They are consistent with the 2024 Provincial Planning Statement;
2. They conform to the in force and effect policies of the County of Simcoe Official Plan;
3. They conform to the in force and effect policies of the Town of Collingwood Official Plan;
4. The proposed Zoning By-law Amendment is in keeping with approaches used in the Town of Collingwood's Comprehensive Zoning By-law; and
5. The proposed revisions to the Draft Plan comply with the proposed Zoning By-law Amendment and other applicable provisions of the Town's Zoning By-law.

Respectfully submitted,

MHBC



Kory Chisholm, BES, M.Sc, MCIP, RPP
Partner



Tyler Kawall, BES, MCIP, RPP
Intermediate Planner

Figures

Figure 1

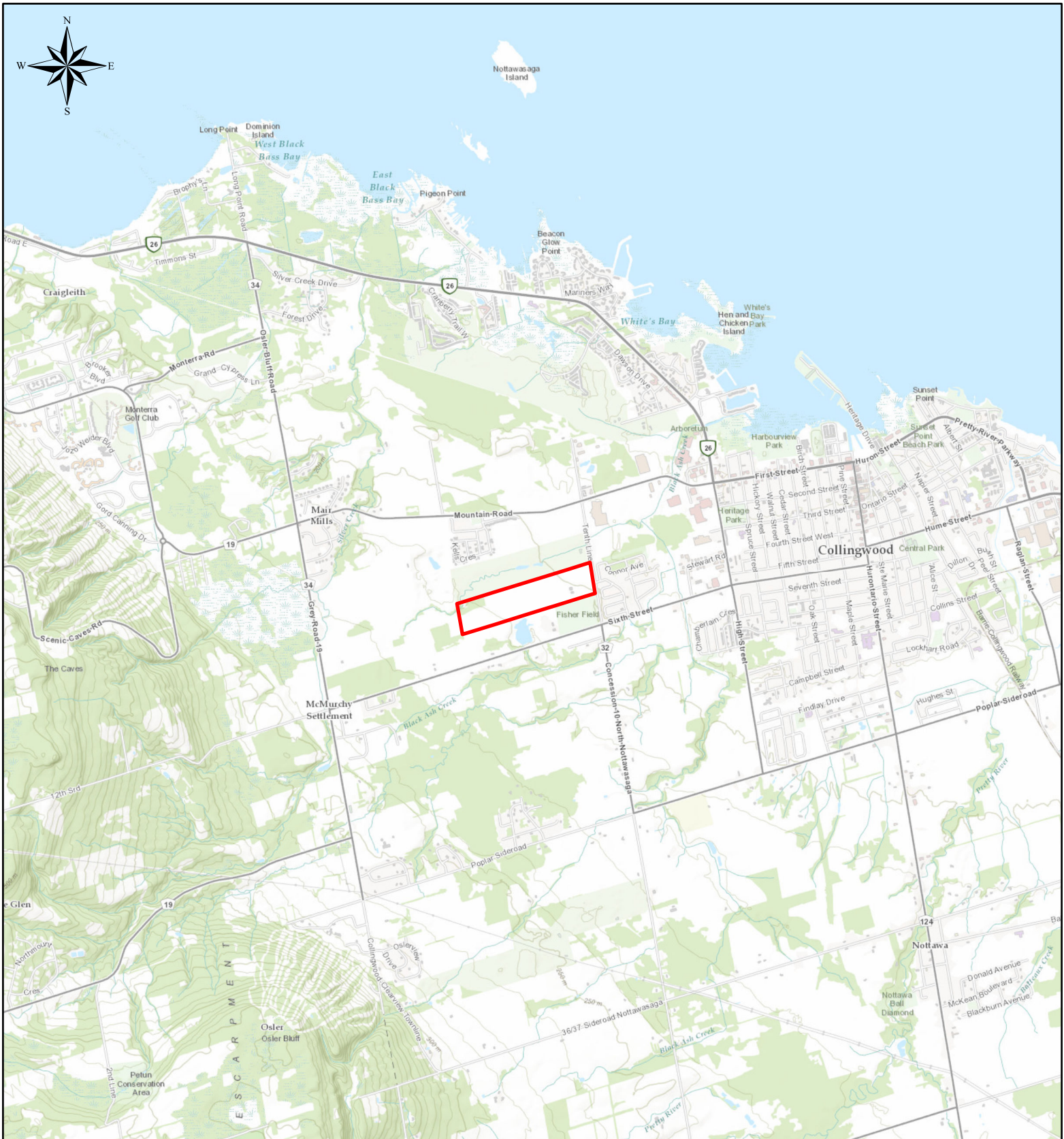


Figure # 1
Site Location

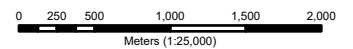
Linksview Subdivision
 780 Tenth Line
 Town of Collingwood
 County of Simcoe

Legend

 Property Boundary

Date **March 2022**

Sources Land Information Ontario
 Contains information licensed under the
 Open Government Licence - Ontario




N:\Collingwood\780 Line 10 - Draft Plan Redesign-Linksview
 - 18138B\Drawings\Planning Report Figures\GIS

Figure 2



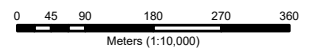
Figure # 2
Aerial Context

Linksview Subdivision
 780 Tenth Line
 Town of Collingwood
 County of Simcoe

Legend
 Property Boundary

Date **March 2022**

Sources
 Land Information Ontario
 Contains information licensed under the
 Open Government Licence - Ontario



N:\Collingwood\780 Line 10 - Draft Plan Redesign-Linksview
 - 18138B\Drawings\Planning Report Figures\GIS

Figure 3

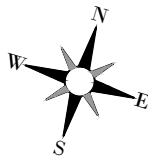
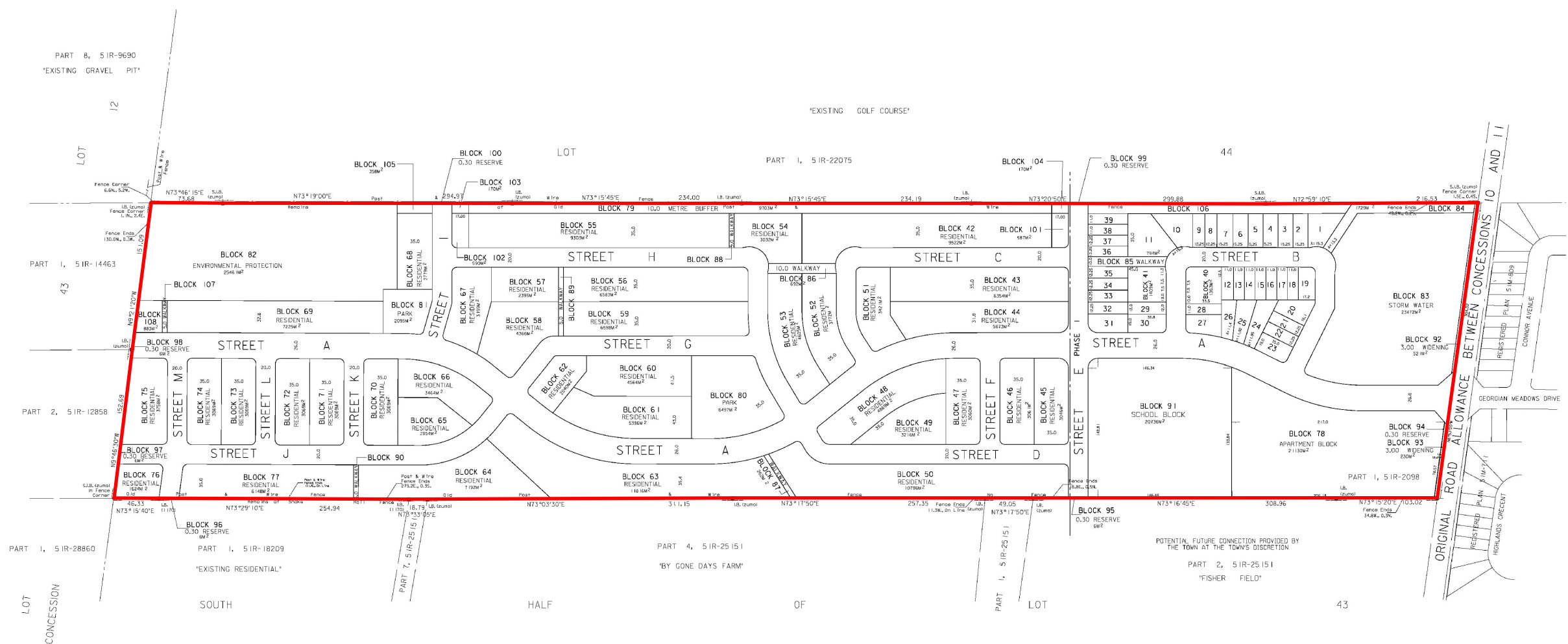


Figure # 3
Current Draft Plan of Subdivision

Linksview Subdivision
780 Tenth Line
Town of Collingwood
County of Simcoe

Legend

Property Boundary



| PROPOSED LAND USE | AREA (ha) |
|--|---------------|
| PHASE 1 | |
| LOTS | |
| 1-39 incl. RESIDENTIAL MAX 39 UNITS | 2.205 |
| BLOCKS | |
| 40-41 RESIDENTIAL 8 UNITS | 0.277 |
| 78 APARTMENTS 117 TO 190 UNITS | 2.114 |
| 84, 85 WALKWAY/EMERGENCY ACCESS | 0.252 |
| 91 SCHOOL OR 117-187 APARTMENT UNITS | 2.074 |
| PHASE 2 | |
| BLOCKS | |
| 42-77, 108 RESIDENTIAL 400 UNITS | 17.196 |
| 101-102 RES./TEMP. TURNING CIRCLE | 0.118 |
| 79, 105, 06 10.0 METRE DEDICATION | 0.896 |
| 103, 104 10.0 M. DED./TEMP. TURNING CIRCLE | 0.034 |
| 80, 81, PARK LAND | 0.859 |
| 82 ENVIRONMENTAL PROTECTION "FP" | 2.546 |
| 83 STORM WATER | 2.347 |
| 92, 93 ROAD WIDENING | 0.075 |
| 87-90, 107 WALKWAY | 0.113 |
| 94 TO 100 INCL. 0.30 RESERVE | 0.006 |
| 86 WALKWAY/EMERGENCY ACCESS | 0.069 |
| ROADS | |
| STREET A, B, C, D, E, F, G, H, I, J, K, L, M | 9.484 |
| TOTAL | 40.660 |

| | |
|---------|--|
| Date | March 2022 |
| Sources | Draft Plan of Subdivision prepared by Patten and Thomsen Limited dated June 22, 2016 |
| Scale | 0 75 150 Meters (1:5000) |

\\Barrie2\docs\Collingwood\780 Line 10 - Draft Plan Redesign-Linksview - 18138B\Drawings\Planning Report Figures\CAD\18138B - Updated Planning Report Figures.dwg

**PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE**

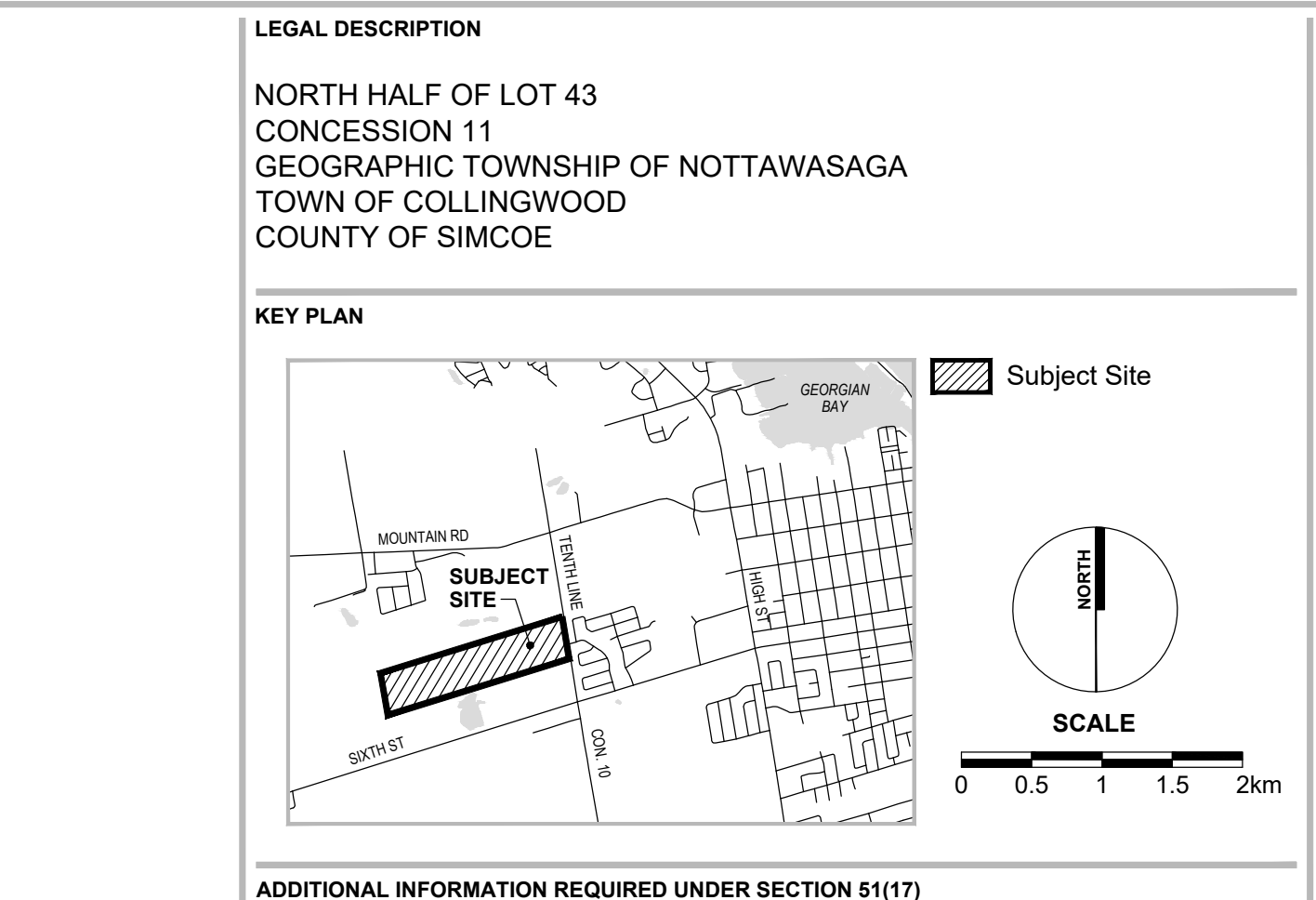
113 COLLIER STREET, BARRIE, ON, L4M 1H2
P: 705.728.0045 F: 705.728.2010 | WWW.MHBCPLAN.COM

Figure 4



LAND USE SUMMARY

| LAND USE | LOT / BLOCK # | UNITS | AREA |
|---------------------------------------|--|--|-----------------|
| SINGLE DETACHED - 40R / 12.2m LOTS | 015-020, 033, 034, 050, 051, 071-073, 075-077, 081-086, 088-090, 093-101, 104-112, 115, 116, 119, 120, 122-135, 137, 138, 141, 142, 144-153, 155, 156, 158-165, 167, 168, 190-195, 200-220, 223-251, 255-272 | 181 | 7.715ha |
| SINGLE DETACHED - 50R / 15.24m LOTS | 001-014, 021-032, 035-049, 052-070, 074, 078-080, 087, 091, 092, 102, 103, 113, 114, 117, 118, 121, 136, 139, 140, 143, 154, 157, 186, 189, 196-199, 221, 222, 252-254, 273-275 | 94 | 5.340ha |
| TOWNHOUSE - 24.67m / 7.52m UNITS | 276-310 | 184 | 5.443ha |
| APARTMENT (MIN. 55 UPH / MAX. 90 UPH) | 311 | (MIN. 113) (MAX. 185) | 2.056ha |
| SCHOOL | 312 | | 2.128ha |
| PARK (5%) | 313-315 | | 1.905ha |
| 10m BUFFER | 316 | | 0.898ha |
| EMERGENCY EXIT | 317 | | 0.234ha |
| WALKWAY | 318-320 | | 0.123ha |
| VIEW CORRIDOR | 321-322 | | 0.058ha |
| ENVIRONMENTAL PROTECTION | 323 | | 2.556ha |
| STORMWATER MANAGEMENT AREA | 324 | | 2.124ha |
| FUTURE RIGHT OF WAY | 325-327 | | 0.198ha |
| 0.3m RESERVE | 328-331 | | 0.005ha |
| ROAD WIDENING | 332 | | 0.091ha |
| RIGHT OF WAY | A, B, C, D, E, F, G, H, I, J, K | | 9.787ha |
| TOTALS | | 459 (MIN. 572) (MAX. 644) | 40.653ha |



OWNER'S CERTIFICATE

I HEREBY AUTHORIZE MACNAUGHTON HERMSEN BRITTON CLARKSON PLANNING LIMITED TO SUBMIT THIS PLAN FOR APPROVAL.

DATE: _____

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

DATE: _____

No. 1 FEB. 9, 2026 UPDATE SURVEY AND SITE BOUNDARY M.M.

REVISION No. DATE ISSUED / REVISION BY

LEGEND

- SUBDIVISION BOUNDARY
- ROW LINE
- BLOCK LINE
- LOT LINE
- UNIT LINE
- PARCEL FABRIC

PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE
MHBC PLANNING

113 COLLIER STREET
BARRIE, ON, L4M 1H2
P: 705 728 0045 F: 705 728 2010
WWW.MHBCPLAN.COM

STAMP

DATE: FEB. 2, 2025

FILE No. 18138B

SCALE: 1:1,800 (ARCH D)

DRAWN BY: M.M.

CHECKED BY: K.C.

OTHER:

PROJECT

LINKSVIEW SUBDIVISION
RAYVILLE DEVELOPMENTS (LEGACY) INC.

FILE NAME DRAFT PLAN OF SUBDIVISION **DWG No.** 1 of 1

SCALE BAR 0 8 16 24 32 40 60 80 120 160m

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

B:\Collingwood\Linksview - Devonleigh Homes - Draft Plan Due Diligence - 23367B\Drawings\Draft Plan\CAD\23367B - Draft Plan Redline - 2026-02-09.dwg

Figure 5

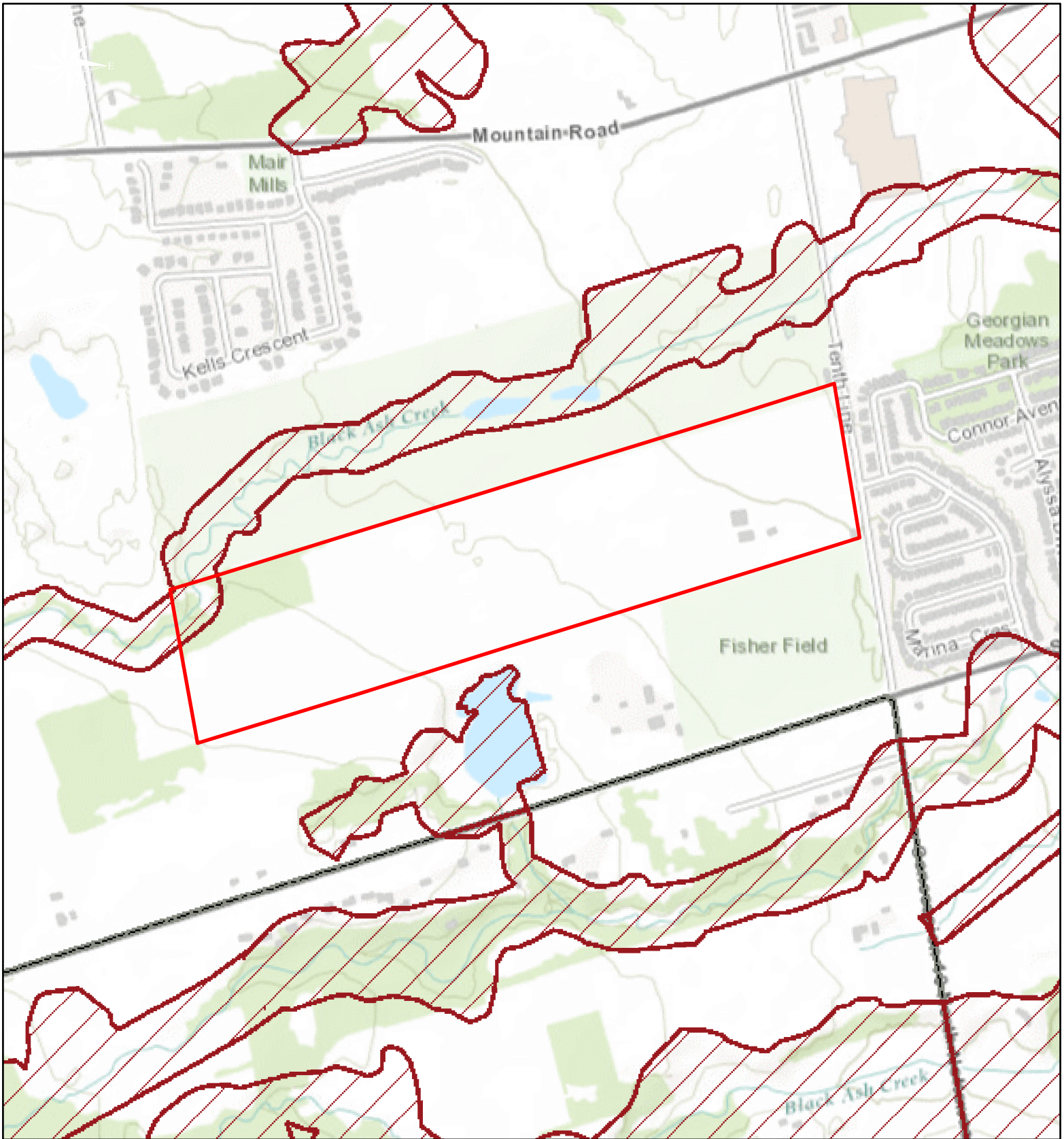


Figure # 5
NVCA Regulation Map

Linksview Subdivision
 780 Tenth Line
 Town of Collingwood
 County of Simcoe

- Legend**
- Property Boundary
 - NVCA Regulated Area

| | |
|---|--|
| Date | March 2022 |
| Sources | Land Information Ontario Contains information licensed under the Open Government Licence - Ontario |
| <p>0 45 90 180 270 360 Meters (1:10,000)</p> | |
| N:\Collingwood\780 Line 10 - Draft Plan Redesign-Linksview - 18138B\Drawings\Planning Report Figures\GIS | |
| | |
| PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE | |

Figure 6

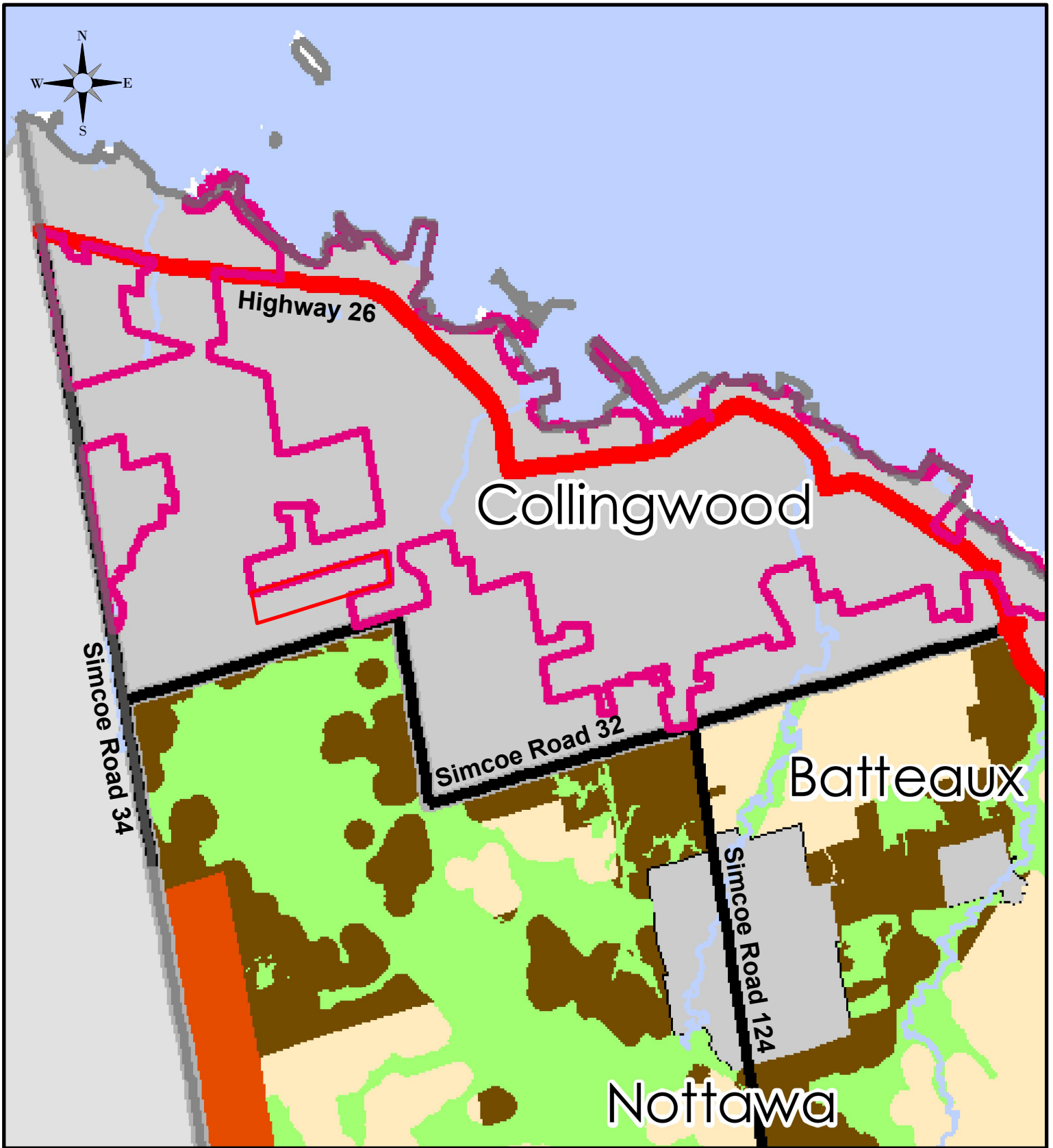











Figure # 6
Land Use Designation
 County of Simcoe Official Plan


Linksview Subdivision
 780 Tenth Line
 Town of Collingwood
 County of Simcoe

Legend

- | | |
|--|--|
|  Property Boundary |  Settlements |
|  Built Boundaries |  Rural |
|  Provincial Highway |  Agricultural |
|  County Road |  Greenlands |
| |  Niagara Escarpment Plan Area |

Date March 2022

Sources
 County of Simcoe Official Plan
 Schedule 5.1 - Land Use Designations
 Revised November 25, 2008

Scale

 Meters (1:50,000)

N:\Collingwood\780 Line 10 - Draft Plan Redesign-Linksview -
 181388\Drawings\Planning Report Figures\CAD\181388 - Planning Report Figures

Figure 7

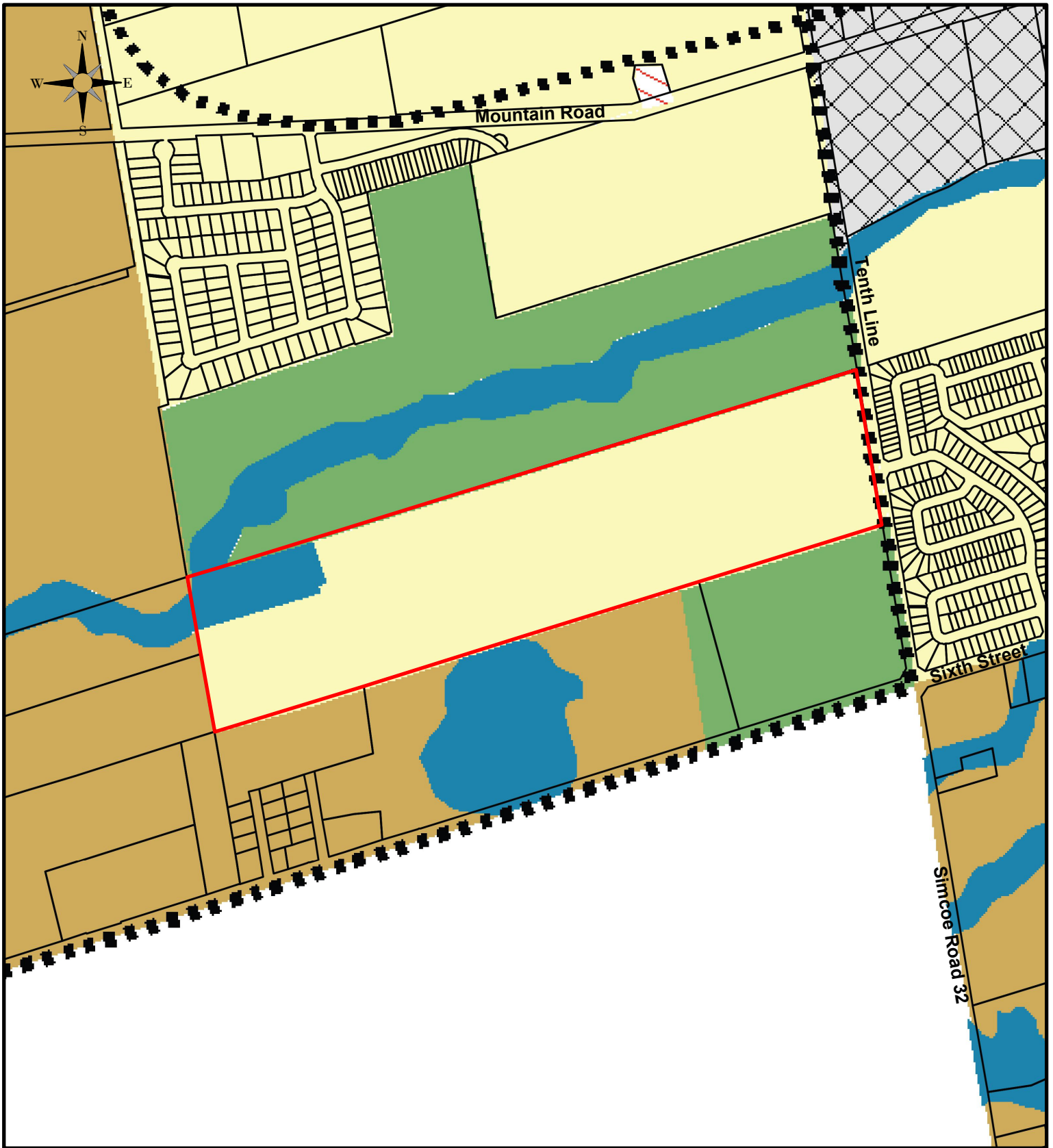


Figure # 7
Land Use Plan
 Town of Collingwood Official Plan

Linksview Subdivision
 780 Tenth Line
 Town of Collingwood
 County of Simcoe

Legend

- Property Boundary
- Secondary Plan Boundary
- Waste Disposal Assessment Area
- Restrictive Commercial
- Residential
- Rural
- Recreation
- Environmental Protection
- Industrial / Industrial Park

Date: March 2022

Sources: Official Plan of the Town of Collingwood
 Schedule A - Land Use Plan
 Dated January 2019

Scale: 0 150 300 Meters (1:10,000)

N:\Collingwood\780 Line 10 - Draft Plan Redesign-Linksview - 181388\Drawings\Planning Report Figures\CAD\181388 - Planning Report Figures



Figure 8

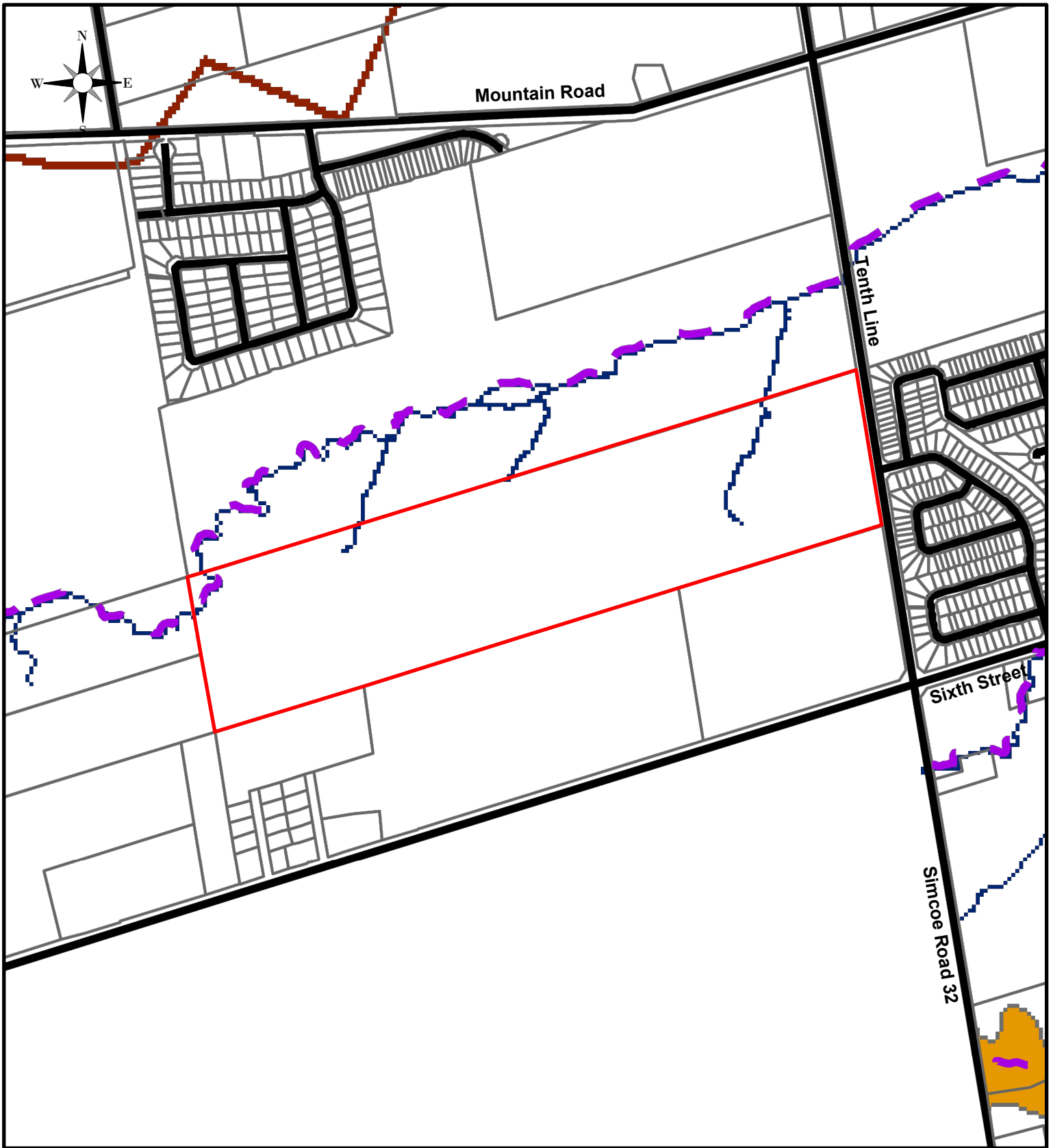


Figure # 8
**Environmental Protection
 & Natural Heritage Areas**
 Town of Collingwood Official Plan

Linksview Subdivision
 780 Tenth Line
 Town of Collingwood
 County of Simcoe

Legend

 Property Boundary

 Category 1 Valleylands


 Fish

 Watershed

 Schedule B Line

Date March 2022

Sources Official Plan of the Town of Collingwood
 Schedule B - Environmental Protection and Natural Heritage
 Resource Areas. Dated June 2014

Scale
 Meters (1:10,000)

N:\Collingwood\780 Line 10 - Draft Plan Redesign-Linksview -
 181388\Drawings\Planning Report Figures\CAD\181388 - Planning Report Figures

Figure 9



Figure # 9
Residential Density
 Town of Collingwood Official Plan

Linksview Subdivision
 780 Tenth Line
 Town of Collingwood
 County of Simcoe

Legend

 Property Boundary

 High Density

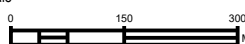
 Medium Density

 Low Density

 Low-Medium Density Residential

Date March 2022

Sources Official Plan of the Town of Collingwood
 Schedule C - Residential Density
 Dated January 2019

Scale

 Meters (1:10,000)

N:\Collingwood\780 Line 10 - Draft Plan Redesign-Linksview -
 181388\Drawings\Planning Report Figures\CAD\181388 - Planning Report Figures

Figure 10

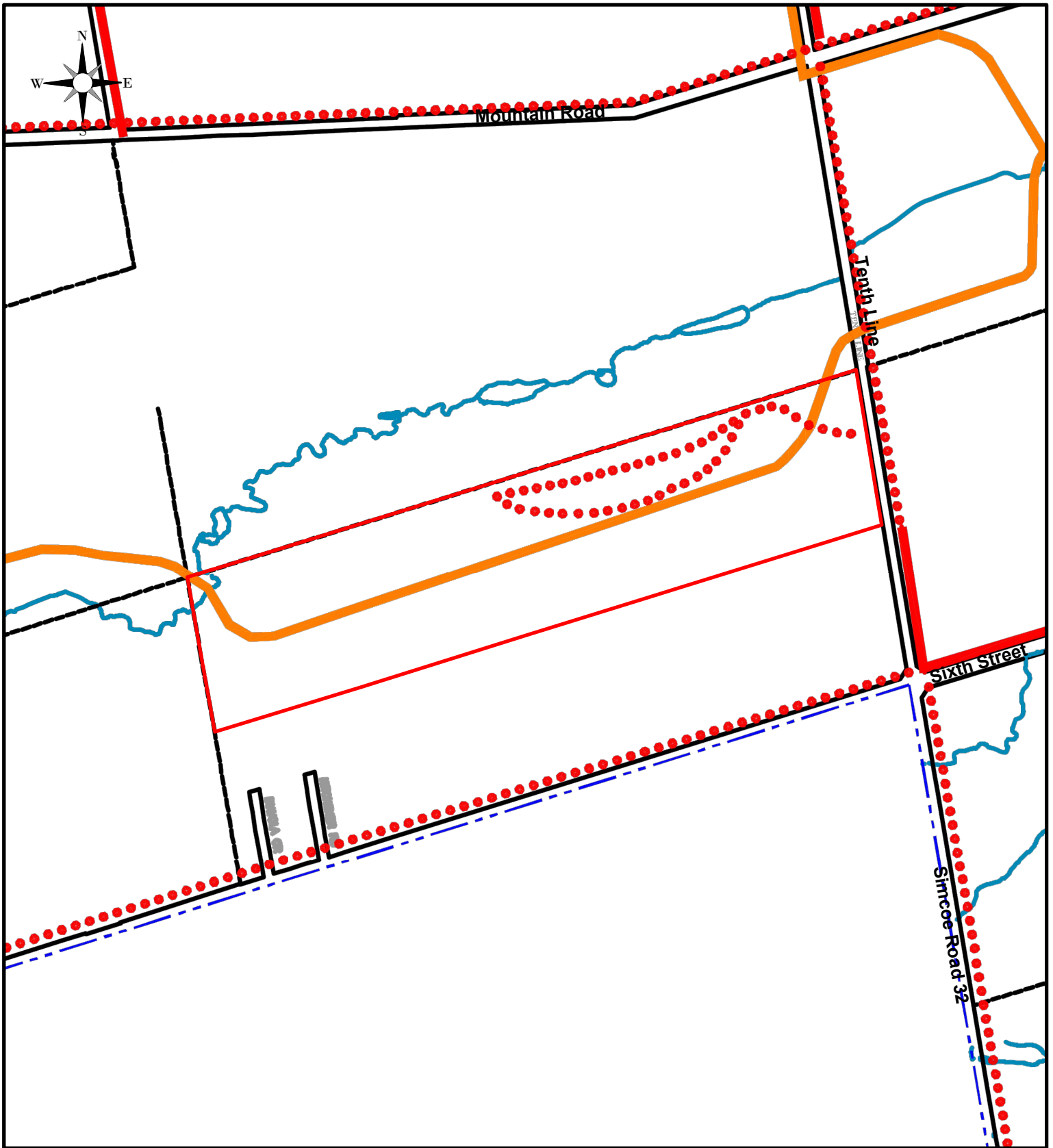


Figure # 10
Trail System
 Town of Collingwood Official Plan

Linksview Subdivision
 780 Tenth Line
 Town of Collingwood
 County of Simcoe

Legend

- Property Boundary
- Pedestrian Trail - Existing
- Pedestrian Trail - Future
- Snowmobile Trail

Date: March 2022

Sources: Official Plan of the Town of Collingwood
 Schedule D1 - Collingwood Trail System
 Dated May 27, 2004

Scale: 0 150 300 Meters (1:10,000)

N:\Collingwood\780 Line 10 - Draft Plan Redesign-Linksview - 181388\Drawings\Planning Report Figures\CAD\181388 - Planning Report Figures

MHBC PLANNING
 URBAN DESIGN
 & LANDSCAPE
 ARCHITECTURE

Figure 11

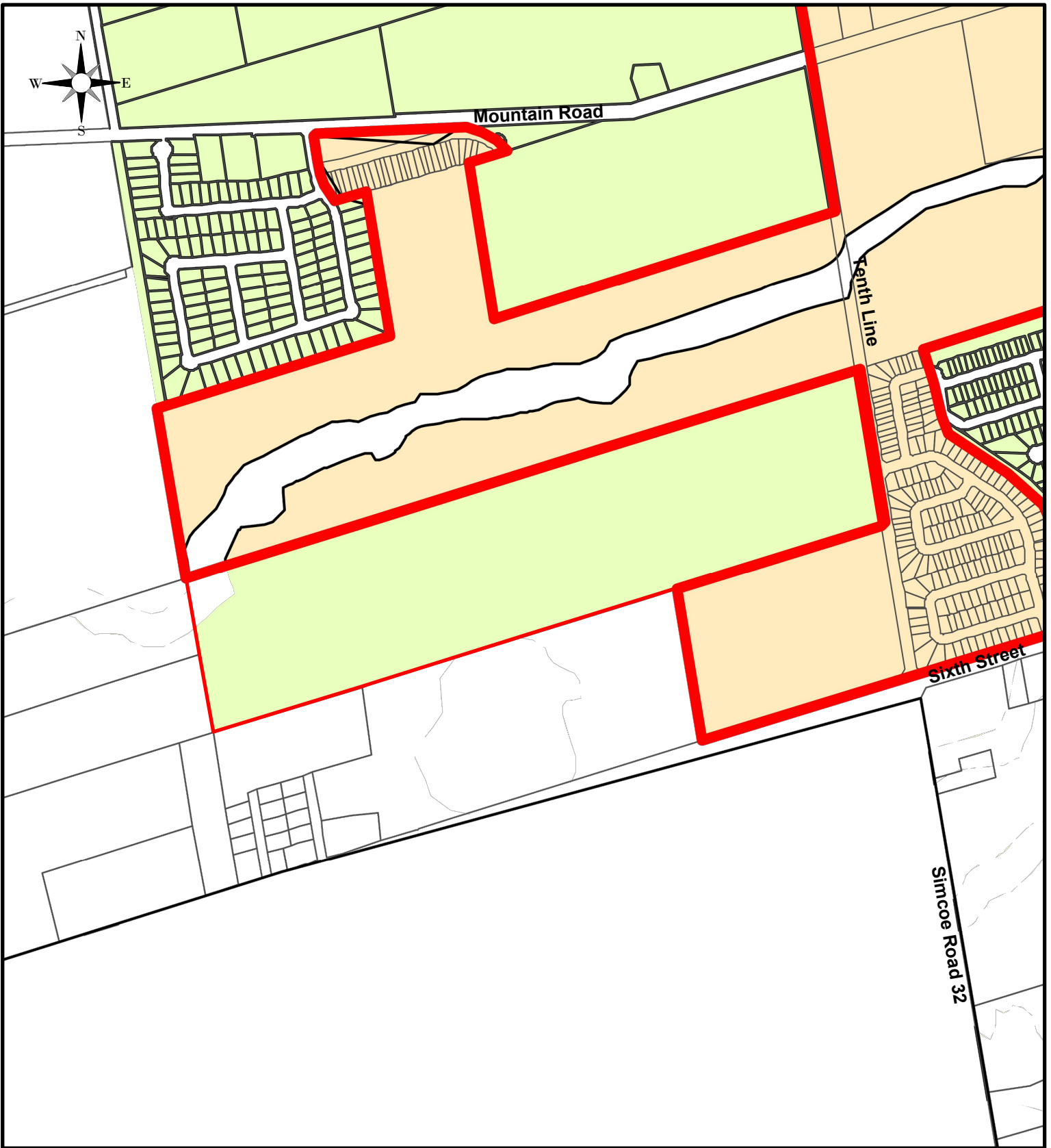






Figure # 11
Urban Structure
 Town of Collingwood Official Plan

Linksview Subdivision
 780 Tenth Line
 Town of Collingwood
 County of Simcoe

Legend


-  Property Boundary
-  Build Boundary
-  Inside Built Boundary (Designated / Available Lands)
-  Green Fields (Lands for Urban Uses)

Date: March 2022

Sources: Official Plan of the Town of Collingwood
 Schedule F - Urban Structure
 Dated November 2014

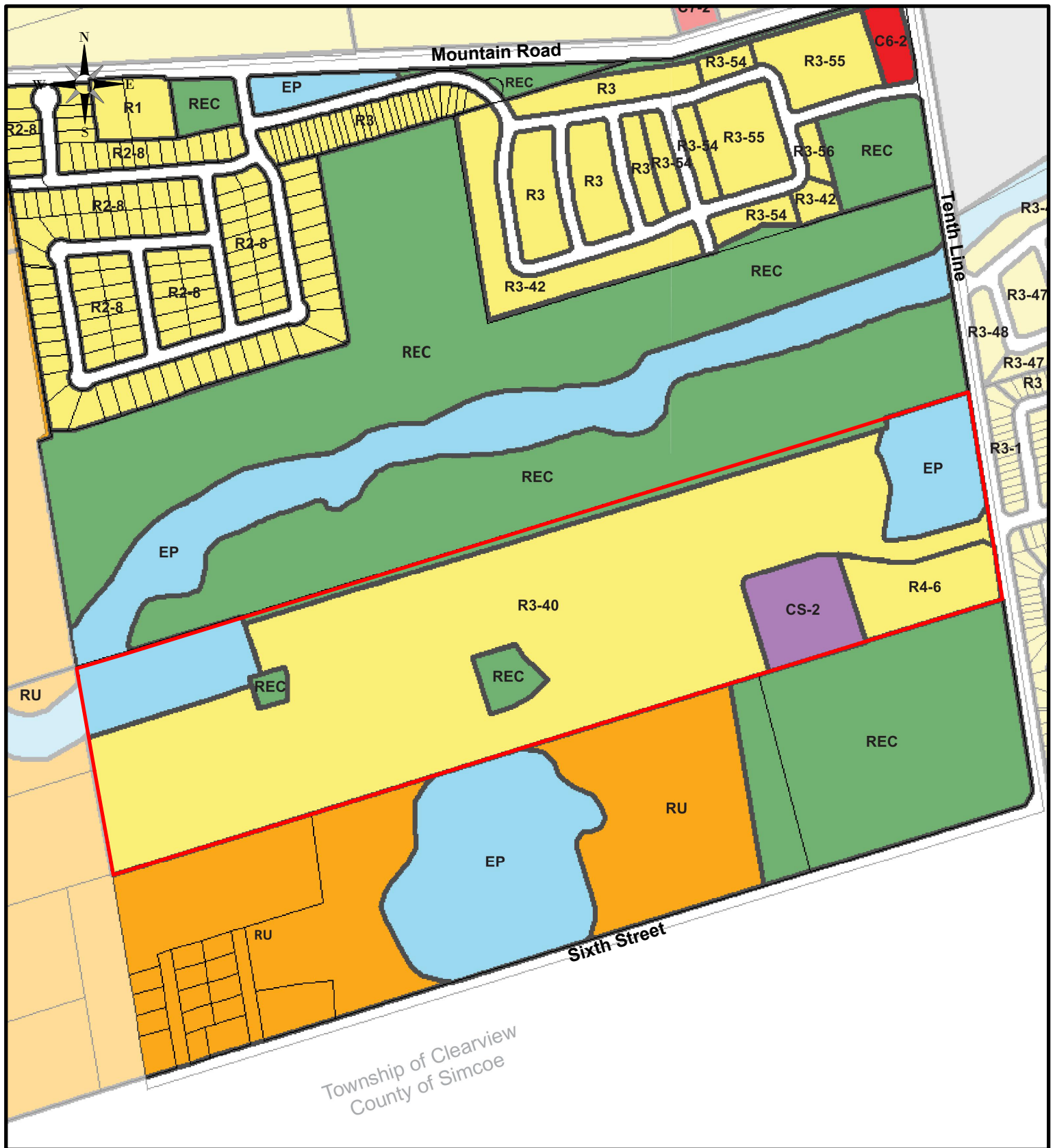
Scale: 0 150 300 Meters (1:10,000)

N:\Collingwood\780 Line 10 - Draft Plan Redesign-Linksview - 181388\Drawings\Planning Report Figures\CAD\181388 - Planning Report Figures



**PLANNING
 URBAN DESIGN
 & LANDSCAPE
 ARCHITECTURE**

Figure 12



Township of Clearview
County of Simcoe

Figure # 12
Current Approved Zoning
Town of Collingwood

Linksview Subdivision
780 Tenth Line
Town of Collingwood
County of Simcoe

Legend

- Property Boundary
- R1 Residential First Density
- R2 Residential Second Density
- R3 Residential Third Density
- R4 Residential Fourth Density
- RU Rural
- C6 Local Convenience Commercial
- CS Community Services
- REC Recreation
- EP Environmental Protection
- Residential Zones
- Rural Zones
- Commercial Zones
- Community Service Zones
- Recreation Zone
- Environmental Protection Zone

| | |
|--|--|
| Date | March 2022 |
| Sources | Town of Collingwood Zoning By-law Schedule A - Map 9 Revised June 25, 2018 |
| Scale | |
| N:\Collingwood\780 Line 10 - Draft Plan Redesign-Linksview - 181388\Drawings\Planning Report Figures\CAD\181388 - Planning Report Figures | |
| PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE | |

Appendices

Appendix **A**

BY-LAW NO. 2026-XX

OF THE

CORPORATION OF THE TOWN OF COLLINGWOOD



BEING A BY-LAW UNDER THE PROVISIONS OF SECTION 34 AND 36
OF THE *PLANNING ACT*, R.S.O. 1990, c. p.13, AS AMENDED.

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

AND WHEREAS Zoning By-law NO. 2010-040 is the governing By-law of the Corporation of the Town of Collingwood and such was finally passed by the Council of the Town of Collingwood April 12th, 2010;

AND WHEREAS the Council of the Corporation of the Town of Collingwood has deemed it advisable to amend Zoning By-law No. 2010-040, and thus implement the Official Plan of the Town of Collingwood;

AND WHEREAS Council deems that adequate public notice of the public meeting was provided and adequate information regarding this Amendment was presented at the public meeting held on October 7, 2024, and that a further public meeting is not considered necessary in order to proceed with this Amendment;

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

1. **THAT** Schedule "A – Map 9" to Zoning By-law No. 2010-040, as amended, is hereby further amended as it pertains to lands shown more particularly on Schedule "A" affixed hereto and forming part of this by-law, by rezoning said lands from the RESIDENTIAL THIRD DENSITY EXCEPTION FORTY (R3-40) ZONE, RESIDENTIAL FOURTH DENSITY EXCEPTION SIX (R4-6) ZONE, COMMUNITY SERVICES EXCEPTION TWO (CS-2) ZONE, RECREATION (REC) ZONE, and ENVIRONMENTAL PROTECTION (EP) ZONE to the RESIDENTIAL THIRD DENSITY EXCEPTION FORTY (R3-40) ZONE, RESIDENTIAL FOURTH DENSITY EXCEPTION SIX (R4-6) ZONE, COMMUNITY SERVICES EXCEPTION TWO (CS-2) ZONE, RECREATION (REC) ZONE, and ENVIRONMENTAL PROTECTION (EP) ZONE.
2. **THAT** Section 6.5 Residential Exception Zones of By-law No. 2010-040, as amended, is hereby further amended by replacing the existing R3-40 zone with the following:

RESIDENTIAL THIRD DENSITY EXCEPTION FORTY – R3-40 ZONE

Uses shall be limited to the following:

- *Single-detached dwelling,*
- *Semi-detached dwelling,*
- *Townhouse dwellings.*

The following zoning exceptions shall apply for the Residential Third Density Exception Forty (R3-40) Zone:

Provisions for all Lots:

Notwithstanding Table 6.3.1.2 (R3 Provisions) and Section 4.28.4 of By-law 2010-040, in the case of corner lots, any part of a Building is permitted to project a maximum of 3.3m into a required Front Yard towards a Daylight Triangle, so long as it is set back a minimum of 1.2m to the lot line associated with a Daylight Triangle.

Notwithstanding Section 4.28.4 of By-law 2010-040, in the case of corner lots, an unenclosed step or set of stairs is permitted to project an additional 1.5m into a required Exterior Side Yard, so long as it is set back a minimum of 1.2m to the lot line.

Notwithstanding Section 4.16.2 of By-law 2010-040, when determining the size of a Sight Triangle, the length of measurement from the point of intersection of a street shall be a minimum of 3.0m.

Provisions for Single Detached Dwellings:

Notwithstanding Table 6.3.1.2 (R3 Provisions) of By-law 2010-040, a Maximum Lot Coverage for Dwelling: 46% is permitted for bungalow units on interior lots with or without an ARU.

Notwithstanding Table 6.3.1.2 (R3 Provisions) of By-law 2010-040, a Maximum Lot Coverage for Dwelling: 41% is permitted for 2-storey units on interior lots without an ARU and 45% is permitted for 2-storey units on interior lots with an ARU.

Notwithstanding Sections 5.6.2 and 5.6.3 of By-law 2010-040, a Maximum Front Yard Coverage for Driveways of 61% is permitted for pie-shaped lots.

Notwithstanding Sections 5.6.2 and 5.6.3 of By-law 2010-040, a maximum Front Yard non-driveway hard ground surface coverage of 11% is permitted for pie-shaped lots.

Provisions for Townhouse Dwellings:

Notwithstanding Table 6.3.1.2 (R3 Provisions) of By-law 2010-040, a Minimum Landscaped Open Space for interior unit bungalow Townhouse Dwellings of 29% is permitted.

Notwithstanding Sections 5.6.2 and 5.6.3 of By-law 2010-040, the Maximum Front Yard Coverage for Driveways is as follows: 70% for interior units, 64% for end units, and 62% for corner units.

Notwithstanding Sections 5.6.2 and 5.6.3 of By-law 2010-040, a maximum Front Yard non-driveway hard ground surface coverage of 5% for interior unit townhouse lots, 8% for end unit townhouse lots, and 9% for corner unit townhouse lots is permitted.

Notwithstanding Sections 5.3.1.1 and 5.3.1.3 of By-law 2010-040, a Maximum Entrance Width of 61% of the Lot Frontage is permitted, but in no case can it be greater than 5.0m.

Definitions

| | |
|--------------------------|---|
| Pie-Shaped Lot | An irregularly shaped lot in which the width of the lot gradually narrows towards the front lot line. |
| Daylight Triangle | <p>A triangular area within a street which is adjacent to a corner lot and formed by a straight line connecting two points along the street lines, each point a prescribed distance from the point of intersection of the street lines or their projection thereof.</p> <p>The prescribed distance shall be informed by the Town of Collingwood Development Standards.</p> <p>The new lot line created by way of a daylight triangle shall be deemed part of the Front Lot Line for the purpose of zoning interpretation.</p> |
| Lot Frontage | The horizontal distance between the interior side and/or exterior side lot lines, measured 6.0m back from and parallel to the chord of the Front Lot Line. |

3. **THAT** Collingwood Zoning By-law 2010-040 is hereby amended to give effect to the foregoing, but that Collingwood Zoning By-law 2010-040 shall in all other respects remain in full force and effect.
4. **THAT** this By-law shall come into force and effect on the date it is enacted and passed by the Council of the Corporation of the Town of Collingwood, subject to notice hereof being circulated in accordance with the provisions of the *Planning Act* and Ontario Regulation 543/06 and 545/06, and if required as a result of such circulation the obtaining of the approval of the Ontario Municipal Board.

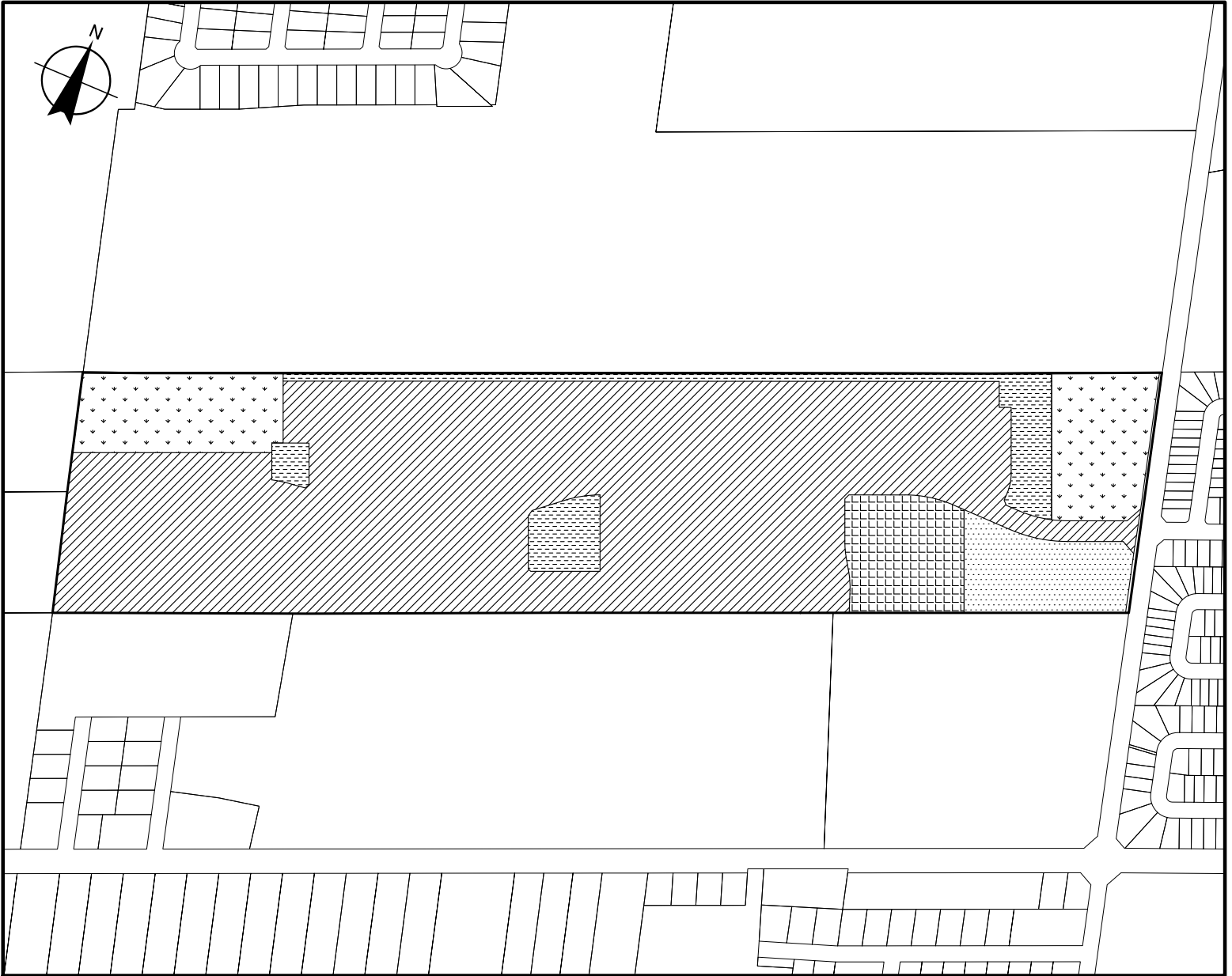
ENACTED AND PASSED this XX day of XXXX, 2026.

MAYOR

CLERK

SCHEDULE 'A'

Part of Lot 43
Concession 11
Geographic Township of Nottawasaga
Township of Collingwood, County Of Simcoe



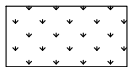
Residential Third Density Exception Forty (R3-40) Zone



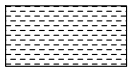
Residential Fourth Density Exception Six (R4-6) Zone



Community Services Exception Two (CS-2) Zone



Environmental Protection (EP) Zone



Recreation (REC) Zone

This is Schedule 'A' to Zoning By-law 2010 - 040
Passed this ____ day of _____, 2026

Mayor _____

Clerk _____