

PLANNING JUSTIFICATION REPORT

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

780 TENTH LINE

Town of Collingwood

Date:

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Prepared for:

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1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC”) has been retained by 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”).

The Subject Lands were recently acquired by Rayville. 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 back in May 2024. Those applications were subsequently deemed complete and the statutory public meeting was held on October 7th, 2024, with 1st submission technical review comments received following the public meeting.

Since acquiring the Subject Lands, Rayville has worked with Town staff and their consultant team on revisions to the proposed ZBA and proposed Draft Plan Revision to address both Town and public comments received and are now making a resubmission to those initial applications filed by the previous Owner.

The legal description for the Subject Lands 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 front onto the Tenth Line. The location of the Subject Lands is identified in **Figure 1**. An aerial image of the Subject Lands is shown in **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 designated “Residential” and “Environmental Protection” in the Town’s Official Plan Schedule A – Land Use Plan 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).

2.0 PROPOSAL

Applications for a Zoning By-law Amendment and Revision to Draft Plan of Subdivision were submitted to the Town of Collingwood in May 2024. This Planning Justification Report has been updated following first submission and forms part of the second submission. This Report specifically reviews the planning merits of the proposed Zoning By-law Amendment and the subdivision layout for the proposed revised Draft Plan of Subdivision on the Site.

2.1 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 last submission in May 2024, and circulation comments received following the May 2024 submission. 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.

2.2 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**.

2.3 Proposed Revised Draft Plan

The proposed Revised Draft Plan includes a total of 277 single detached unit lots, 184 townhouse lots, three park blocks, a school block, an environmental protection block, a high density residential Apartment Block (116-189 units), 9 open space blocks (including four walkway blocks, two emergency exit blocks, and three golf course buffer blocks), and a stormwater management block. Four 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	90	19.5%
40' (12.20m) Single Detached	187	40.5%
24.5' (7.5m) Townhouse	184	40.0%
TOTAL	461	100%

2.4 Rationale for Revisions to Draft Plan

The rationale for the changes proposed through the revised 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:

- Addition of 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;
- 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;
- 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 additional distance from the first internal street to the entrance on Tenth Line for improved safety and additional vehicular queueing space;
- Added a centre median at the primary site entrance;
- Reduced the amount of irregularly shaped and inefficient corner lots; and,
- Increased the overall unit count for the low/medium density residential development as currently approved. Maintained the overall density and unit counts for the apartment block.

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.

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. The Subject Lands, excluding the apartment, school, EP, park and SWM bocks, comprise 29.853 hectares of land within the proposed subdivision. This equates to a proposed density of 15.4 units per gross hectare for the Low-Medium Density Residential designation portion of the Subject Lands.

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 2.01 hectares in size and the school block is 2.13 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	2.01 hectares	55 uph	116 units
Scenario 2 – High Density – Apartment Block Only	2.01 hectares	90 uph	189 units
Scenario 3 – Low Density – Apartment and School Blocks	4.22 hectares	55 uph	232 units
Scenario 4 – High Density – Apartment and School Blocks	4.22 hectares	90 uph	380 units

The resulting low and high densities based on the Town’s density policy require a minimum of 116 units and a maximum of 189 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 232 units and a maximum of 380 units.

2.5 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 exception in the R3-40 Zone would provide for increased lot coverages for dwellings, decks and accessory detached buildings; increased driveway coverage and driveway width in the front yards; reduced setbacks to daylight triangles; a reduced sight triangle requirement; and a modified definition for the measurement of lot frontage.

Table 3: Proposed Zoning By-law Amendment

Existing Zone	Proposed Zone	Proposed Zoning By-law Amendments	
		Existing Zoning Provisions	Proposed Zoning Provisions
Residential Third Density Exception Forty (R3-40)	Residential Third Density Exception Forty (R3-40)	Maximum lot Coverage: 45% for a bungalow single-detached dwelling 40% lot coverage for a non-bungalow single-detached dwelling. 45% for a non-bungalow townhouse dwelling. 45% for lots containing ARUs.	Maximum 47% lot coverage for single detached dwellings. Maximum 55% lot coverage for townhouse dwellings. Maximum Lot Coverage for Decks or Detached Accessory Buildings: 5% (over and above dwelling coverage)
		Maximum 50% of the yard area may be used for a driveway.	Maximum 60% of the front yard area may be used for a driveway for single detached dwellings. Maximum 71% of the front yard area may be used for a driveway for townhouse dwellings.
		Maximum driveway width 50% of the lot frontage.	Maximum driveway width 61% of the lot frontage for townhouse dwellings.

Existing Zone	Proposed Zone	Proposed Zoning By-law Amendments	
		Existing Zoning Provisions	Proposed Zoning Provisions
		Lot Frontage measured along the Front Lot Line.	Lot Frontage measured 6.0m back from and parallel to the chord of the Front Lot Line.
		Yard encroachments permitted a maximum of 1.5m into a required yard, but no closer than 1.2m to any lot line.	Additionally, any part of a Building is permitted to project into a required 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.
		6.0m x 6.0m minimum	Minimum Sight Triangle of 3.0m x 3.0m
Residential Fourth Density Exception Six (R4-6)	Residential Fourth Density Exception Six (R4-6)	No amendments proposed	
Community Services Exception Two (CS-2)	Community Services Exception Two (CS-2)	No amendments proposed	
Environmental Protection (EP)	Environmental Protection (EP)	No amendments proposed	
Recreation (REC)	Recreation (REC)	No amendments proposed	

In addition to the above noted proposed amendments to the Residential Third Density Exception Forty (R3-40) Zone, new mapping amendments to the Zoning By-law Schedule are 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**.

3.0 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 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.

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

4.0 PLANNING ANALYSIS

The following is a review of the land use policy framework related to the subject lands and the potential implications for the subject site.

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 policies, 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 also 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 designed to provide adequate transportation paths to and from the Subject Lands and are larger roads made to accommodate a greater volume of traffic. The proposed roads are designed to meet appropriate Town engineering standards.

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

The proposed lots and blocks are appropriate in size to host 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 subdivide 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 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 Engineering 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 the same location and 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 1.906 hectares and four walkway 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 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.

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

The proposed single detached units and the townhouse development located on the subject lands are reflective of low-medium residential density 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 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 also 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 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 from 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 out 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 Stormwater Management Report has been completed for the Subject Lands and concludes that the proposed development can meet the stormwater management objectives. The Stormwater Management Report is included in the Functional Servicing Report which has been reviewed in Section 5.3 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 from Tenth Line. The road corridor network through the Subject Lands has been designed in a grid pattern, with some traffic calming measures to promote a safe and efficient road pattern for pedestrian and vehicular traffic movement. The road network has been designed to integrate with the existing Tenth Line to the east and provides road connections for future potential developments to the north, west and south.

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 shall be 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 previous submission and is undertaking additional fieldwork and updates to their EIS. The updated EIS will be submitted to the Town for review once it is completed. Should any of the findings impact the environmental policies, an addendum to our planning report will be provided in the future. Azimuth has provided an Interim EIS Field Program Summary for Linksview Subdivision for this resubmission outlining updates on the additional fieldwork that has been completed to date and is scheduled to be completed.

The May 2024 EIS confirms that no features of provincial interest (PSW or ANSI) have been identified on the site or adjacent land. In accordance with the Natural Heritage Features identified in the Natural Heritage policies of the PPS, the EIS identifies the following features on-site and on adjacent lands:

- The potential for fish habitat in Taylor's Creek (a tributary of Black Ash Creek) that transects the woodlot in the northwestern corner of the subject lands;
- Significant Wildlife Habitat for Eastern Wood-pewee and Monarch;
- Habitat for five Species at Risk including: Eastern Wood-pewee, Monarch, Bobolink, Eastern Meadowlark, and Four Butternut trees;

The EIS has further confirmed that development of the subject lands can occur in accordance with the policies of the PPS:

- In regards to the fish habitat, the PPS prohibits development in fish habitat except in accordance with provincial and federal requirements. No development or site alteration is proposed within or adjacent to Taylor's Creek and the proposed development is located more than 30 m from the creek. It is anticipated that

surface water quality and quantity will be consistent with current conditions. Therefore, no impacts to aquatic habitat are expected to occur as a result of the proposed development.

- In regards to significant wildlife habitat, the PPS prohibits development in significant wildlife habitat unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions. The EIS has confirmed that the proposed plan will remove a portion of woodland which is considered SWH for Eastern Wood-pewee. However, as the majority of the woodland will be retained, and the implementation of mitigation measures to minimize the disturbance to the feature are recommended, reduction in the function of the woodland as habitat for this species is not anticipated. Furthermore, the EIS confirms that forage plants for Monarch can be restored in the environmental protection buffers to the woodland, in parklands and around SWM facilities.
- In regards to the habitat of endangered species and threatened species, the PPS prohibits development in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements. The EIS confirms that development of the site can occur in accordance with the applicable provincial and federal requirements for each of the noted species.

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 PPS. It is noted the proposed plan encroaches within the woodland, although the minimal removals are not anticipated to result in impacts to the overall function of the feature.

The Environmental Impact Study has been reviewed in Section 5.4 of this report.

Section 4.2 of the PPS 2024 requires 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 be located 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 has been conducted for the Site and has extensively reviewed the potential for archaeological and cultural heritage resources. The report has identified that the Subject Lands exhibit the potential to yield archaeological deposits of Cultural Heritage Value or Interest and provides a number of recommendations, including that further archaeological assessment of the study area is 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 concludes 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 natural hazards on the Subject Lands have been assessed and 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 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 for employment opportunities and also 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. An Environmental Impact Study has been prepared for the Subject Lands and confirms that no features of provincial interest (PSW or ANSI) have been identified on the site or adjacent land. In accordance with the Natural Heritage Features identified in the Natural Heritage policies of the PPS, the EIS identifies the following features on-site and on adjacent lands:

- The potential for fish habitat in Taylor's Creek (a tributary of Black Ash Creek) that transects the woodlot in the northwestern corner of the subject lands;
- Significant Wildlife Habitat for Eastern Wood-pewee and Monarch;
- Habitat for five Species at Risk including: Eastern Wood-pewee, Monarch, Bobolink, Eastern Meadowlark, and Four Butternut trees;

The EIS has further confirmed that development of the subject lands can occur in accordance with the policies of the County OP:

- In regards to the fish habitat, the County OP prohibits development in fish habitat except in accordance with provincial and federal requirements. No development or site alteration is proposed within or adjacent to Taylor's Creek and the proposed development is located more than 30 m from the creek. It is anticipated that surface water quality and quantity will be consistent with current conditions. Therefore, no impacts to aquatic habitat are expected to occur as a result of the proposed development.
- In regards to significant wildlife habitat, the County OP prohibits development in significant wildlife habitat unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions. The EIS has confirmed that the proposed plan will remove a portion of woodland which is considered SWH for Eastern Wood-pewee. However, as the majority of the woodland will be retained, and the implementation of mitigation measures to minimize the disturbance to the feature are recommended, reduction in the function of the woodland as habitat for this species is not anticipated. Furthermore, the EIS confirms that forage plants for Monarch can be restored in the environmental protection buffers to the woodland, in parklands and around SWM facilities.
- In regard to the habitat of endangered species and threatened species, the County OP prohibits development in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements. The EIS confirms that development of the site can occur in accordance with the applicable provincial and federal requirements for each of the noted species.

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, 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 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 Stormwater Management Report has been completed for the Subject Lands and concludes that the proposed development can meet the stormwater management objectives. The Stormwater Management Report is included in the Functional Servicing Report which has been reviewed in Section 5.3 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 Site 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 5.11 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 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, a range and mix of housing types, parkland open space.

Section 3.5.23 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 proposed development achieves a density target range of 39.7 to 44.7 residents and jobs combined per hectare. This target does not factor in jobs being provided through home based businesses, and in the event that the school block is not needed for a school, then additional high density units would be provided that would assist the site in achieving the minimum density target for greenfield areas set by the County. 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.

The above calculations do not include any jobs that would be created from the residential units such as home-based businesses.

Section 3.5.30 of the County OP requires that local municipal official plans and zoning by-laws shall 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 the full range of housing types identified in a more compact and efficient lay out. This will allow for a higher proportion of smaller unit/lot types which will contribute to providing more affordable housing types by offering a variety of housing and spreading 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.

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. The proposed development seeks to permit an apartment block within the High Density residential

Section 4.3.2.7.4 provides the High Density Residential Exceptions (OPA#35) for the Linksvue Subdivision. The exception requires that the Subject Lands shall have a minimum density of 55 dwelling units per gross hectare and a maximum density of 90 units per gross hectare; and, shall be limited to 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 116 units to a maximum of 189 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. To ensure conformity with the density policies, a density of 15.4 of units per gross hectare is proposed in the Low-Medium Density Residential lands.

It is noted the existing approved draft plan achieves a combined density range of 15.2 to 17.1 units per gross hectare across the Low-Medium and High density designations. A density range of 55 units to 90 units per gross hectare within the High density designation is achieved.

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) will be provided under separate cover.

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 5.11 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 5.11 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 1.906 hectares of parkland space and a 2.13 hectare school block. Other recreational facilities

include the Town's existing sports facility, Fisher Field 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 additional walkways to the development. 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.

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 in 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 facade 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 added walkways for enhanced pedestrian and cyclist convenience. A substantial amount of parkland 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 are 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 development provisions are provided in **Table 4**. The proposed zoning amendments are provided in bold in the table.

Table 4: Proposed Zoning Requirements – Residential Third Density Exception Forty (R3-40) Provisions

Lot 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 front lot line.	Amendment proposed
Minimum Front Yard (m)	4.5	4.5	4.5	No amendments proposed
Minimum Exterior Side Yard (m)	4.5	4.5 (3.0 to daylight triangle)	4.5 1.2 to any daylight triangle	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
Maximum Height (m)	12.0	12.0	12.0	No amendments proposed
Maximum Lot Coverage (bungalow)	45%	N/A	47% for Dwelling - Single Detached	Amendments proposed
Maximum Lot Coverage (other than a bungalow)	40%	45%	55% for Dwelling - Townhouses	
Maximum Lot Coverage (for lots containing ARUs)	45%	45%	5% additional – Decks or Accessory	

Lot Provisions	R3 Single Detached Required	R3 Townhouses Required	Proposed Revised Draft Plan	Proposed ZBA
			Detached Structures	
Minimum Landscaped Open Space	35%	35%	35%	No amendments 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% - Townhouses	Amendment proposed
Residential Driveways (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.	60% - Single Detached 71% - 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 5**. No zoning amendments are proposed for the existing R4-6 zone.

Table 5: Proposed Zoning Requirements – Residential Fourth Density Exception Six (R4-6) Provisions

Lot Provisions	R4-6 Provisions Apartment	Proposed Revised Draft Plan
Minimum Lot Area (m ²)	Nil	2.01 hectares
Minimum Lot Frontage (m)	30.0	78.2 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%

Lot 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 maximum lot coverage requirements to permit 47% for single detached dwelling and 55% for townhouse dwellings where the R3 zone currently permits 40-45%; Amendment to the maximum front yard driveway coverage to permit 60% for single detached dwellings and 71% for townhomes, whereas By-law 2010-040 currently permits 50%; Amendment to the maximum driveway width to 61% of the lot frontage for townhouse dwellings whereas By-law 2010-040 currently permits 50%;
- 3) Permit any part of a Building to project into a required 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, whereas By-law 2010-040 currently sets a maximum encroachment of 1.5m into any required yard; and
- 4) Permit Lot Frontage to be measured 6m back from and parallel to the chord of the front lot line, whereas By-law 2010-040 currently requires it to be measured along the front lot line.

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 6** below.

Table 6: Rational for Proposed New R3-40 Zone Exceptions

Proposed R3-40 Zone Provision	Context and Justification
Lot Frontage shall be measured 6.0m back from and parallel to the chord of the Front Lot Line.	Collingwood's Comprehensive Zoning By-law 2010-040 currently requires that Lot Frontage be measured along the front lot line 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. Measuring the Lot Frontage along the front lot line as By-law 2010-40 requires generates three primary issues: 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. 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. 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: • 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.
In the case of corner lots, any part of a Building is permitted to project into a required 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.	By-law 2010-040 permits porches to project a maximum of 1.5m into any required yard setback, but no closer than 1.2m to any lot line. Some corner lots on the draft plan will have porches which will project more than 1.5m into a required front or exterior side yard due to the lot lines associated with daylight triangles at street intersections. The proposed exception, in the case of corner lots, would permit any part of a Building to project into a required 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. The proposed exception is considered appropriate and good planning for the following reasons: • 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.
Minimum Sight Triangle: 3.0m x 3.0m	The exception seeks to permit a minimum Sight Triangle of 3.0m x 3.0m. We note that while applied differently, Sight Triangles and Daylight Triangles are measured in the same way and ultimately serve a similar function. 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. 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. The proposed Sight Triangle reduction will not result in visual obstructions, or any issues related to street safety or lot/site functionality. It is therefore considered appropriate and good planning.
Maximum Lot Coverage for Dwelling: • 47% (Single Detached) • 55% (Townhouse)	The exceptions seek to permit a maximum dwelling coverage of 47% for single detached dwellings and 55% for townhouses whereas By-law 2010-040 requires 40% or 45% percent depending on the form of the townhouse and single detached dwelling.

	It is important to note that this exception captures those lots and house models which result in the largest lot coverages. There are many lots and models in the subdivision which will fall well below the requested maximum coverage. The exceptions are considered appropriate and good planning for the following reasons: • The exception to permit 55% coverage for townhouses would also apply to bungalow townhouses, which currently have no maximum lot coverage under By-law 2010-040. • The exceptions provide flexibility across the site to provide bungalow single detached and townhouse models (which generally require larger footprints) while setting an appropriate cap. • They support the inclusion of building massing and front porches extending closer to the street than the garage, applying good urban design principles. • They support 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 lots. • 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 and meet or exceed the minimum 35% landscaped open space requirement.
Maximum Lot Coverage for Decks or Detached Accessory Buildings: • 5% (over and above dwelling coverage)	The exception seeks to permit a maximum lot coverage of 5% for decks or detached accessory buildings, over and above the dwelling lot coverage. By-law 2010-040 currently includes all buildings and decks above grade in the calculation of lot coverage. The exception is considered appropriate and good planning for the following reasons:

	• It provides a reasonable allowance for homeowners of the subdivision to construct backyard decks and detached accessory structures such as garden sheds on their properties. • It enables the inclusion of backyard decks above grade, which By-law 2010-040 counts as lot coverage. • The stormwater management plan for the subdivision has taken the increased lot coverages into account. • Backyard decks in particular are often constructed in a manner which allows permeability and infiltration of rainwater. • All lots will continue to provide ample landscaped areas in the front, rear and side yards and meet or exceed the minimum 35% landscaped open space requirement.
Maximum Front Yard Coverage for Driveways: • 60% (Single Detached) • 71% (Townhouse)	The proposed exceptions would increase the maximum percentage of the front yard that can be occupied by driveway to 60% for single-detached dwellings and 71% for townhouse dwellings whereas By-law 2010-040 currently permits up to 50%. 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: • 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. The exceptions are appropriate and desirable for the following reasons: • 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. • Sufficient area in the front yard will remain for landscaping, in addition to that which is provided in the municipal boulevards and public parks. • All lots 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. • Driveway hardscape detailing can be introduced to visually separate two paired asphalted driveways. • Driveways will be paired where possible which also pairs front yards, maximizing the continuous areas of front yard landscaping along a street. • The proposed development is supported by a Stormwater Management Report which
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	considers the impervious areas associated with driveways.
Maximum Driveway Width: 61% of the Lot Frontage (Townhouse)	The proposed exception would permit driveways associated with Townhouse units to have a maximum width of 61% of the lot frontage, whereas By-law 2010-040 currently permits up to 50%. 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. This exception is considered appropriate and good planning for the following reasons: - 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. - 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. - 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.
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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 previous 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 (MNR) permits and/or approvals.

5.2 Archaeological Report

A Stage 1 Archaeological Background Assessment was completed by Amick Consultants Limited and included in the previous 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 previous 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 last submission.

Tatham Engineering (Tatham) was subsequently retained to prepare a new Functional Servicing Report (FSR) for the revised development, which is included with this submission. The FSR concludes that the proposed development can be adequately serviced and meet the stormwater management objectives. The following recommendations are 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 watermain 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 is included with this submission.

Tatham's SWM Report has been 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 an updated Scoped Environmental Impact Study (EIS) in May 2024 for the previous submission as an update to the EIS that Azimuth completed in 2014 for the original application.

Azimuth is undertaking additional fieldwork and updates to their EIS. The updated EIS will be submitted to the Town for review once it is completed. Should any of the findings impact the environmental policies, an addendum to our planning report will be provided in the future.

Azimuth has provided an Interim Field Program Summary for Linksview Subdivision Scoped Environmental Impact Study Update dated June 27th, 2025 for this resubmission outlining updates on the additional fieldwork that has been completed to date and is scheduled to be completed.

A fulsome response to all natural heritage comments will be provided in the future at the same time as the Scoped Environmental Impact Study Update is provided.

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.

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 previous 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 previous 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 has prepared a new Noise Impact Study based on the latest revised Draft Plan and in response to circulation comments. The new 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.

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 is included with this 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 is included with this 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 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 (July 11, 2025).

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, subject to the conclusions of the remaining forthcoming 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
Intermediate Planner

Figures

Figure 1

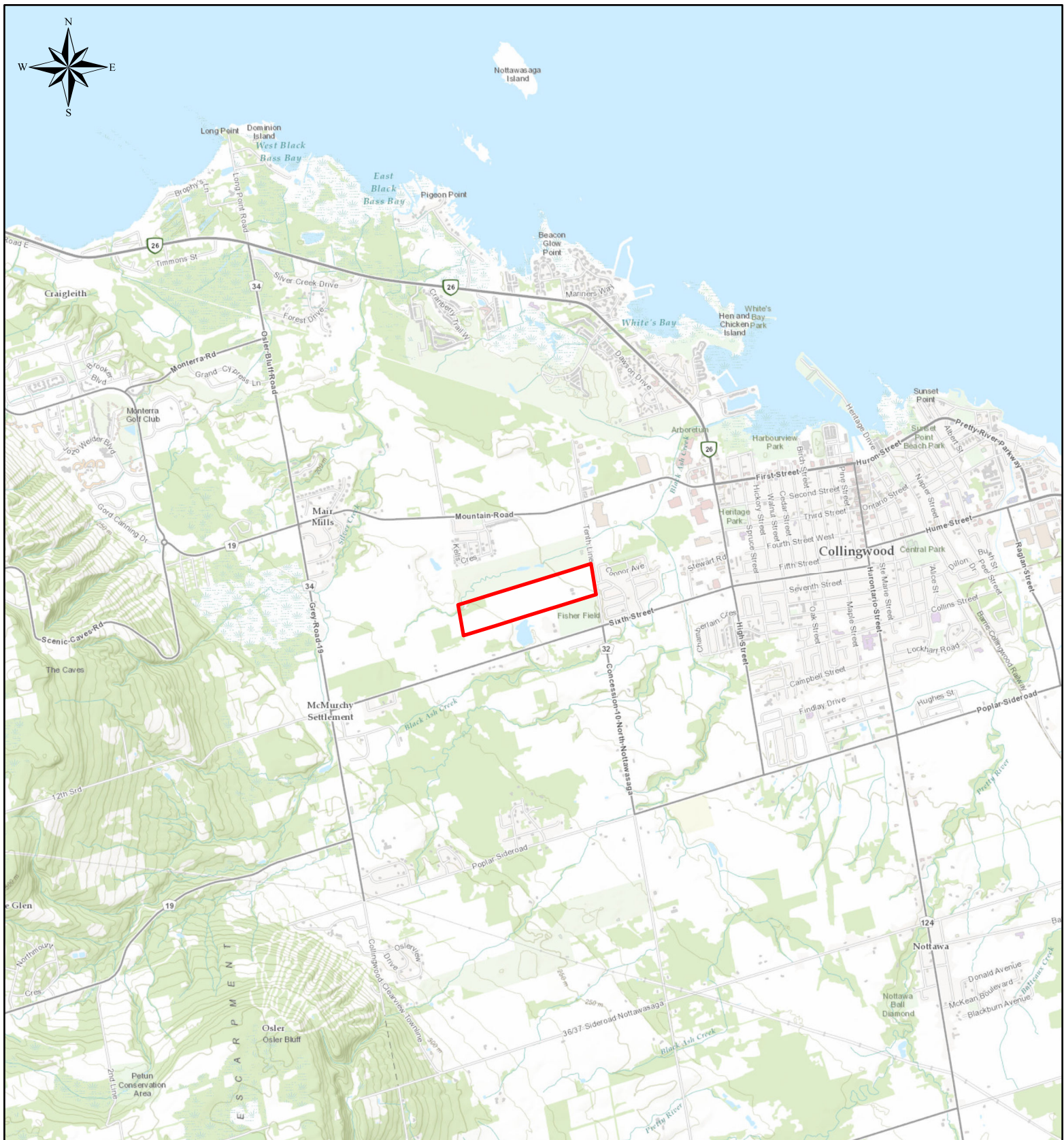


Figure # 1
Site Location

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

0 250 500 1,000 1,500 2,000
Meters (1:25,000)

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- 18138B\Drawings\Planning Report Figures\GIS

Figure 2



Figure # 2
Aerial Context

Legend
 Property Boundary

Linksview Subdivision
 780 Tenth Line
 Town of Collingwood
 County of Simcoe

Date March 2022

Sources Land Information Ontario
 Contains information licensed under the
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0 45 90 180 270 360
 Meters (1:10,000)

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 - 18138B\Drawings\Planning Report Figures\GIS

MHBC PLANNING
 URBAN DESIGN
 & LANDSCAPE
 ARCHITECTURE

Figure 3

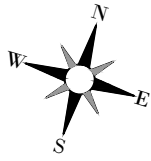
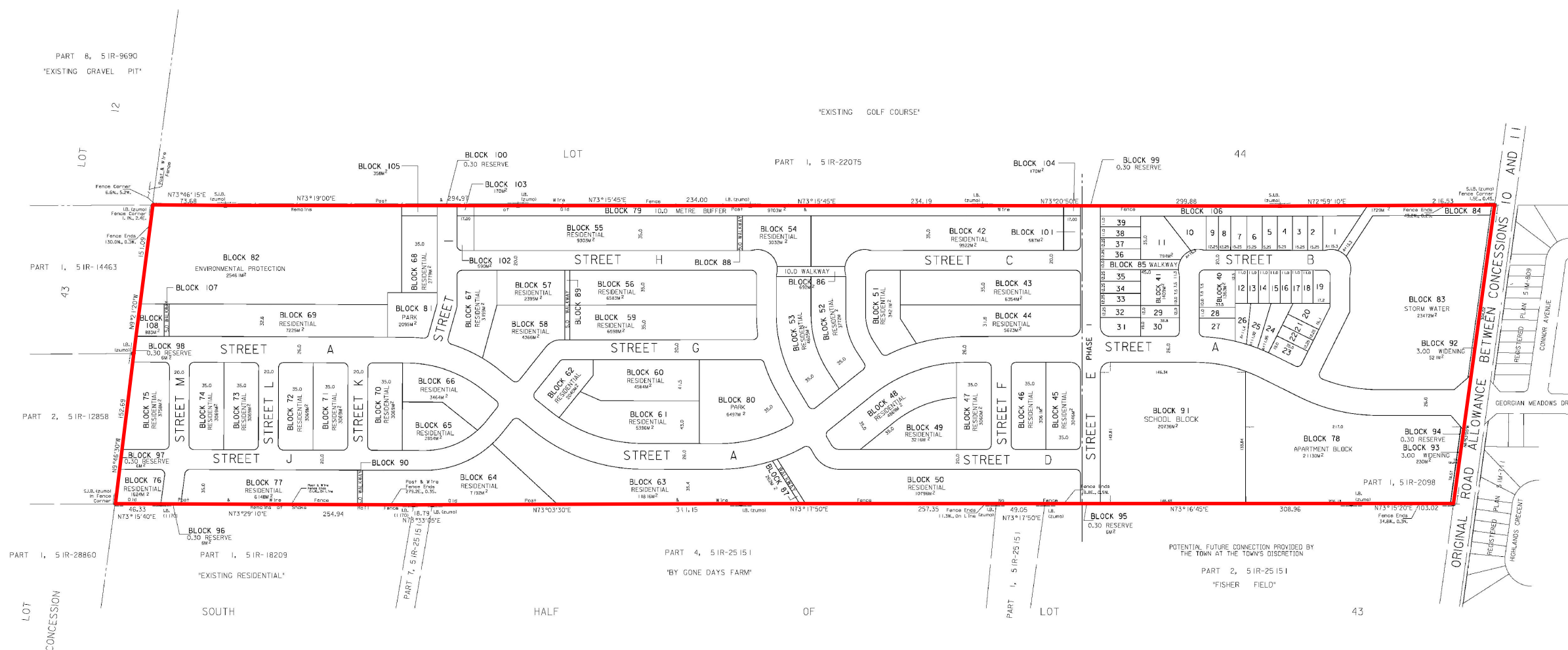


Figure # 3
Current Draft Plan of Subdivision

Linksview Subdivision
780 Tenth Line
Town of Collingwood
County of Simcoe

Legend

 Property Boundary

PROPOSED LAND USE	AREA (ha)
PHASE 1	
LOTS	
1-39 INC. 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 "EP"	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

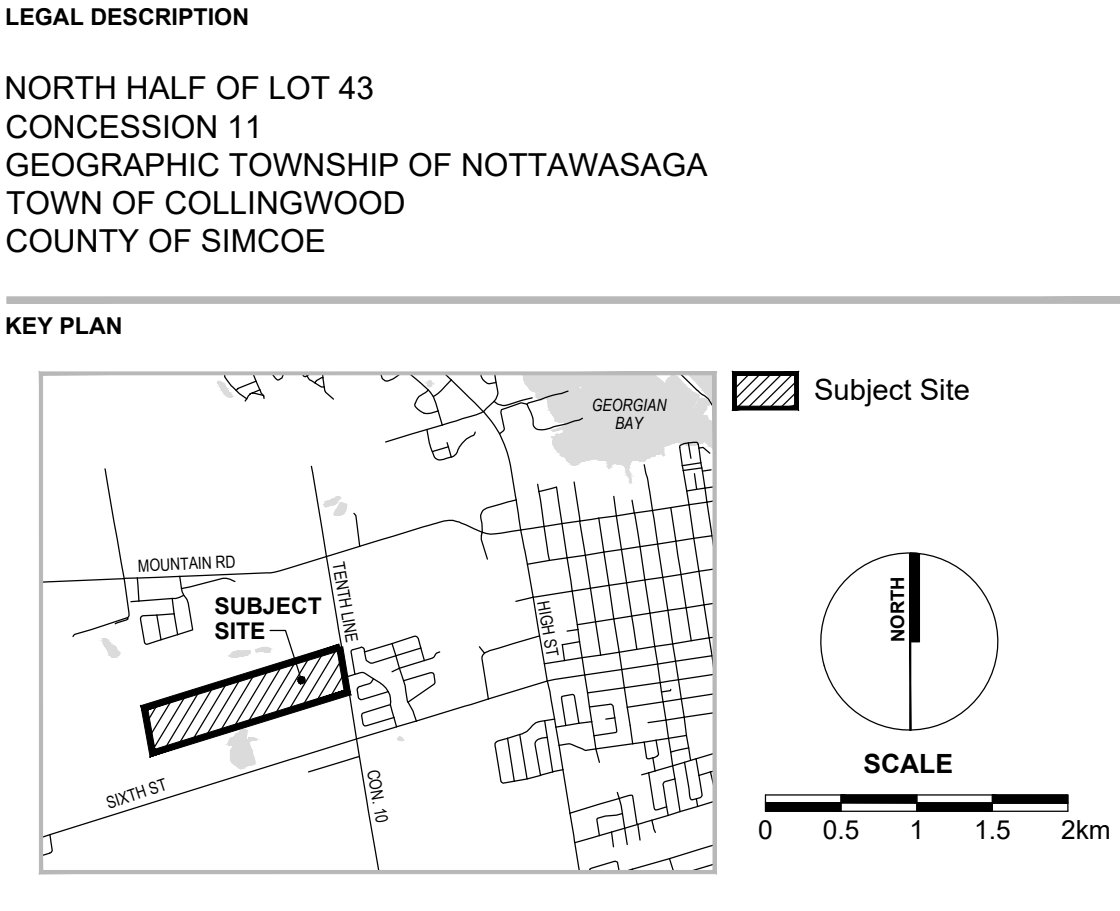
0 75 150 Meters (1:5000)

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18138B\Drawings\Planning Report Figures\CAD\18138B - Updated Planning Report Figures.dwg

Figure 4



LAND USE	LOT / BLOCK #	UNITS	AREA
SINGLE DETACHED - 40R / 12.2m LOTS	015-020, 033, 034, 050-052, 072-074, 076-078, 082-087, 089-091, 094-102, 105-113, 116, 117, 120, 121, 123-136, 138, 139, 142, 143, 145-154, 156, 157, 159-168, 188, 189, 191-196, 201-221, 224-232, 235-277	187	7.939ha
SINGLE DETACHED - 50R / 15.24m LOTS	001-014, 021-032, 035-049, 053-071, 075, 079-081, 088, 092, 093, 103, 104, 114, 115, 118, 119, 122, 137, 140, 141, 144, 155, 158, 187, 190, 197-200, 222, 223, 233, 234, 257	90	5.139ha
TOWNHOUSE - 24.5R / 7.5m UNITS	278-312	184	5.438ha
APARTMENT (MIN. 55 UPH / MAX. 90 UPH)	313	(MIN. 116) (MAX. 189)	2.094ha
SCHOOL	314		2.128ha
PARK (5%)	315-317		1.905ha
10m BUFFER	318-320		0.858ha
EMERGENCY EXIT	321-322		0.292ha
WALKWAY	323-326		0.085ha
ENVIRONMENTAL PROTECTION	327		2.557ha
STORMWATER MANAGEMENT AREA	328		2.125ha
FUTURE RIGHT OF WAY	329-332		0.303ha
0.3m RESERVE	333-335		0.004ha
ROAD WIDENING	336		0.091ha
RIGHT OF WAY	A, B, C, D, E, F, G, H, I, J, K		9.704ha
TOTALS		481 (MIN. 577) (MAX. 650)	40.680ha



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 JUN. 3, 2025 REDLINE DRAFT PLAN REVISION M.M.

REVISION No. DATE ISSUED / REVISION BY

LEGEND

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

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

PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE
MHBC PLANNING

STAMP

DATE MAY 26, 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

N:\Collingwood\Linksvew -Devonleigh Homes - Draft Plan Due Diligence - 23367B\Drawings\Draft Plan\CAD\23367B - Draft Plan Redline - 2025-06-03.dwg

Figure 5

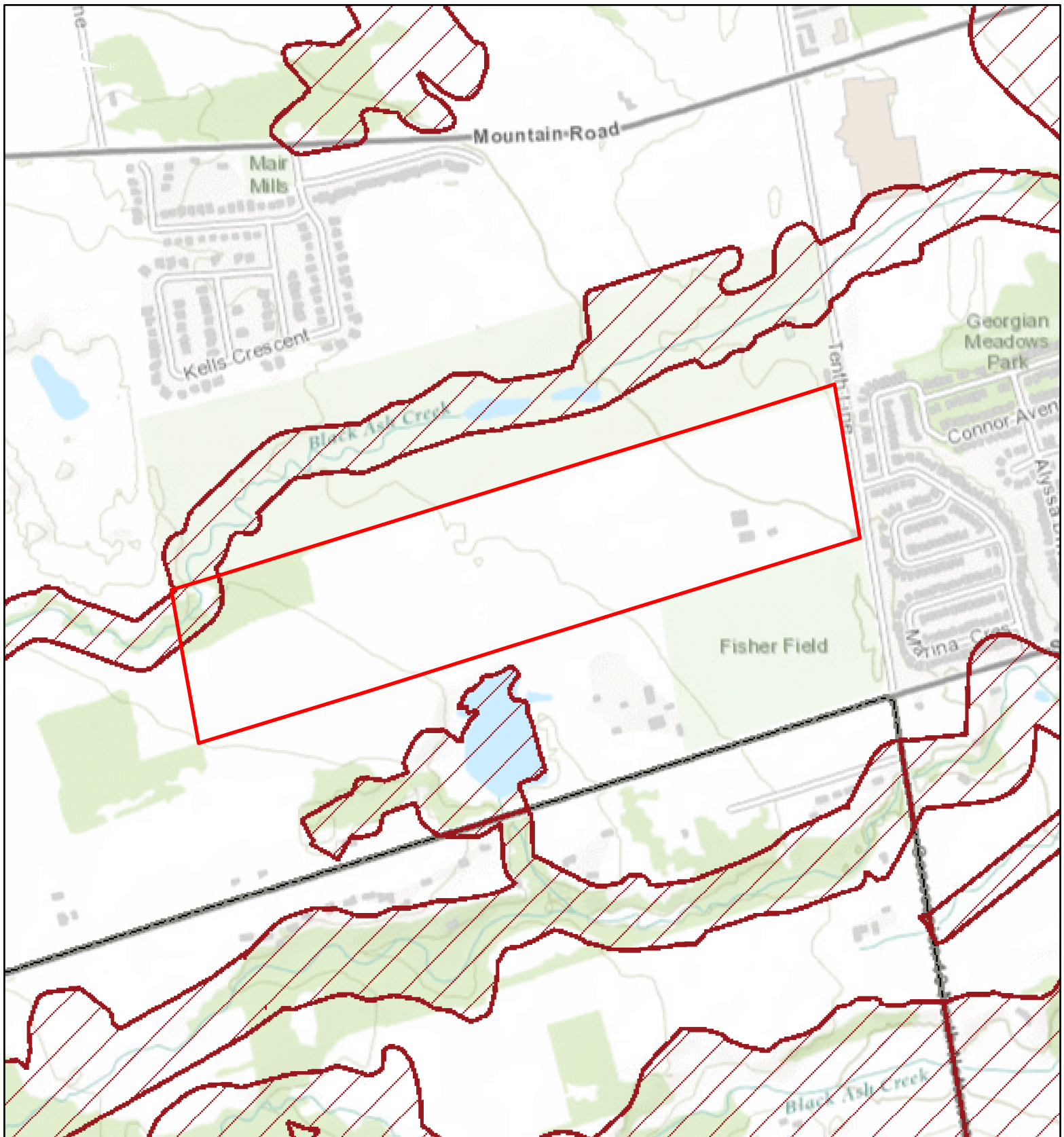


Figure # 5
NVCA Regulation Map

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

0 45 90 180 270 360
Meters (1:10,000)

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- 18138B\Drawings\Planning Report Figures\GIS

Figure 6

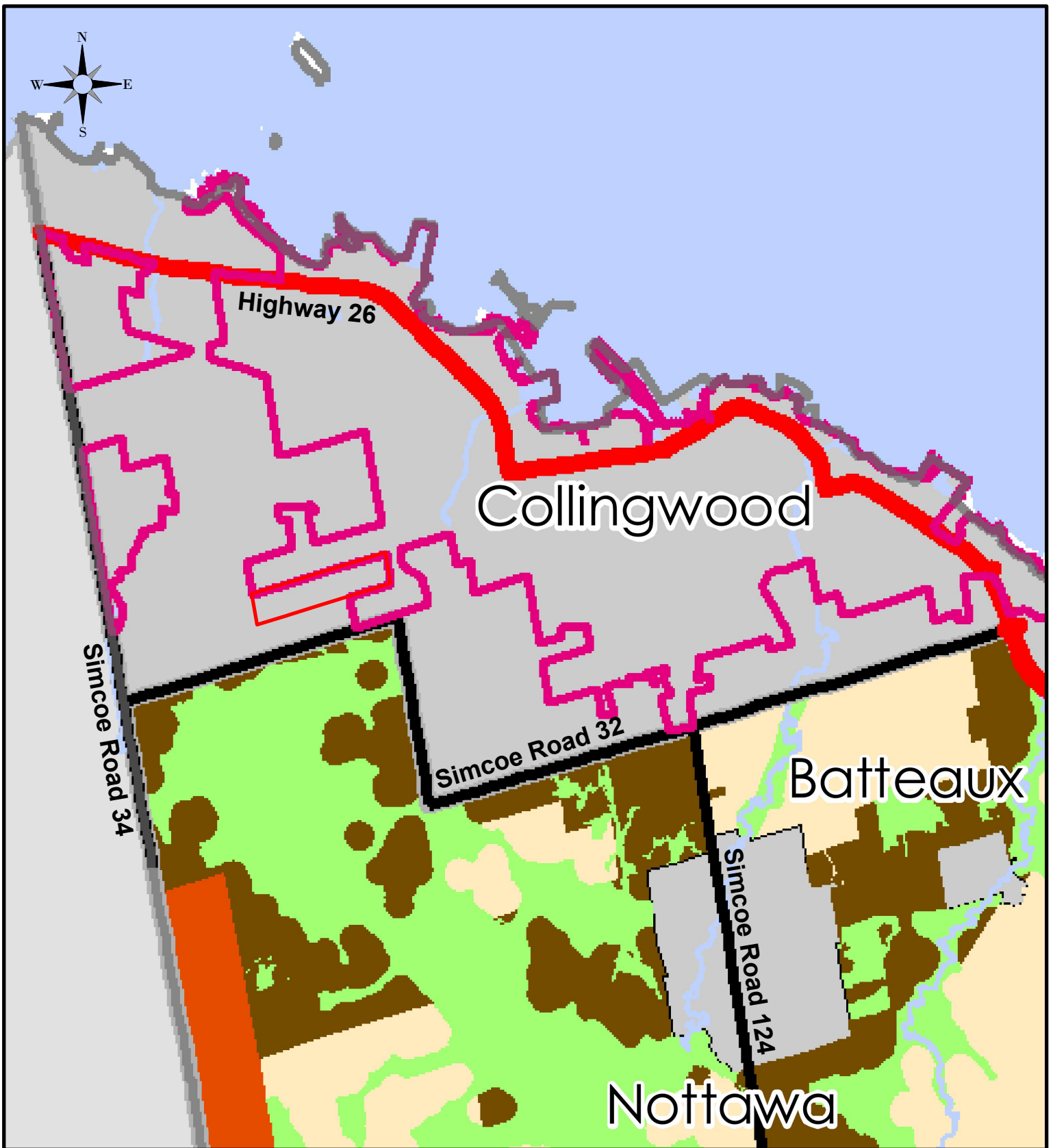


Figure # 6
Land Use Designation
 County of Simcoe Official Plan

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
 0 750 1500
 Meters (1:50,000)

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Figure 7

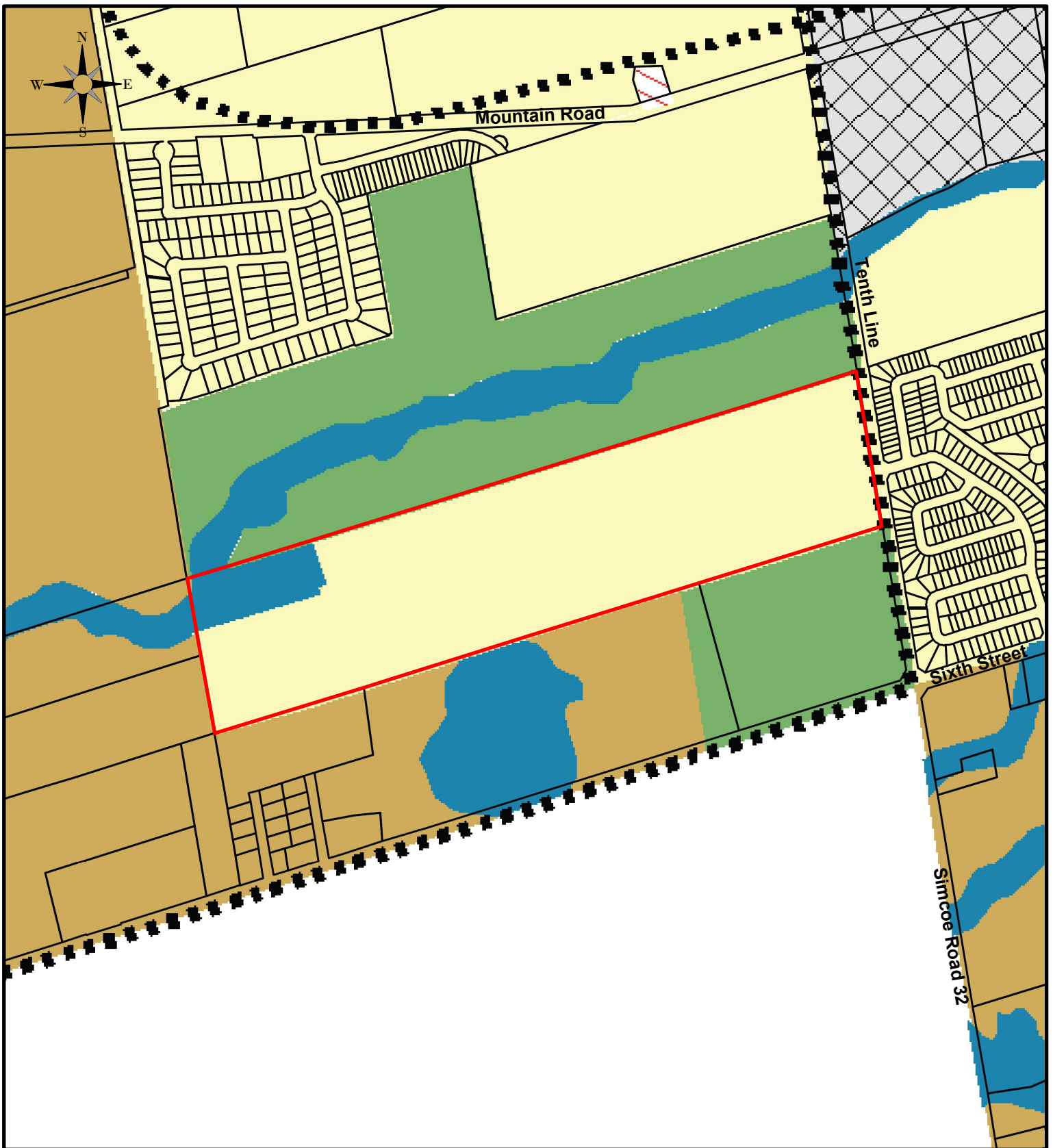


Figure # 7
Land Use Plan
 Town of Collingwood Official Plan

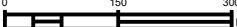
Linksview Subdivision
 780 Tenth Line
 Town of Collingwood
 County of Simcoe

Legend

- | | |
|--|--|
|  Property Boundary |  Residential |
|  Secondary Plan Boundary |  Rural |
|  Waste Disposal Assessment Area |  Recreation |
|  Restrictive Commercial |  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
 Meters (1:10,000)

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 181388\Drawings\Planning Report Figures\CAD\181388 - Planning Report Figures

Figure 8

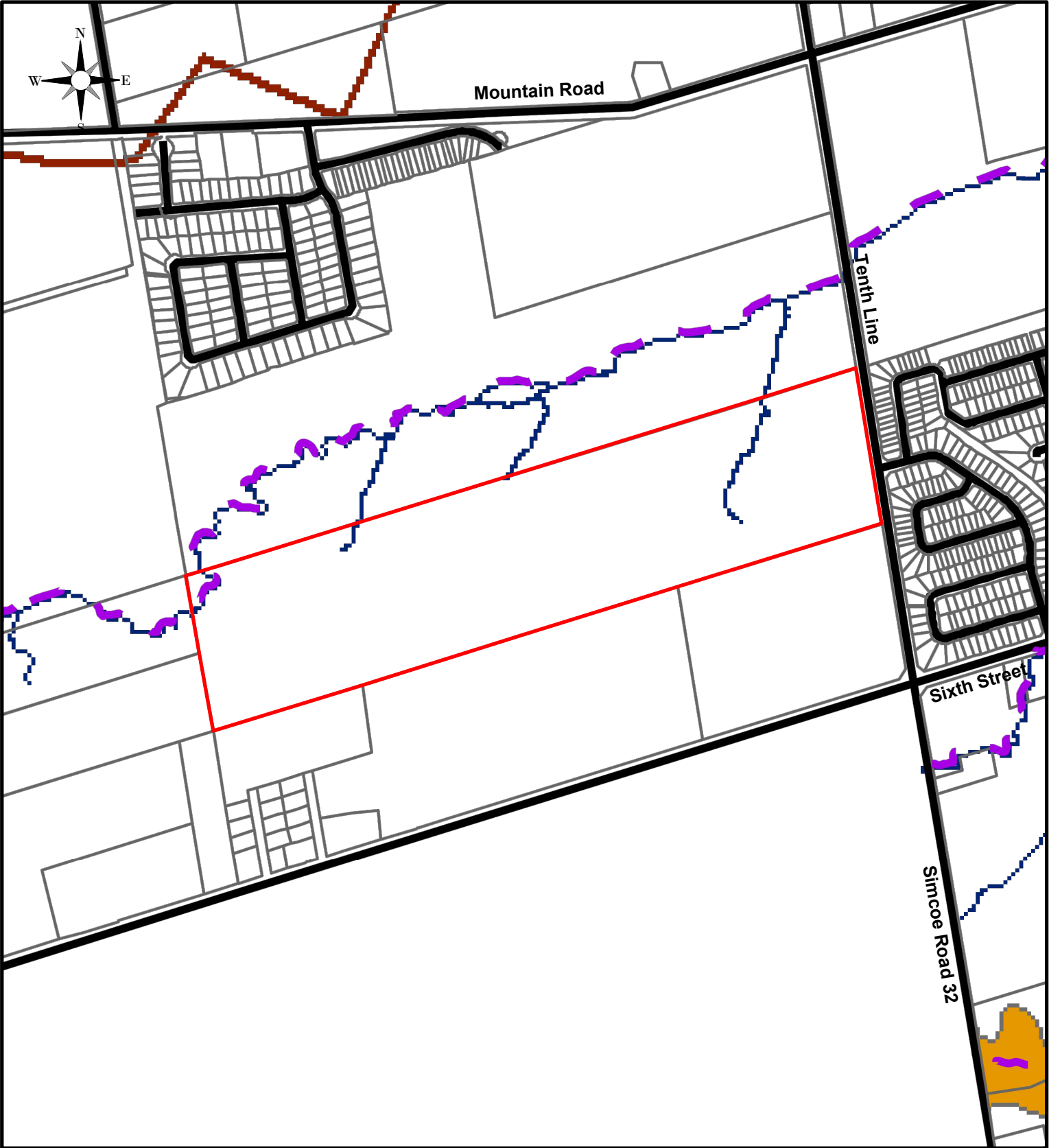


Figure # 8
**Environmental Protection
& Natural Heritage Areas**
Town of Collingwood Official Plan

Linksview Subdivision
780 Tenth Line
Town of Collingwood
County of Simcoe

Legend

 Property Boundary

 Category 1 Valleylands

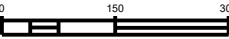
 Fish

 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)

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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
 0 150 300
 Meters (1:10,000)

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PLANNING
 URBAN DESIGN
 & LANDSCAPE
 ARCHITECTURE

Figure 10

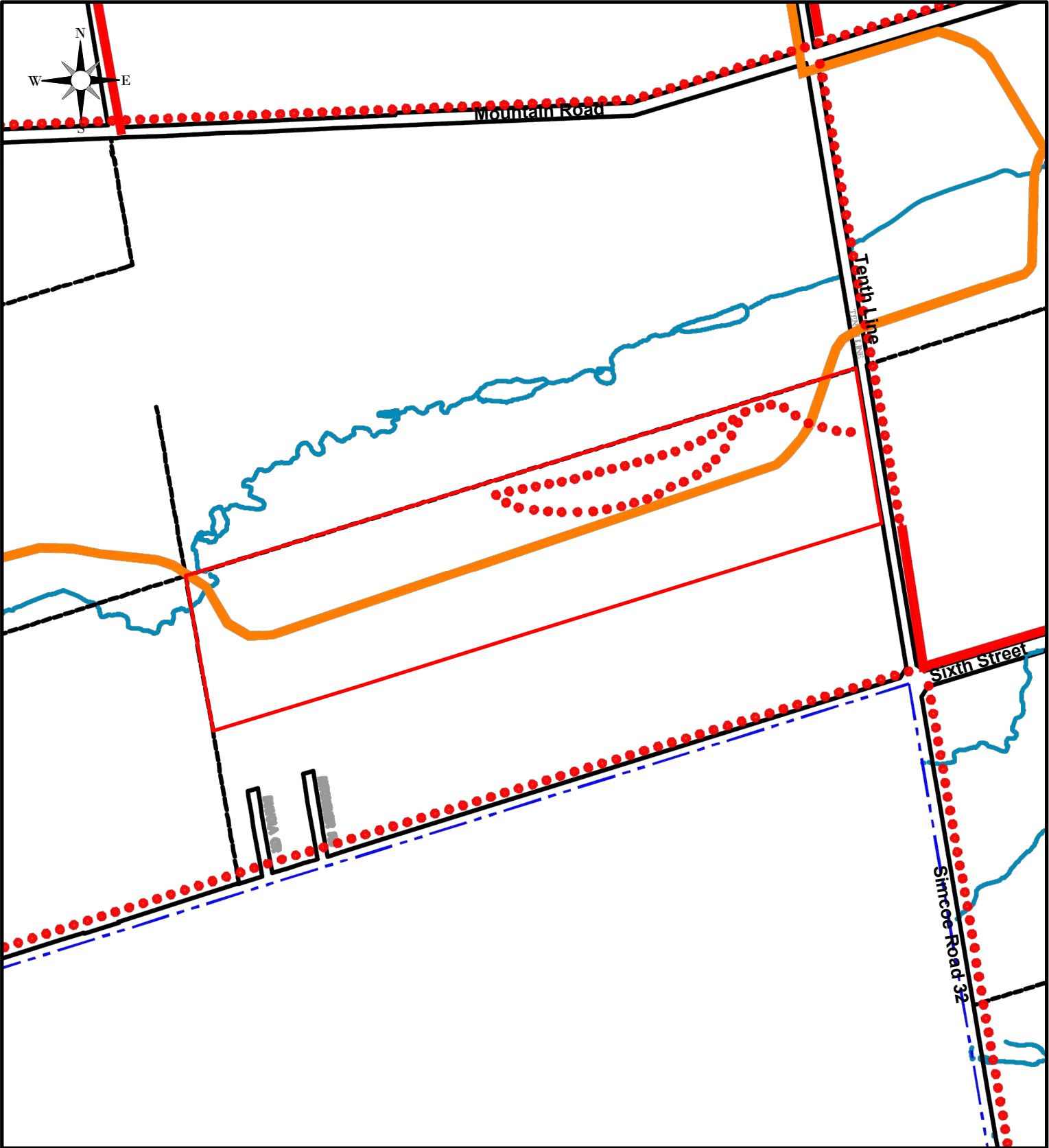


Figure # 10
Trail System
Town of Collingwood Official Plan

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)

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Figure 11

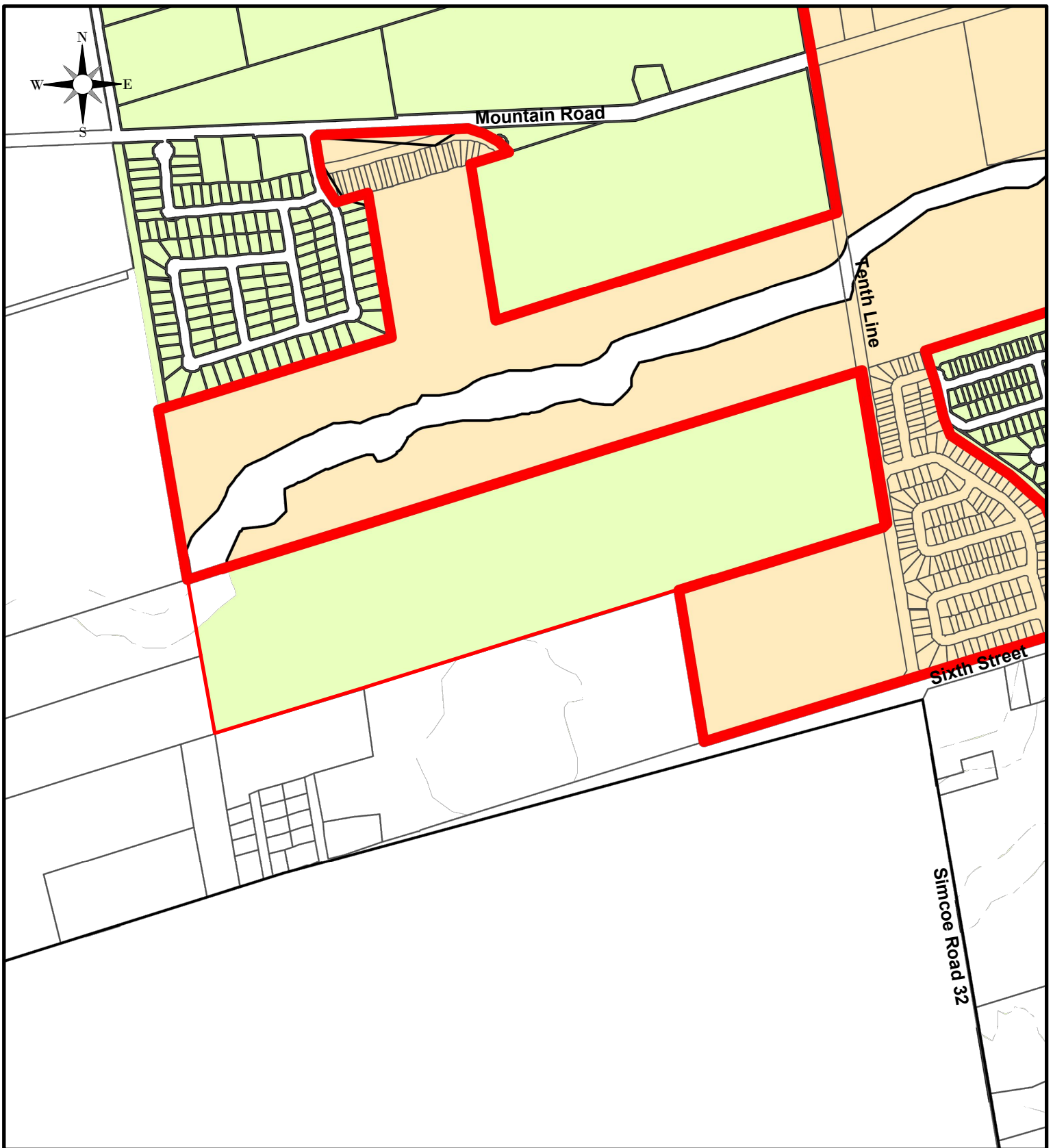


Figure # 11
Urban Structure
 Town of Collingwood Official Plan

Linksview Subdivision
 780 Tenth Line
 Town of Collingwood
 County of Simcoe

Legend

 Property Boundary

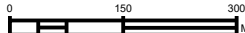
 Build Boundary

 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
 Meters (1:10,000)

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 181388\Drawings\Planning Report Figures\CAD\181388 - Planning Report Figures

Figure 12



Figure # 12
Current Approved Zoning
 Town of Collingwood

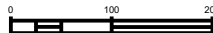
Linksview Subdivision
 780 Tenth Line
 Town of Collingwood
 County of Simcoe

Legend

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

Date March 2022

Sources
 Town of Collingwood Zoning By-law
 Schedule A - Map 9
 Revised June 25, 2018

Scale
 Meters (1:7500)

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 181388\Drawings\Planning Report Figures\CAD\181388 - Planning Report Figures

Appendices

Appendix **A**

BY-LAW NO. 2025-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:

Lot Frontage shall be measured 6.0m back from and parallel to the chord of the Front Lot Line.

In the case of corner lots, any part of a Building is permitted to project into a required 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.

Minimum Sight Triangle of 3.0m x 3.0m

Maximum Lot Coverage for Decks or Detached Accessory Buildings: 5% (over and above dwelling coverage)

Provisions for Single Detached Dwellings:

Maximum Lot Coverage for Dwelling: 47%

Maximum Front Yard Coverage for Driveways: 60.0%

Provisions for Townhouse Dwellings:

Maximum Lot Coverage for Dwelling: 55%

Maximum Front Yard Coverage for Driveways: 71.0%

Maximum Driveway Width: 61% of the Lot Frontage

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, 2025.

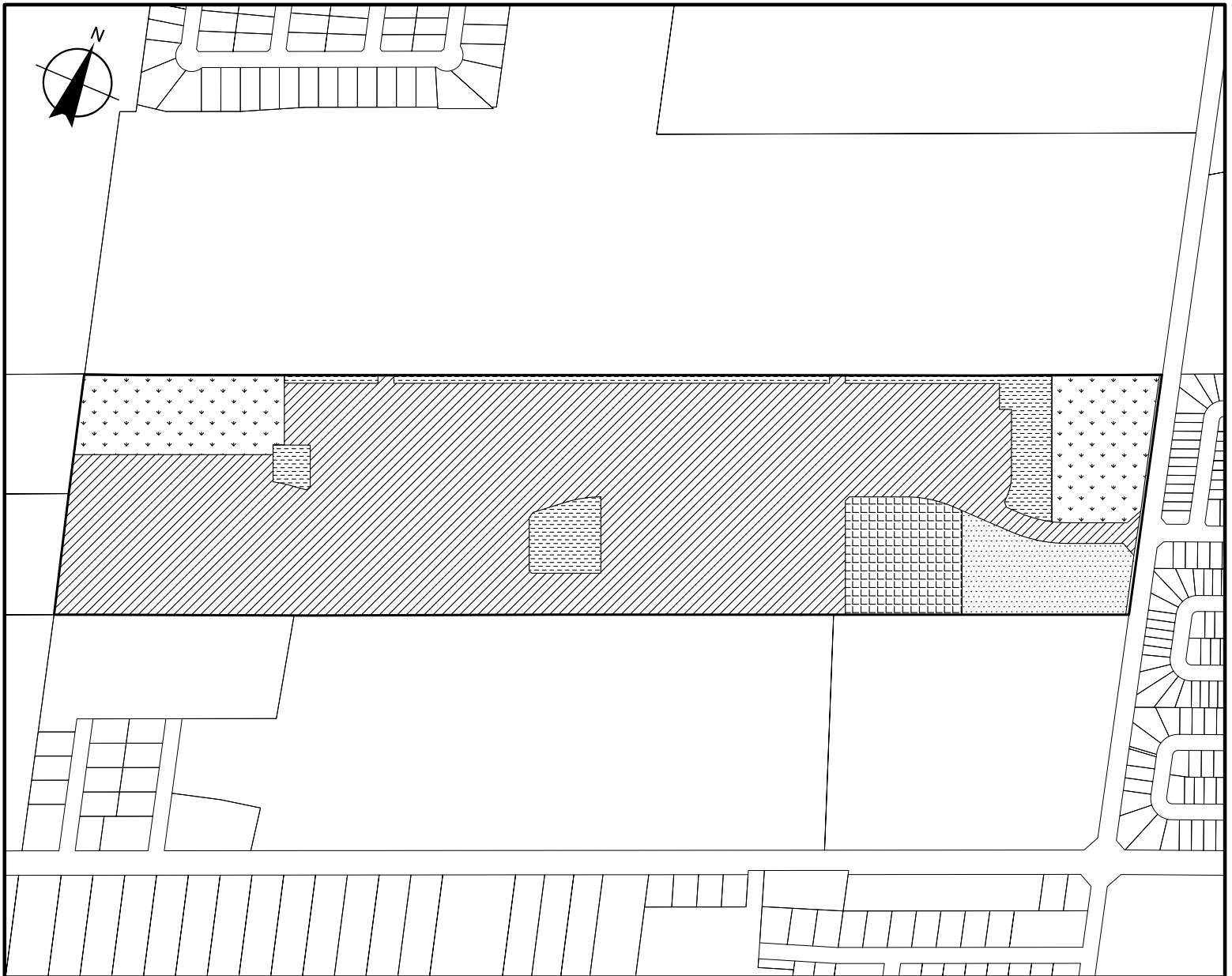
MAYOR

CLERK

DRAFT

SCHEDULE 'A'

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



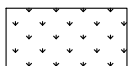
Residential Third Density Exception Forty (R3-40) Zone



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 _____, 2025

Mayor

Clerk